



CITY OF
LOS ANGELES
CALIFORNIA



P.O. BOX 4670, WEST HILLS, CA 91308
WWW.WESTHILLSNC.ORG
MAIL@WESTHILLSNC.ORG

WEST HILLS NEIGHBORHOOD COUNCIL

STREETS AND TRANSPORTATION COMMITTEE MEETING AGENDA (REVISED)

TUESDAY, FEBRUARY 20, 2024 7:30PM – 9:00PM

Chaminade College Preparatory – Condon Center 2nd Floor

23241 W. Cohasset Street, West Hills, CA 91304

Enter Chaminade through the Cohasset Street (security booth) entrance between Woodlake and Platt Avenues. Drive through the parking lot, bear left and continue over the paved hill and around the roadway until you see the Condon Family Technology Center on the left. Park in the nearest lot.

Members of the public have the option to attend either in person or remotely during the in-person committee meeting.

- **Members of the public wishing to attend remotely via Zoom Webinar: Click or paste the following link into your browser: <https://us02web.zoom.us/j/82354792524>**
- **Members of the public wishing to attend and participate by telephone, dial (669) 900-6833, then enter the following when prompted: 8235 479 2524 and press #.**

1. Call to Order
2. Confirmation of Committee Members / Establish a Quorum
3. Meeting Minutes (Appointment of Secretary)
4. Discussion and possible action for Board approval of Joanne Yvanek-Garb as co-chair
5. Review and Approval of October 17, 2023 Meeting Minutes
6. Comments from the Chair
7. General Public Comment
8. Connecting Canoga Park - Community Meeting Summary (Joanne Yvanek-Garb)
9. Discussion and Possible Action, including submitting a Community Impact Statement or written letter, regarding benefits of noise aka sound-activated cameras.
10. Discussion and Possible Action, including submitting a Community Impact Statement or written letter, lengthy traffic light at Sherman Way & Woodlake (across from Malibu Beer & Garden).
11. Discussion and Possible Action, including submitting a Community Impact Statement or written letter, left turn signals at Vanowen and Platt in all 4 directions.
12. Discussion and Possible Action, including submitting a Community Impact Statement or written letter, Council File 24-0077 Automatic License Plate Reader (ALPR) System / Purchase, Installation, Maintenance / Council District 12 / Neighborhood Service Enhancements / General City Purposes Fund / Sunshine Canyon Community Amenities Trust Fund / Transfer
13. Discussion and Possible Action, including submitting a Community Impact Statement or written letter, Senate Bill No. 961, titled Vehicles: safety equipment, introduced January 1, 2024 by Senator Wiener.
14. Discussion and Possible Action, including submitting a Community Impact Statement or written letter, Senate Bill No. 960, titled Transportation: planning: transit priority projects: multimodal, introduced January 1, 2024 by Senator Wiener
15. Suggestions for next meeting, next meeting schedule and meeting adjournment.

Public Input: Comments from the public on agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the agenda that are within the Board's jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, an issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to two minutes per speaker, unless adjusted by the presiding officer of the committee.

The Americans With Disabilities Act - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: NCsupport@lacity.org

Public Posting of Agendas - WHNC agendas are posted for public review at Platt Village, on the Southside of Pavilions, closest to Nothing Bundt Cakes at 6534 Platt Avenue, West Hills, CA 91307 or at our website, www.westhillsnc.org You can also receive our agendas via email by subscribing to [L.A. City's Early Notification System \(ENS\)](#)

Notice to Paid Representatives -If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

Public Access of Records - In compliance with Government Code Section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: www.westhillsnc.org or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the WHNC's executive director via email at michelle.ritchie@westhillsnc.org

Reconsideration and Grievance Process - For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our Board meetings and our website www.westhillsnc.org

Servicios De Traduccion: Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte Michelle.Ritchie@westhillsnc.org



CITY OF
LOS ANGELES
CALIFORNIA



P.O. BOX 4670, WEST HILLS, CA 91308
WWW.WESTHILLSNC.ORG
MAIL@WESTHILLSNC.ORG

WEST HILLS NEIGHBORHOOD COUNCIL

JOINT BOARD AND STREETS AND TRANSPORTATION COMMITTEE MEETING MINUTES TUESDAY, OCTOBER 17, 2023 7:30P.M. Meeting held at Chaminade College Preparatory 23241 W. Cohasset Street, West Hills, CA 91304 Condon Center 2nd Floor

Committee Chair Steve Randall called the meeting to order at 7:34 P.M.

