



## **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)**

**Wednesday, November 1, 2017  
6:00 PM**

### **TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC) Sand City Council Chamber, 1 Sylvan Park, Sand City AGENDA**

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

#### **1. ROLL CALL**

Call to order and self-introductions. Committee bylaws specify that a quorum shall consist of a majority (7) of the number of voting memberships actually filled at that time (13); the existence of any vacancies shall not be counted for purposes of establishing a quorum. If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to assure a quorum is appreciated.

#### **2. PUBLIC COMMENTS**

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

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#### **3. BEGINNING OF CONSENT AGENDA**

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

##### **3.1 APPROVE** minutes of Committee meeting of September 6, 2017.

**- Montiel**

- 3.2 **RECEIVE** the call for nominations for the seventeenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

-Wright

*Transportation Agency would like to encourage and appreciate efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Committee members to submit nominations, which are due by December 8, 2017. The awards ceremony will take place during the regular January 2018 Transportation Agency Board meeting.*

## END OF CONSENT AGENDA

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4. **Committee Meeting Calendar and Appointments for 2018:**

1. **APPOINT** a Committee Chair and Vice Chair to serve a one-year term beginning January 2018; and
2. **ADOPT** the 2018 Bicycle and Pedestrian Facilities Advisory Committee meeting calendar.

- Murillo

*The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term. Per Committee bylaws, elections are held in November of each year. The proposed schedule of meetings for 2018 follows the existing pattern of meetings occurring on the first Wednesday of the month, from 6pm-8pm, except for the months of July and December when TAMC committee meetings are cancelled.*

5. **RECEIVE** and **COMMENT** on draft 2018 Legislative Program.

- Watson

*The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.*

6. **PROVIDE** input on the draft ranked active transportation project lists and the list of high-priority projects.

- Murillo

*The Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan. The focus of the 2017 Plan update is to meet the State Active Transportation Program guidelines, incorporate innovative bicycle facility designs,*

*and promote high priority projects. Staff will present an update on the draft ranked active transportation project lists.*

7. **RECEIVE** presentation on TAMC's recent community outreach activities at the annual Take a Kid Mountain Biking Day and Ciclovía Salinas events.

**- Murillo/Green**

*TAMC staff hosted a booth at the annual Take a Kid Mountain Biking Event and distributed safety gear. TAMC staff also participated in this year's Ciclovía Salinas event, and partnered with the City of Salinas to setup a temporary protected bike lane demo and distributed safety gear to children and families. Staff will present a summary of these events.*

8. **ANNOUNCEMENTS and/or COMMENTS**
9. **ADJOURN**

## ANNOUNCEMENTS

Next Bicycle & Pedestrian Facilities Advisory Committee meeting will be on

**Wednesday, January 3, 2018**

**TAMC Office**

*Light refreshments will be provided*

**If you have any items for the next agenda, please submit them to:**

**Virginia Murillo, Bicycle and Pedestrian Coordinator**

**[virginia@tamcmonterey.org](mailto:virginia@tamcmonterey.org)**

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County**

**55-B Plaza Circle, Salinas, CA 93901-2902**

**Monday thru Friday 8:00 a.m. - 5:00 p.m.**

**TEL: 831-775-0903**

**FAX: 831-775-0897**

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

*If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.*

## CORRESPONDENCE, MEDIA CLIPPINGS, & REPORTS

**Correspondence - No items this month.**

### **Media Clipping**

- M 1. [The Salinas Police Department Receives Grant For Special Traffic Enforcement And Crash Prevention](#)
- M 2. [South County poorly represented on Bike and Pedestrian Committee](#)
- M 3. [Highlights from the Cal Bike Summit - California Streetsblog](#)
- M 4. [Moss Landing bridge pathway project gets \\$7.5 million from state, key in Monterey Bay Sanctuary Scenic Trail - Monterey County Herald](#)
- M 5. [Anticipating Gas Tax Money, CTC Approves More Active Transportation Projects - Streetsblog California](#)
- M 6. [Commissioners split on proposed traffic signal for N. Main and Cherokee - Salinas Californian](#)

**Reports - No items this month.**



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** November 1, 2017  
**Subject:** **BPC Draft September 2017 Minutes**

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**RECOMMENDED ACTION:**

**APPROVE** minutes of Committee meeting of September 6, 2017.

**ATTACHMENTS:**

- ▣ BPC Draft September 2017 Minutes

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
Bicycle and Pedestrian Facilities Advisory Committee  
Draft Minutes of September 6, 2017**

Held at the Transportation Agency for Monterey County  
at TAMC office 55-B Plaza Cir., Salinas CA 93901

<b>Voting Members</b>	<b>JAN 17</b>	<b>FEB 17</b>	<b>MAR 17</b>	<b>APR 17</b>	<b>MAY 17</b>	<b>JUN 17</b>	<b>AUG 17</b>	<b>SEP 17</b>
Eric Petersen, District 1, Past Chair	P	P	P	P	P	C	P	P
Jerry Ramos – District 2	-	E	-	E	E	A	E	E
Vacant – District 3	-	-	-	-	-	N	-	-
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	P	P	P	P(A)	P	C	P	P
Jeff Lindenthal, District 5 <i>(Geof Tibbitts)</i>	P	E	-	P	E	E	P	P
D. L. Johnson, Carmel-By-The Sea	-	P	P	P	-	L	P	P
Del Rey Oaks - vacant	-	-	-	-	-	L	-	-
Gonzales - Vacant	-	-	-	-	-	E	-	-
Greenfield - Vacant	-	-	-	-	-	D	-	-
Michael LeBarre, King City	P	P	E	P	P		P	P
Vacant, Marina, <i>(Debra Daniels)</i>	-	-	-	-	-		-	-
Monterey - Vacant,	-	-	-	-	-		-	-
Linda Petersen, Pacific Grove <i>(Tony Prock)</i>	E	P	P	P	P		-	P
Chris Flescher, Salinas, Chair <i>(Mark Lasnik)</i>	P	P	P	P	P		P	P
Sand City - Vacant	-	-	-	-	-		-	-
Jan Valencia, Seaside <i>(Ralph Wege)</i>	P	P	P	P	P		P	P
Soledad - Vacant	-	-	-	-	-		-	-
David Craft, MBUAPCD	-	-	P	-	P		-	-
Lisa Rheinheimer, Monterey Salinas Transit - Vice Chair	P	P	E	P	P		P	P
Bill Boosman, Velo Club of Monterey <i>(Vera Noghera)</i>	P	P	P	P	P(A)		P(A)	P(A)
Mary Israel, FORA <i>(Jonathan Brinkmann)</i>	P	P	P	P	P		P	P
N. County Recreation & Park District - Vacant	-	-	-	-	-		-	-
James Serrano, Salinas Public Works	-	-	-	-	-		-	-
Raul Martinez – County Public Works	P	E	P	-	P		P	P
Caltrans - District 5	-	-	-	-	-		-	-
–AMBAG <i>(Sasha Tepedelenova)</i>	-	-	-	-	-		-	-
Vacant, Pebble Beach Company	-	-	-	-	-		-	-
Brian Cook, CSUMB <i>(Matthew McCluney)</i>	P(A)	P	P	P	P		P	P

E – Excused                      VC – Video Conference  
P(A) – Alternate                TC – Teleconference

	JAN 17	FEB 17	MAR 17	APR 17	MAY 17	JUN 17	AUG 17	SEP 17
<b>TRANSPORTATION AGENCY STAFF</b>								
Debbie Hale, Executive Director	E	-	E	E	E		E	E
Todd Muck, Deputy Executive Director	P	P	E	E	E		E	E
Ariana Green, Associate Transportation Planner	E	-	P	P	E		E	E
Virginia Murillo, Transportation Planner	P	P	P	P	P		P	P
Maria Montiel, Administrative Assistant	P	P	P	P	P		P	P

**OTHERS PRESENT:**

Athena	Ciclovia Salinas	Miriam	Ciclovia Salinas
Alejandra Silva	Ciclovia Salinas	Arnold	Ciclovia Salinas
Hector	Ciclovia Salinas	Silvia	Ciclovia Salinas
Andrew Easterling	City of Salinas		

- Chair Chris Flescher called the meeting to order at 6:00 p.m. A quorum was established and self-introductions were made.

- PUBLIC COMMENTS**

None this month.

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- BEGINNING OF CONSENT AGENDA**

**M/S/C** LeBarre /Valencia /unanimous

- 3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of August 2, 2017 with a few minor corrections and typos noted by Mary Israel, FORA representative.

**END OF CONSENT AGENDA**

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4. **MONTEREY COUNTY ACTIVE TRANSPORTATION PLAN**

The Committee received update on the 2017 Monterey County Active Transportation Plan.

Virginia Murillo, Transportation Planner reported that the Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan. The focus of the 2017 Plan update is to meet the State Active Transportation Program guidelines, incorporate innovative bicycle facility designs, and promote high priority projects.

Ms. Murillo noted that Transportation Agency staff collected stakeholders and public input from Spring 2016 to Winter 2016. She noted that approximately 300 people submitted 430 comments via the Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their Greenfield Leadership and Civic Engagement group. Ms. Murillo reported that since the public outreach phase of this project, TAMC staff has met with city and county staff to review the comments received during the public outreach phase and to discuss city priorities. She noted that Transportation Agency staff has also refined the project ranking criteria to develop draft ranked project lists for each of the Monterey County jurisdictions. The purpose of the ranking is to identify high-priority projects. The Transportation Agency recently contracted with Alta Planning + Design to develop conceptual designs for up to 15 high-priority projects throughout the County.