Committee members in attendance were Steve Randall (Chair), Clarice Chavira (Secretary), Joan Trent, Faye Barta, Brad Vanderhoof and Jonathan Marvisi. Others in attendance were Glenn Jennings, Jan MacQuoid, Jeff Sacher, Barry Seybert and Carolyn Poppert.

The minutes from August 15, 2023 were approved, as amended (date in penultima sentence corrected from September 12, 2023 to September 19, 2023).

Comments from the Chair: Steve Randall had no comments.

During discussion for the placement of cement bollards at the northeast corner of Vanowen & Platt, Steve indicated that a stakeholder made a request for cement bollards on the sidewalk of the northeast corner of Vanowen and Platt due to frequent traffic collisions at Vanowen and Platt. Steve made a motion for the committee to prepare a letter to the Department of Transportation requesting a barrier on northeast corner. Faye Barta seconded the motion. Approved unanimously by committee members present.

During discussion of a request for a pedestrian crosswalk at Valley Circle and Stonegate, Barry Seibert indicated it was not necessary and, in his opinion, the Department of Transportation (DOT) will never approve it; that Stonegate and Valley Circle is a T-intersection with a high retaining wall; no reason for pedestrians to cross over Valley Circle at Stonegate; more dangerous to have a crosswalk; that DOT will not place a Stop sign on a downhill. Steve noted the location of a temple and school at that corner and those who attend temple typically walk to temple; that another purpose for the Stop sign is to slow down speeding cars. Steve made a motion to draft a letter requesting that the DOT do a traffic study for the purpose of a traffic signal / crosswalk/ stop sign to make it safer for pedestrians to cross and to reduce speed on Valley Circle. Clarice seconded. Approved unanimously by committee members present.

Update on Sub Committee Chaminade traffic study, stadium lights, and parking restrictions was tabled.

There was no action taken on LADOT's Transportation Assessment.

During discussion on issues for future consideration, Jonathan Marvisi suggested discussion regarding a lengthy traffic light at Sherman Way & Woodlake (across from Malibu Beer & Garden); Glenn suggested discussion for left turn signals at Vanowen and Platt in all 4 directions. Clarice mentioned a recent approval by the City Planning Commission regarding placement of digital signs throughout the City of Los Angeles.

There were no Public Comments.

The next regularly scheduled Streets & Transportation Committee meeting is on November 21, 2023.

The meeting was adjourned by committee Chair Steve Randall at 8:38P.M.



SB-1079 Vehicles: sound-activated enforcement devices. (2021-2022)

SHARE THIS:



Date Published: 09/20/2022 10:00 AM

Senate Bill No. 1079

CHAPTER 449

An act to add Section 27150.4 to the Vehicle Code, relating to vehicles.

[Approved by Governor September 19, 2022. Filed with Secretary of State
September 19, 2022.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1079, Portantino. Vehicles: sound-activated enforcement devices.

Existing law requires every motor vehicle subject to registration to be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise and prohibits a muffler or exhaust system from being equipped with a cutout, bypass, or similar device. Existing law further prohibits the modification of an exhaust system of a motor vehicle in a manner that will amplify or increase the noise emitted by the motor of the vehicle so that the vehicle exceeds existing noise limits when tested in accordance with specified standards.

This bill would require the Department of the California Highway Patrol to evaluate the efficacy of sound-activated enforcement devices by evaluating devices from at least 3 different companies, and would require the department, on or before January 1, 2025, to prepare and submit its findings and recommendations from the evaluation in a report to the Legislature, as specified.

Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.

This bill would make legislative findings to that effect.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 27150.4 is added to the Vehicle Code, to read:

27150.4. (a) The Department of the California Highway Patrol shall evaluate the efficacy of sound-activated enforcement devices by evaluating devices from at least three different companies.