Committee member Michael LeBarre mentioned that Wikimapping was an awesome tool and noted that the Transportation Agency staff is doing an awesome job on what they are putting together. He also noted that he spoke with San Lucas and they will be re-doing the water system. Committee member Raul Martinez replied that they will also be working on drainage improvements in San Lucas.

5. **CICLOVIA SALINAS**

The Committee received a report on Ciclovía Salinas 2017.

Ciclovía youth representatives, reported that Ciclovía Salinas is a youth-driven open streets event that attracts thousands of community residents to bike, walk, dance and skateboard along Alisal Street. They reported that Ciclovía Salinas is a youth-driven open streets event designed to promote active transportation options like walking and bicycling, and change the narrative of East Salinas among other goals.

The event, scheduled for Sunday October 15th, temporarily excludes motorized vehicles from Alisal Street between Main Street and Sanborn Rd., allowing residents to participate in a variety of physical activities and learn about available community resources. Ciclovía youth representatives noted that last year's event drew over 6,000 participants people from the surrounding Alisal neighborhood, and from across Salinas and Monterey County who participated in the event and were able to ride bikes, walk, jog, skateboard and roller skate along 1.5 miles of Alisal Street free of cars. This year's Ciclovía event is being planned by youth in Salinas with the support and oversight of Building Healthy Communities. The event will open Alisal Street from Main St to Sanborn Rd for recreational activity from 9:00 a.m. – 1 p.m. Ms. Murillo noted that TAMC will be distributing bike education materials and will be partnering with the City of Salinas to do a demonstration protected bike lane to introduce the community to these new bike facilities. In conclusion, Ciclovía youth noted that they are looking for adult volunteers to help with barricade. If you would like to help please contact [Cicloviasalinas@gmail.com](mailto:Cicloviasalinas@gmail.com)

6. **MONTEREY COUNTY BIKE EDUCATION & OUTREACH**

The Committee received a report on current bike education and outreach programs and provided direction to staff on future planning for Monterey County bike education and outreach activities.

Virginia Murillo, Transportation Planner reported that each year, Transportation Agency prepares a program for bike and pedestrian education outreach. She noted that in 2015 the Transportation Agency started BikeSAFE, a new bicycle education program focused on teaching Monterey County residents how to ride safely and predictably on the roadway. As a result of the program, three new Monterey County residents became League Cycling Instructors in 2016. For the 2017, TAMC conducted a competitive bidding process and contracted with Safe Moves to conduct bicycle safety trainings for youth at ten elementary schools in Monterey County that were not previously served. For 2018 TAMC staff are considering recommending Measure X Safe Routes to School funding for bicycle rodeos. Ms. Murillo noted that the Bike Month campaign is part of TAMC's bike education outreach.

Ms. Murillo reported that staff is proposing to allocate eligible funds to continue to support a robust public outreach campaign during Bike Month and throughout the year. As part of next year's Bike Month campaign, staff is proposing to encourage local residents to participate in the National Bike Challenge ([nationalbikechallenge.org/](http://nationalbikechallenge.org/)). In response to the recent cyclist fatalities in Salinas, staff is proposing to conduct a bike safety public campaign aimed at educating adults on how to ride safely. Staff is considering partnering with the Monterey County Health Department, Natividad Hospital and local law enforcement agencies on this campaign.

Committee member Cook suggested participating in the fall walk and bike to school events. He noted that May is a difficult month for CSUMB because students are preparing for the end of the school year and graduating.

Ms. Murillo noted that Committee member Ramos sent comments via email asking the League Cycling Instructors, the Safe Moves scope of work for bike rodeos, the Monterey County Weekly Transportation Champions profiles, the National Bike Challenge suggestion and about what other bike/pedestrian events TAMC is supporting.

- The three local League Cycling Instructors are: Geoff Arnold with the YMCA, and Lauryn Ricigliano and Adisa Vaughn of Families of Color Monterey County.
- Safe Moves' scope of work includes bike rodeos at 10 schools and 20 assembly bike/pedestrian safety education at schools that were not previously served.
- The Monterey County Weekly Transportation profiles were selected by TAMC staff to highlight bike/ped programs and projects happening around the county. The Monterey County Weekly wrote the ads and took photos. The cost for the profiles, including writing, photos, online and print posting and marketing the bike month events was \$9,388. There was conversation on Facebook about the profiles.
- TAMC is kicking off a new countywide rideshare program, which will include bike commuting as a component of promoting alternative transportation. The program will have an online app component linked to the Strava app. Typically, TAMC focuses on promoting community events during Bike Month. This year, TAMC staff is proposing to do some promotion of our rideshare app by hosting a local National Bike Month Challenge.
- TAMC is having a booth at MORCA's Take a Kid Mountain Biking Day.