(b) (1) On or before January 1, 2025, the department shall prepare and submit its findings and recommendations from the evaluation in a report to the Legislature, which shall include all of the following information:

(A) How effective the devices are at determining that a vehicle was not equipped with an adequate muffler in constant operation and properly maintained in accordance with the requirements of Article 2.5 (commencing with Section 27200).

(B) How often the device identified a potential violation that was not related to a violation of Section 27150, and the types of sounds other than a loud muffler that triggered the device.

(C) What percentage of time an officer was unable to determine the source of the sound that activated the device.

(D) How often the device was required to be serviced.

(E) What, if any, technology does the sound-activated enforcement system use to determine the direction or source of the sound that violated the sound limits provided for in Article 2.5 (commencing with Section 27200).

(F) Where the devices were located, and whether the location had any consequences to the effectiveness of the device.

(G) The number of devices the department tested and from which companies were the devices that were tested.

(H) Recommendations on all of the following:

(i) Which, if any, device or devices would the department recommend be used for the purposes of enforcing Sections 27150 and 27151, and the reasons for that determination. If the department determines that it does not recommend any of the devices tested, the report shall include the standards and parameters that shall be met by future technology.

(ii) What, if any, restrictions should be placed on the use of sound-activated enforcement devices in enforcing Sections 27150 and 27151, including, but not limited to, the decibel level setting for triggering a potential violation for the purposes of enforcement.

(iii) Where the devices should be optimally located in order to reduce the chances of a false violation.

(iv) Descriptions and explanation of any necessary and associated training that an individual reviewing these violations would need to go through in order to operate the device, including recommendations for what is necessary for a robust human review process.

(v) Any other recommendations the department believes would be necessary for authorizing the use of sound-activated enforcement devices.

(I) A video demonstrating the device. The video shall be edited to remove any personally identifying information, including the blurring of persons recorded in the video, street addresses, and license plates.

(2) The report required by this subdivision shall be submitted in compliance with Section 9795 of the Government Code.

(c) The department shall delete all videos recorded on a highway by a device within five days of the video being recorded. However, the department shall keep 15 videos from the devices of each company evaluated for the purposes of preparing the report required by this section and documenting the issues related to each device that helped the department make its recommendations. The department shall not keep any recording that picked up audio of a person speaking, if recorded on a highway.

(d) Notwithstanding Division 10 (commencing with Section 7920.000) of Title 1 of the Government Code, or any other law, information collected and maintained by the department using a sound-activated enforcement device that could be used to identify the identity or location of any individual shall be confidential and only be used for purposes of this section, and shall not be disclosed to any other persons, including, but not limited to, any other state or federal government agency or official for any other purpose, except as required by the reporting requirements in this section, state or federal law, court order, or in response to a subpoena in an individual case or proceeding.

(e) For purposes of this section, "sound-activated enforcement device" or "device" means an electronic device that utilizes automated equipment that activates when the noise levels have exceeded the legal sound limit

established in Section 27151 and is designed to obtain clear video of a vehicle and its license plate. A sound-activated enforcement device shall do all of the following:

- (1) Record audio, precision accuracy noise levels, and high definition video in two directions.
- (2) Utilize an automated system that triggers when excessive vehicle noise over the limit is detected and save the data for review.
- (3) Automatically delete any evidence not related to a violation.
- (4) Permit the department to manually review evidence to ensure a violation has occurred.
- (5) Conform to the class 1 accuracy standards in the International Electrotechnical Commission's (IEC) standard IEC 61672:2013, or any other accuracy standard determined to be appropriate by the department.

SEC. 2. The Legislature finds and declares that Section 1 of this act, which adds Section 27150.4 to the Vehicle Code, imposes a limitation on the public's right of access to the meetings of public bodies or the writings of public officials and agencies within the meaning of Section 3 of Article I of the California Constitution. Pursuant to that constitutional provision, the Legislature makes the following findings to demonstrate the interest protected by this limitation and the need for protecting that interest:

To protect the privacy interests of persons who are issued notices of violation under a sound-activated enforcement device program, the Legislature finds and declares that the records generated by a sound-activated enforcement device shall be confidential.

TO CITY CLERK FOR PLACEMENT ON NEXT
REGULAR COUNCIL AGENDA TO BE POSTED #51
MOTION

In the days following Thanksgiving, in 2023, the City of Los Angeles was shaken by a killing spree perpetrated by a serial killer whose victims were unhoused angelenos. The individual is accused of murdering in cold blood, 4 people before the license plate of the vehicle he was driving, a 2024 BMW M440 was entered into an automatic license plate reader (ALPR) system in an effort to identify the suspects whereabouts. The Beverly Hills Police Department was able to identify the suspects vehicle utilizing their ALPR system, and conducted a traffic stop based on the information obtained. This traffic stop resulted in the arrest of an accused serial killer tormenting communities across Los Angeles. Sheriff Robert Luna of the LA County Sheriff's Department stated "If we did not enter that plate into this system, this individual that we believe is responsible for at least four murders may have been out there and re-offended." Chief Michel Moore of the Los Angeles Police Department (LAPD) added, "Had they not had access to those tools, this individual, I am convinced, would still be moving about the city and the region, and killing individuals."

The success of Beverly Hills ALPR system in this case is an example of modern technology playing a crucial role in the safety of our communities and demonstrates that these technologies are beneficial when implemented, by providing law enforcement the necessary tools to ensure the safety our communities desire and deserve.

Council District 12 has seen a 23% increase from 2022 to 2023 in residential burglaries which equates to over 200 additional burglaries from one year to the next. It's critical that the City be responsive to these kinds of fluctuations in crime by looking at additional technologies that can be helpful to law enforcement's efforts to hold criminals accountable for their crimes.

ALPR systems are in use in many large cities across California and the United States, including cities adjacent to the City of Los Angeles. ALPRs work by scanning the plates of passing vehicles and providing that information to law enforcement enabling officers the ability to determine where and when a specific vehicle was spotted, which then enables law enforcement to use that information to track down a missing person, a stolen car, or individuals fleeing a crime in a vehicle.

I THEREFORE MOVE that the Council adopt the following actions:

1. Transfer / appropriate \$250,000 in the Council District 12 portion of the Neighborhood Service Enhancements line item General City Purposes Fund No. 100-56, to the LAPD Fund No. 100/70, Account No. 006010 (LAPD General Fund Administrative and Office Supply) to be used for the purchase / installation and maintenance of ALPR cameras within Council District 12.

JAN 23 4

PK

2. Transfer / appropriate \$250,000 in the Sunshine Canyon Community Amenities Trust Fund No. 699-14 be transferred / appropriated to the LAPD Fund No. 100/70, Account No. 006010 (LAPD General Fund Administrative and Office Supply) to be used for the acquisition / installation and maintenance of ALPR cameras within a five mile radius of Sunshine Canyon landfill in CD12.

3. Instruct the LAPD in consultation with the Department of Transportation and the Bureau of Street Lighting to conduct an assessment of Council District 12 and determine the appropriate locations and methods for installation of ALPR cameras that best assist the LAPD in their crime reduction efforts throughout Council District 12.

4. Authorize LAPD to make any corrections, clarifications or revisions to the above fund transfer instructions, including any new instructions, in order to effectuate the intent of this Motion including any corrections and changes to fund or account numbers; said corrections / clarifications / changes may be made orally, electronically or by any other means.

PRESENTED BY


JOHN S. LEE

Councilmember, 12th District

SECONDED BY



ORIGINAL

Introduced by Senator Wiener

January 23, 2024

An act to add Article 19 (commencing with Section 28170) to Chapter 5 of Division 12 of, and to add Section 34512 to, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 961, as introduced, Wiener. Vehicles: safety equipment.

Under existing law, the Department of the California Highway Patrol regulates the safe operation of specified vehicles, including motortrucks of 3 or more axles that are more than 10,000 pounds, truck tractors, trailers, semitrailers, and buses. Existing federal law regulates required safety equipment on vehicles, including rear impact guards on certain large trucks to prevent rear underrides in collisions with passenger vehicles.