7.

**ANNOUNCEMENTS AND/OR COMMENTS**

Committee member Lisa Rheinheimer announced that Monterey-Salinas Transit (MST) will begin free weekend service starting Saturday September 2nd, all buses on lines 41, 42, 44, 45, and 49 in Salinas will be free on weekends and holidays. The free fare on weekends will continue for a year, ending August 31, 2018.

Committee member D. L. Johnson mentioned that a special day event for a free transit ride to Camel would be enjoyable. He also noted that he sent a letter to Executive Director Debbie Hale on the roundabout. He noted that the roundabout seems to need more signage.

Committee member Eric Petersen noted that he attended the Silicon Valley Summit this year. He also noted that Senate Bill 672 Traffic-actuated signals was approved by the State Legislature, and would mandate that traffic signals detect motorcycles and bicycles.

8.

**ADJOURNMENT**

Chair Flescher adjourned the meeting at 7:05 p.m.



***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Theresa Wright, Community Outreach Coordinator  
**Meeting Date:** November 1, 2017  
**Subject:** **Transportation Excellence Awards**

**RECOMMENDED ACTION:**

**RECEIVE** the call for nominations for the seventeenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

**SUMMARY:**

Transportation Agency would like to encourage and appreciate efforts made by Monterey County residents, businesses and employees to improve transportation in Monterey County by awarding Transportation Excellence Awards. Staff encourages Committee members to submit nominations, which are due by December 8, 2017. The awards ceremony will take place during the regular January 2018 Transportation Agency Board meeting.

**FINANCIAL IMPACT:**

None.

**DISCUSSION:**

Transportation Agency for Monterey County would like to show its appreciation to the local community for its outstanding efforts to improve transportation in Monterey County. The program has award categories for individuals, businesses/groups, programs or projects. Examples of potential awards include but are not limited to:

- Transportation employees who excel at their jobs and go the extra mile to promote the most efficient use of the transportation system.
- Innovative activities that promote more efficient use of the local transportation network.

- Citizens or organizations that have made significant efforts to inform and educate the public about transportation issues.
- Successful efforts to improve transit services and encourage the use of alternatives to driving alone.

Committee members are encouraged to distribute nomination forms and nominate projects, groups or individuals to be recognized for their contributions to transportation in Monterey County.

#### ATTACHMENTS:

- Transportation Excellence Award Nomination Form

# Transportation Excellence Awards



## Awards Program Nomination form (Please fill out form completely)

### 1. Name of Nominee

Give name and address of individual (provide title), firm, group, or organization.

Nominee: \_\_\_\_\_

Category: (circle one)      **Individual**      **Business/Group**      **Program**      **Project**

Address: \_\_\_\_\_ Email: \_\_\_\_\_

City: \_\_\_\_\_ Zip \_\_\_\_\_ Phone: \_\_\_\_\_

If Nominee is a firm, group or organization, provide contact name: \_\_\_\_\_

Title: \_\_\_\_\_ Phone: \_\_\_\_\_

\_\_\_\_\_ Email: \_\_\_\_\_

### 2. Description:

Describe the individual, business, group, program or project that is being nominated. Include any specific information that may apply, such as the number of people who worked on the project, number of hours spent on the project, number of people served or affected, cost to those served, and annual cost of operation. Indicate whether the nominee is a volunteer or paid. Enclose any photographs or other materials that will contribute additional information to the nomination. Use extra pages as needed.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### 3. Date or duration of program:

When did this program take place? When was it completed? If ongoing, when did it start?

\_\_\_\_\_  
\_\_\_\_\_

### 4. Significance/Result:

State how this person, group or project has contributed to improving transportation in Monterey County in current calendar year. Describe the impact on those served and value created by this activity, as well as any savings provided to users, taxpayers or providers by the nominee. Use extra pages as needed.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### 5. Person Submitting Nomination:

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Title: \_\_\_\_\_ Email: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Please return by **noon, December 8, 2017** via fax: 831-775-0897; email: Theresa@tamcmonterey.org;  
or mail to: Transportation Agency for Monterey County, Attn: Theresa Wright  
55-B Plaza Circle, Salinas CA, 93901

For additional information, please call 831-775-4411. This form is also available on TAMC's website  
at: <http://tamcmonterey.org/programs/excelaward/index.html>



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** November 1, 2017  
**Subject:** **Committee Meeting Calendar and Appointments for 2018**

**RECOMMENDED ACTION:**

**Committee Meeting Calendar and Appointments for 2018:**

1. **APPOINT** a Committee Chair and Vice Chair to serve a one-year term beginning January 2018;  
and
2. **ADOPT** the 2018 Bicycle and Pedestrian Facilities Advisory Committee meeting calendar.