This bill would require certain trucks and trailers to also be equipped with side guards, as specified. The bill would also require the department to adopt rules and regulations requiring driver inspections of side guards and requiring the department to inspect side guards that have been involved in collisions.

Existing law prohibits a person from driving a vehicle upon a highway at a speed greater than the speed limit.

This bill would require certain vehicles, commencing with the 2027 model year, to be equipped with an intelligent speed limiter, as specified, that would limit the speed of the vehicle to 10 miles per hour over the speed limit. The bill would exempt emergency vehicles from this requirement and would authorize the Commissioner of the California Highway Patrol to authorize the disabling of the system on other vehicles based on specified criteria.

A violation of either of these prohibitions would be punishable as a crime.

By creating a new criminal offense, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Digest Key

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Article 19 (commencing with Section 28170) is added to Chapter 5 of Division 12 of the Vehicle Code, to read:

Article 19. Speed Limiter Technology

28170. As used in this article, “intelligent speed limiter system” means an integrated vehicle system that uses, at minimum, the GPS location of the vehicle compared with a database of posted speed limits, to determine the speed limit, and electronically limits the speed of the vehicle to prevent the driver from exceeding the speed limit by more than 10 miles per hour.

28171. (a) Commencing with the 2027 model year, every passenger vehicle, motortruck, and bus manufactured or sold in the state shall be equipped with an intelligent speed limiter system.

(b) An intelligent speed limiter system required by this section shall operate passively and shall only be capable of being temporarily disabled by the driver of the vehicle.

(c) An intelligent speed limiter system shall be capable of being fully disabled by the manufacturer or a franchisee, but only as provided in Section 28172.

28172. (a) Section 28171 does not apply to any vehicle sold as an authorized emergency vehicle.

(b) An intelligent speed limiter system may be disabled on any authorized emergency vehicle or any vehicle for which written authorization has been received by the commissioner.

(c) The commissioner may, in the commissioner’s discretion, authorize the disabling of an intelligent speed limiter system in any vehicle if, based on the specialized usage of the vehicle, the disabling of the system is reasonable, practical, and would not pose a risk to public safety.

SEC. 2. Section 34512 is added to the Vehicle Code, to read:

34512. (a) Every motortruck, trailer, or semitrailer, having a gross vehicle weight rating exceeding 10,000 pounds, that is manufactured, sold, or registered in the state shall be equipped with functional side guards on both lateral sides of the vehicle.

(b) The department shall adopt rules and regulations as follows:

(1) To require inspection by the department of the side guards of any vehicle involved in a collision impacting the side guards.

(2) To require drivers of vehicles equipped with side guards to conduct regular inspections of side guards for damage and functionality and to repair or replace damaged units as necessary.

(c) As used in this section, “side guard” means a lateral protection system that meets both of the following requirements:

(1) Is able to provide vehicle crash protection for a midsize car to prevent the intrusion of the occupant survival space when struck at any location and from any angle at any speed up to 40 miles per hour.

(2) Physically covers and protects any exposed space between the front and rear wheels of the motortruck, trailer, or semitrailer.

SEC. 3. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

Introduced by Senator Wiener
(Principal coauthor: Assembly Member Friedman)
(Coauthor: Senator Menjivar)
(Coauthor: Assembly Member Lee)

January 23, 2024

An act to amend Sections 14526.4 and 14526.6 of, and to add Section 14526.8 to, the Government Code, and to add Article 3.9 (commencing with Section 159) to Chapter 1 of Division 1 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 960, as introduced, Wiener. Transportation: planning: transit priority projects: multimodal.

(1) Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.

This bill would require all transportation projects funded or overseen by the department to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved, as specified.

(2) Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program (SHOPP). Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. Existing law requires the department to develop, in consultation with the commission, a plain language performance report to increase transparency and accountability of the SHOPP.