**SUMMARY:**

The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term. Per Committee bylaws, elections are held in November of each year. The proposed schedule of meetings for 2018 follows the existing pattern of meetings occurring on the first Wednesday of the month, from 6pm-8pm, except for the months of July and December when TAMC committee meetings are cancelled.

**FINANCIAL IMPACT:**

There is no financial impact to the TAMC budget associated with this action. Staff time for Committee agendas is included in the Agency's adopted budget under work element 6140 (Bicycle/Pedestrian Planning)

**DISCUSSION:**

The Bicycle and Pedestrian Facilities Advisory Committee must elect officers and approve its meeting calendar for the next calendar year.

**Committee Appointments**

The Committee bylaws indicate that "The Committee shall have a chairperson and vice chairperson

who shall be elected by the general membership of the Committee." The Committee will make nominations at the Committee meeting and the new Chair and Vice Chair will start serving in January of 2018. The Chair presides over all Committee meetings, may vote on all matters, appoint subcommittees and call special meetings. The current Chair is Chris Flescher , City of Salinas representative, and the current Vice Chair is Lisa Rheinheimer, Monterey-Salinas Transit representative.

### **Meeting Calendar**

The 2018 Committee meeting calendar proposed by staff is included as an **attachment**. The Bicycle and Pedestrian Committee Bylaws state that meetings should be held in a place that the Committee determines to be convenient for the majority of members. As many of the Committee members live on the Peninsula, the Committee meeting calendar includes meetings at the Sand City Council Chambers and at the current TAMC office Salinas meeting location.

### **Teleconference Meeting Options**

Committee members and the public have asked about teleconference options for Committee meetings. Staff consulted with legal counsel on Brown Act requirements for a teleconference option. If Committee members plan to call in, the location from which they call must be accessible to the public. The location where the Committee member is calling from must also be published on the agenda, thus Committee members would have to notify staff of their intent to participate via teleconference well in advance of agenda publication.

### **ATTACHMENTS:**

- ▢ Committee Calendar



**2018 CALENDAR OF MEETINGS  
BICYCLE AND PEDESTRIAN COMMITTEE**  
 Meetings held at the Transportation Agency  
 Conference Room,  
 55-B Plaza Circle, Salinas  
 Or  
 Alternate Monterey Peninsula Location  
 Sand City Council Chamber  
 1 Sylvan Park, Sand City  
 6:00 p.m.-8:00 p.m.

Month	Date	Day	Location
January	3	Wednesday	TAMC
February	7	Wednesday	TAMC
March	3	Wednesday	Alt – Sand City
April	4	Wednesday	TAMC
May	2	Wednesday	Alt – Sand City
June	6	Wednesday	TAMC
<i>No July Committee meeting</i>			
August	1	Wednesday	TAMC
September	5	Wednesday	Alt – Sand City
October	3	Wednesday	TAMC
November	7	Wednesday	Alt – Sand City
<i>No December Committee meeting</i>			



## *Memorandum*

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Christina Watson, Principal Transportation Planner  
**Meeting Date:** November 1, 2017  
**Subject:** **2018 Legislative Program**

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### **RECOMMENDED ACTION:**

**RECEIVE** and **COMMENT** on draft 2018 Legislative Program.

### **SUMMARY:**

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the agency.

### **FINANCIAL IMPACT:**

The recommended action has no direct financial impact.

### **DISCUSSION:**

The 2017 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The 2018 legislative program continues this focus on transportation funding. Attached are the draft 2018 legislative program (**attachment 1**) and showing changes as compared to the adopted 2017 program (**attachment 2**).

The Executive Committee discussed this draft program on October 4 and on October 25, the Board received the draft 2018 Legislative Program and approved releasing the program to Committees for comment. Following the Committees' review of the draft program in November, the final program will come back to the Executive Committee and Board in January for adoption.

### **ATTACHMENTS:**

- Draft 2018 Legislative Program

□ Draft 2018 Legislative Program, showing changes



## DRAFT 2018 Legislative Program: State Issues

- 1S. Preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.
- 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- 3S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 4S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 5S. Support legislation that promotes transit-oriented development, complete streets, alternative commutes, and active transportation projects.
- 6S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 7S. Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 8S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 9S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- 10S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 11S. Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.
- 12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 13S. Support efforts to remove the Transportation Development Act’s Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit.
- 14S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



## DRAFT 2018 Legislative Program: Federal Issues

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
  1. Increase and index the gas tax to inflation.
  2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
  3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
  4. Remove procedural obstacles that impede expenditure of authorized federal funding.
- 2F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F. Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.
- 6F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.