This bill would require the asset management plan to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable. The bill would repeal the requirement for the commission to adopt targets and performance measures and instead require the commission to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require the department's plain language performance report to include a description of pedestrian, bicycle, and transit facilities on each project, as specified. The bill would require the department, in consultation with the commission, to update the asset management plan and use it to guide the selection of transit priority projects for the SHOPP, as specified.

(3) Existing law creates transit districts in designated areas throughout the state and authorizes the use of various vehicles for the purpose of public and private transit. Existing law authorizes transit buses and other transit vehicles to operate on state highways.

This bill would define “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, as specified. The bill would require the Director of Transportation to adopt a policy on transit priority projects for state and local highways. The bill would require the department to take certain actions to streamline the approval of transit priority projects, as specified. The bill would require the department to approve, deny, or make a determination on an application for a transit priority project or an encroachment permit for a transit priority project within specified time periods. The bill would prohibit the department from denying or delaying by more than 60 days the implementation of a transit priority project to do a detailed traffic analysis, as specified.

The bill would require the department to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways. The bill would require the targets to be designed to measure progress on specified objectives and to encourage a minimum 20% improvement for each objective for each 4-year cycle. The bill would require the department to incorporate the targets into the State Highway System Management Plan and to account for local plans in identifying transit priority projects, as specified.

The bill would require the department to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway, as specified.

Digest Key

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

Bill Text

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares the following:

- (a) California’s laws and policies underscore the importance of reducing car dependence and instead increasing walking, bicycling, and transit use in order to create more sustainable, healthy, and affordable communities. However, this mode shift is not yet consistently expressed across and aligned across state policies, programs, and agencies.
- (b) Increasing vehicle miles traveled and infrastructure throughput improvements exclusively for cars and freight continue to impede California’s efforts to curb vehicle emissions and pollution and to achieve state climate and environmental goals.
- (c) People who are walking or bicycling are killed or seriously injured in California at much higher rates than car drivers or passengers based on their percentage of trips and relative miles traveled, and these disproportionate rates are increasing each year.
- (d) Underserved communities, including low-income communities and communities of color, lack safe streets, bicycle lanes, and sidewalks. In many cases, underserved communities also lack access to private vehicles, are dependent on shared rides or public transit, or simply lack any reliable transportation options. As a result, these communities experience higher rates of traffic fatalities and serious injuries and chronic diseases related to air pollution and the lack of safe physical activity.

(e) The Department of Transportation adopted Director's Policy 37 (DP-37) in 2021 to establish the department's "organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, [the department] will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities."

(f) Despite policy commitments by the department since 2008, the 2024 draft state highway operation and protection program reveals that significant progress has not been made toward achieving the policy set forth in DP-37.

(g) As the owner and operator of the state highway system, the department should play a pivotal role in improving bus transit operations by providing transit priority corridors to speed up buses stuck in traffic and make transit more convenient and attractive for current and future transit users.

(h) Making buses faster and more reliable can address some of the inequities embedded in the current transit system. When transit is given priority on California's roadways, buses are even more well-suited to deliver many more people to destinations in a less stressful, less polluting, and less costly manner than private vehicles.

(i) Transit priority has many proven benefits. When transit moves quickly, predictably, and reliably, it results in shorter travel times, more competitive service that attracts new riders, and more reliable travel times allowing for seamless transfers, lower operating costs, and more revenue for transit agencies. It also improves safety by reducing bus-automobile conflicts and creates faster response times for emergency vehicles.

(j) The department should play a leadership role in advancing transit priority. This includes making changes to the state highway network to support fast and reliable transit travel.

SEC. 2. Section 14526.4 of the Government Code is amended to read:

14526.4. (a) The department, in consultation with the commission, shall prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program required by Section 14526.5. The asset management plan shall be consistent with any applicable state and federal ~~requirements.~~ *requirements, and shall prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable, pursuant to Section 14526.7.*

~~(b)The department may prepare the asset management plan in phases, with the first phase to be implemented with the 2016 state highway operation and protection program, and the complete asset management plan to be prepared no later than the 2020 state highway operation and protection program.~~

(b) The department shall include complete streets assets in the asset management plan, including pedestrian, bicycle, and transit facilities on the state highway system that are not required under the federal Americans with Disabilities Act of 1990 (Public Law 101-336).