**FINAL DRAFT 20187 Legislative Program: State Issues**

- 1S. ~~Increase and p~~Preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.
- 2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.
- 3S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.
- 4S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.
- 5S. Support legislation that promotes transit-oriented development, complete streets, alternative commutes, and active transportation projects.
- 6S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.
- 7S. Support efforts to ~~extend and expand~~reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.
- 8S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.
- 9S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.
- 10S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.
- 11S. Support funding proposals to enable cities and counties to implement storm water runoff requirements for transportation projects.
- 12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.
- 13S. Support efforts to remove the Transportation Development Act’s Unmet Transit Needs hearing requirement if 100% of the TDA funds are already allocated to transit.

~~14S. Support continued advance, lump-sum payments of state funds.~~

~~15S.~~14S. Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.



## **FINAL DRAFT 20178 Legislative Program: Federal Issues**

- 1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
  1. Increase and index the gas tax to inflation.
  2. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee and public private partnerships.
  - ~~2.3. Expand access to Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.~~
  - ~~3.4. Remove procedural obstacles that impede expenditure of authorized federal funding.~~
- 2F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), without restrictions, and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 3F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.
- 4F. Support an adequate level of funding for Amtrak and support a fair share allocation to California for capital improvements and vehicle acquisition.
- 5F. Support efforts to change the update timeline for the Regional Transportation Plan from the current four years to eight years.
- 6F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.





## *Memorandum*

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** November 1, 2017  
**Subject:** **Monterey County Active Transportation Plan**

---

### **RECOMMENDED ACTION:**

**PROVIDE** input on the draft ranked active transportation project lists and the list of high-priority projects.

### **SUMMARY:**

The Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan. The focus of the 2017 Plan update is to meet the State Active Transportation Program guidelines, incorporate innovative bicycle facility designs, and promote high priority projects. Staff will present an update on the draft ranked active transportation project lists.

### **FINANCIAL IMPACT:**

The Plan will position high priority projects to be more competitive for grant funding, such as the State's Active Transportation Program that recently had \$240 million available on a competitive basis.

Staff time for the development of the Plan is included in the TAMC budget under work element 6145 (Bike/Ped Plan - Active Transportation Plan). Alta Planning + Design's contract of \$124,891 is included in the TAMC budget under work element 6550 (Complete Street Project Implementation).

### **DISCUSSION:**

In addition to creating an Active Transportation Plan that will meet the State's guidelines, and identifying high priority bicycle and pedestrian projects, this effort will also focus on analyzing key gaps in the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility design, and designating areas for enhanced regional and local connectivity.

TAMC staff collected stakeholder and public input from Spring 2016 to Winter 2016. In May 2016, Committee members from the Bicycle and Pedestrian Committee and the Technical Advisory Committee participated in a mapping activity to identify bicycle and pedestrian improvements throughout Monterey County. In August 2016, Committee members provided input on the list of projects identified in the May mapping exercise. From September to December 2016, TAMC staff set up an online mapping public input tool. Members of the public provided feedback on: barriers to bicycling/walking, routes that they currently walk/bike, and routes that they would like to bike/walk if improvements were made. Approximately 300 people submitted 430 comments via the Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop for the Plan in December 2016.

Since the public outreach phase of this project, TAMC staff has met with city and county staff to review the comments received during the public outreach phase and to discuss city priorities. TAMC staff has also refined the project ranking criteria to develop draft ranked project lists for each of the Monterey County jurisdictions. The refined project criteria (**attached**) reflect input that staff obtained from both the Bicycle and Pedestrian Committee and the Technical Advisory Committee, but includes a measurement methodology and data sources as well as a refined scale for how points are distributed among these categories:

- Safety
- Connectivity
- Comfort
- Active Transportation Trips (Demand)
- Equity
- Complete Streets Opportunity projects
- Quality Facilities

Staff has developed draft project list rankings for the proposed active transportation plan improvements. An interactive map of the projects as well as draft ranked project lists for the cities of Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, King City and Marina are posted on the Active Transportation Plan website. Staff will be uploading the remaining draft project lists as they are available for the remaining jurisdictions on the Active Transportation Plan website:

<http://www.tamcmonterey.org/programs/bike-pedestrian/bike-ped-plan/>

Staff will be developing draft ranked lists for the remaining jurisdictions. For cities of Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, King City and Marina, these projects have been identified as the top three high-priority projects:

**Carmel-by-the-Sea:**

1. San Carlos St - Rio Rd bike route (Lausen Dr - Camino del Monte)
2. Canyon/Flanders/Carmel Hills Dr bike/ped path (Flanders Dr - end of Carmel Hills Dr)
3. Ocean Ave bike route (San Carlos St - Hwy 1)

**Del Rey Oaks:**

1. Canyon Del Rey Blvd bike lanes (General Jim Moore Blvd - Hwy 68)
2. South Boundary Rd bike lanes (General Jim Moore Blvd - York Rd)
3. General Jim Moore Blvd bike lanes (Canyon Del Rey Blvd to Del Rey Oaks city limits)

**Gonzales:**

1. Alta St cycletracks (10th St - 1st St)
2. Alta St bike lanes (1st St - C St)
3. 5th St bike route (Alta St - Herold Pkwy)

**Greenfield:**

1. El Camino Real bike route (Thorne Rd - Walnut Ave)
2. El Camino Real bike route (Apple Ave - Hwy 101)
3. Elm Ave bike lanes (4th St - 3rd St)

**King City:**

1. King St - Beech St (Sandringham St - Beech St) cycletracks
2. Broadway Ave (Midred Ave - San Lorenzo St) bike lanes
3. Division St bike lanes (1st St - Canal St)

**Marina:**

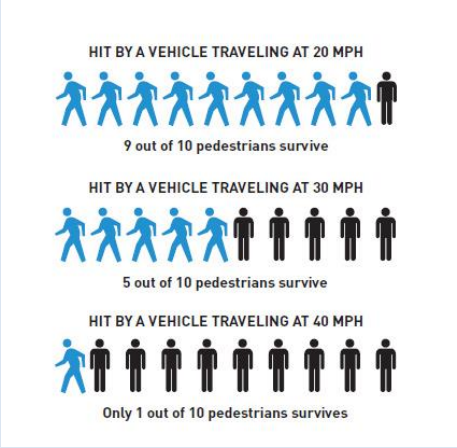
1. Reservation Rd cycletracks (Salinas Ave - Del Monte Blvd)
2. Imjin Rd/12th St bike lanes (Imjin Rd - Reservation Rd)
3. Crescent Ave bike lanes (Reservation Rd - Carmel Ave)

Staff requests Committee input on these draft ranked lists, and the proposed high-priority projects. The purpose of the ranking exercise is to identify high-priority projects. TAMC recently contracted with Alta Planning + Design to develop conceptual designs for up to 15 high-priority projects throughout the County. Alta Planning + Design will also develop cost estimates for these projects, and for the remaining projects in the Plan.

**ATTACHMENTS:**

- 1 - Refined Project Ranking Criteria

**Monterey County Active Transportation Plan  
Ranking Methodology**

Category	Criteria	Points	Measurement Methodology	Data Source	Notes
Safety	Addresses a location with a high bicycle and pedestrian collision history, or addresses a location that is associated with greater cyclist or pedestrian stress such as streets with higher motor vehicle volumes and/or posted speeds.	20	<p><b>UC Berkeley TIMS:</b> 1 or more fatalities or severe injury collisions at project location (5 points); 2&lt; collisions at the project location (4 points); 2&lt; collisions within close proximity of the project location (3 points); 2&gt; collision within close proximity of the project location (2 points); 0 collisions within close proximity of the project location (1 point)</p> <p><b>CalEnviroScreen 3.0 Traffic Density percentiles:</b> 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p><b>Speeds:</b> &gt;40 mph (5 points) &gt;30 mph (3 points) &gt;20 mph (2 points)</p> <p><b>Roadway Classification:</b> Project is located on or crosses a major arterial (5 points);</p>	<p><b>UC Berkeley Traffic Injury Mapping System collisions data from 2010 - 2016</b> <a href="https://tims.berkeley.edu/">https://tims.berkeley.edu/</a></p> <p><b>CalEnviroScreen 3.0 - Traffic Density</b> <a href="https://oehha.ca.gov/calenviroscreen/indicator/traffic-density">https://oehha.ca.gov/calenviroscreen/indicator/traffic-density</a></p> <p><b>Speeds/Roadway Classification</b> Association of Monterey Bay Area Governments Regional Roadway Network data.</p> <p>The breakdown of points for the speed and roadway classifications is based on research regarding speed and injury severity for pedestrians.</p>	Crash data is a historical and responsive variable, while the remaining safety data points are predictive variables for identifying locations that will improve bike and pedestrian safety.
			 <p><b>Figure 1:</b> Image source - Seattle Department of Transportation. Study source - Relationship between Speed and Risk of Fatality Injury: Pedestrians and Car Occupants, Dept. of Transportation London (September 2010).</p>		