(c) In connection with the asset management plan, the commission shall do both of the following:

~~(1)Adopt targets and performance measures reflecting state transportation goals and objectives.~~

(1) Adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system.

~~(2) Review and approve the asset management plan, including the final version of the first phase and the complete plan prepared by the department pursuant to subdivision (b): plan.~~

(d) The department, in consultation with the commission, shall update the asset management plan and use it to guide the selection of transit priority projects, as described in Article 3.9 (commencing with Section 159) of Chapter 1 of Division 1 of the Streets and Highways Code, for the state highway operation and protection

program, commencing with the project delivery report that is due on or before November 15, 2026, pursuant to Section 14526.5.

~~(d)~~

(e) As used in this section, “asset management plan” means a document assessing the health and condition of the state highway system with which the department is able to determine the most effective way to apply the state’s limited resources.

SEC. 3. Section 14526.6 of the Government Code is amended to read:

14526.6. (a) The department shall report to the commission quarterly, for projects which complete construction in the previous quarter, on the information outlined in subdivision (b) for all major state highway operation and protection program projects, as defined by the commission pursuant to subdivision (f) of Section 167 of the Streets and Highways Code.

(b) The department shall report to the commission on the approved capital and support budgets compared to expenditures at contract construction acceptance for all projects included in subdivision (a).

(c) The department shall develop, in consultation with the commission, a plain language performance report to increase transparency and accountability of the state highway operation and protection program. *The plain language performance report shall include a description of pedestrian, bicycle, and transit facilities on each project, including the number, extent, and type of the facilities.*

SEC. 4. Section 14526.8 is added to the Government Code, to read:

14526.8. (a) Commencing with the 2026 state highway operation and protection program, in locations with current and future pedestrian, bicycle, or transit needs, all transportation projects funded or overseen by the department shall provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved as provided in subdivisions (b) and (c), as follows:

(1) Facilities for pedestrians and bicyclists shall be provided and improved consistent with the most recent department guidance and shall serve people of all ages and abilities, in consultation with the appropriate city or county.

(2) Facilities to improve the movement and operations of transit vehicles on the state highway system, and to improve the transit user experience in accessing transit, planning trips, or paying fares, shall be provided and improved consistent with the most recent department guidance and in consultation with the appropriate transit agency.

(3) Complete streets projects should prioritize underserved communities that have been historically harmed and segmented by the transportation network, and public engagement for these projects shall include specific outreach targeted to the most underserved areas. For purpose of this paragraph, underserved communities include both the following:

(A) Low-income communities, as defined in Section 39713 of the Health and Safety Code.

(B) Equity priority communities based on the transportation equity index established by the department.

(4) Each project development team established by the department for a project in a location with current and future pedestrian, bicycle, or transit needs shall consult with, and document consultation with, representatives from local bicycle, pedestrian, and transit advisory committees, community-based organizations, residents of underserved communities, and other local stakeholders impacted by the project regarding the pedestrian, bicycle, and transit facilities proposed for the project.

(b) (1) Except as provided in paragraph (2), this section shall not apply to projects on state highways or other facilities that are closed, by law, to use by pedestrians, bicyclists, and other nonmotorized users, and that do not

include a current or future transit route.

(2) If a project includes improvements to highway entrances and exits that interact with local highways, the department shall consider bicycle, pedestrian, and transit improvements to the entrance and exit intersections within the project in consultation with the appropriate city, county, or transit agency.

(c) If the department decides to not include complete streets elements in capital and maintenance projects, the justification for that decision shall be documented with final approval by the responsible district director and posted to the department's public internet website. The department may exempt a project from the requirements of this section when supported by data demonstrating a lack of current and future pedestrian, bicycle, or transit needs, following public engagement on the project including the appropriate city, county, or transit agency, and the representatives described in paragraph (4) of subdivision (a).

SEC. 5. Article 3.9 (commencing with Section 159) is added to Chapter 1 of Division 1 of the Streets and Highways Code, to read:

Article 3.9. Transit Priority Projects

159. For purposes of this article, the following definitions apply:

(a) "Design exception" means an exception to the design standards specified in the Highway Design Manual, including, but not limited to, an exception to a lane width, signage, or striping requirement.

(b) "Highway" has the same meaning as provided in Section 360 of the Vehicle Code.

(c) "Performance measure" means an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all transportation modes and strategies.

(d) "Rider delay" means transit delay weighted by the number of transit riders experiencing the delay.

(e) "Transit delay" means the additional time that a transit rider spends on a segment of a state highway relative to the time required to travel the same segment during free-flow traffic conditions.

(f) "Transit priority project" means a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, including all of the following:

(1) Bus stop or station placements and physical configurations, such as level boarding and bus bulbs, that are designed to maximize boarding, align efficiency, and reduce delays, and sidewalks and crosswalks that are designed to provide safe access to and from transit stops and stations.

(2) Payment systems that reduce boarding times.

(3) Turn restrictions and exceptions designed to minimize disruption to transit movements or to give transit vehicles and emergency vehicles special privileges to make otherwise restricted turns.

(4) Strategic enforcement designed to minimize vehicles blocking transit stops and transit routes.

(5) Queue jump lanes to help transit vehicles move to the front of traffic waiting at a signal.

(6) Transit signal priority, retiming, and preemption that adjusts traffic signal timing in real time to minimize transit vehicle delays. This may include, but is not limited to, reducing the length of a red light for a transit vehicle or extending an existing green light for an approaching transit vehicle.

(7) Dedicated lanes reserved for the exclusive use of transit vehicles and emergency vehicles.

(g) “Transit travel time reliability” means the amount of variability in the time required to travel a segment of the state highway during a given time of day.

159.1. (a) The department shall establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways that also operate on local highways. The targets shall be designed to measure progress on all of the following:

- (1) Improvement in transit travel time reliability.
- (2) Increased average transit travel speed.
- (3) Increased average transit travel speed relative to automobile travel speed.
- (4) Reduced transit delay.
- (5) Reduced rider delay.
- (6) Improved rider throughput.
- (7) Improved accessibility of stops, stations, and boarding facilities.

(b) The department’s targets shall be set to encourage a minimum of 20-percent improvement for each of the measures described in subdivision (a) for each 4-year cycle, relative to existing conditions.

(c) The department’s targets shall be incorporated into the State Highway System Management Plan (SHSMP), commencing with the 2027 SHSMP.

(d) The department shall take into account local plans in identifying transit priority projects but shall primarily base its transit priority investment priorities and selection criteria on the objective performance measures developed pursuant to this section.

159.2. (a) On or before January 1, 2026, the director shall adopt a policy on transit priority projects for state and local highways.

(b) Beginning January 1, 2026, the department shall make a determination on an application for a transit priority project on state highways within 90 business days of receiving the application.

(c) The department, in consultation with transit operating agencies, shall establish a list of automatic and expedited design exceptions, and a process to streamline the approval of transit priority projects on state highways where transit buses routinely experience significant delays. The streamlining process shall be adopted on or before December 31, 2025, and shall enable the department to make a determination on a transit priority project within 90 business days of receiving an application.

(d) On or before December 31, 2025, the department, in consultation with transit operating agencies, shall establish and adopt a process to streamline the approval of changes to occupancy requirements and hours of enforcement on corridors where transit buses operate either in a high-occupancy vehicle lane or a high-occupancy transit lane on a state highway.

(e) Beginning January 1, 2026, the department shall not deny, nor shall it delay by more than 60 days, the implementation of a transit priority project to do a detailed traffic analysis unless the traffic analysis directly relates to achieving the desired transit performance targets or the traffic analysis relates to a potential safety risk.

(f) Beginning January 1, 2026, the department shall approve or deny an application for an encroachment permit for a transit priority project within 60 days of receiving the application.

159.3. The department, in consultation with local jurisdictions, shall establish a process to streamline the approval of pedestrian facilities, traffic-calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway. The streamlining process shall be adopted on or before December 31, 2025.