**Monterey County Active Transportation Plan  
Ranking Methodology**

			<p>Project is located on or crosses a minor arterial (4 points);          Project is located on or crosses a collector arterial (3 points);          Project has no arterial crossings (2 points)</p>		
<b>Connectivity</b>	<p>Fills a gap or creates access in an existing route to major destinations. Will remove a barrier or close a system gap in the active transportation network.</p>	20	<p><b>Major Destinations:</b>          Serves 2 or more major regional destinations, project located on a regional wayfinding route (10 points);          Serves 1 major regional destinations, project connects to a regional wayfinding route (7 points);          Serves 2 or more local destinations (5 points);          Serves 1 local destination (3 points);          Serves residential neighborhood only (1 point)</p> <p><b>Closes a Gap:</b>          Connects to 1 regional or 2 local or more bike/pedestrian facilities that are existing or planned, project located on a regional wayfinding route (10 points);          Connects to 1 local existing or planned bike/pedestrian facility, project connects to a</p>	<p><b>Major Destinations:</b>          Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations.</p> <p>Local destinations are elementary, middle and high schools, libraries and other community centers.</p> <p><b>Closes a Gap:</b>          Based on 2011 Master Plan database and TAMC existing bikeways data and Regional Wayfinding Plan data.</p>	

**Monterey County Active Transportation Plan  
Ranking Methodology**

			regional wayfinding route (7 points); Project connects to 2 or more local destinations (5 points); Does not connect to an existing or planned bike/ped facility (1 point)		
<b>Comfort</b>	Creates a more comfortable walking or bicycling experience for the user by using innovative bicycle and/or pedestrian treatments such as cycle tracks, bike boxes or pedestrian countdowns.	20	<b>Treatment:</b> Innovative and physically separated treatment (20 points); Physically separated treatment (15 points); Innovative visually separated treatment (10 points); Mixed with traffic treatment (5 points)	Innovative and physically separated treatment: bike boxes, cycle tracks with physical buffer  Physically separated treatment: Sidewalk, curb extensions, shared use path,  Innovative visually separated treatment: Pained buffered bike lane, advisory shoulder, crosswalk, high-visibility crosswalk, pedestrian countdowns, bike boulevard  Mixed with traffic treatment: Bike routes, bike boulevards, yield roadway	Source: FHWA Small Town and Rural Design Guide-Facilities for Biking and Walking
<b>Active Transportation Trips</b>	Expected to generate an increase in bicycling and/or walking trips by providing a connection between or access to major destinations, such as: employment centers, shopping centers, community centers,	15	Connects to 2 or more regional destinations (15 points); Connects to 1 regional destination and 1 school (13 points); Connects to 2 or more local destinations and 1 school (10 points); Connects to 1 local destination (5 points); Connects to a route, but no destination (3 points);	<b>Destinations:</b> Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations.  Local destinations are elementary, middle and high schools, libraries, local civic centers and other community centers.	

**Monterey County Active Transportation Plan  
Ranking Methodology**

	schools and transit stations.		Does not connect to a destination (1 point)		
<b>Equity</b>	Serves disadvantaged communities including households living in poverty, children and the elderly, and people of color. The State’s CalEnviroScreen 2.0 Population Characteristics Indicators tool will be used to measure equity.	10	<p><b>CalEnviroScreen 3.0 percentiles:</b> 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p><b>Public Health Disadvantage Index percentiles:</b> 100-76 (5 points) 75-51 (4 points) 50-26 (3 points) 25 – 0 (2 points)</p>	<p><b>CalEnviroScreen 3.0 - Population Characteristics</b> <a href="https://oehha.ca.gov/calenviroscreen/population-indicators">https://oehha.ca.gov/calenviroscreen/population-indicators</a></p> <p><b>Public Health Alliance of Southern California - California Health Disadvantage Index</b> <a href="http://phasocal.org/ca-hdi/">http://phasocal.org/ca-hdi/</a></p>	The Public Health Disadvantage Index includes more social equity factors, such as access to a vehicle, that are not included in the CalEnviroScreen scores.
<b>Complete Streets Opportunity Projects</b>	Integrates active transportation facilities into pre-existing or planned roadway or maintenance projects	10	<p>Project located on a CIP street (10 points); Project connects to a CIP street (5 points); Project not on or not connected to a CIP street (1 point)</p>	<p><b>TAMC Measure X Safety &amp; Investment Plan 5-year Capital Improvement Projects</b> <a href="http://www.tamcmonterey.org/measure-x/programs-projects/">http://www.tamcmonterey.org/measure-x/programs-projects/</a></p>	
<b>Quality Facilities</b>	Improves the quality of an existing facility with high existing usage in a way that will increase usage.	5	<p>Yes (2 points) No (1 point)</p>		This is a yes or no question. If there is an existing facility, and a new treatment at the facility is included in the Plan then the answer is YES.



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## Salinas PD receives OTS grant

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**Release Date/Time:** 10/16/2017 10:17 AM

**Incident:**

**Date:** Monday, 10/16/2017

**Time:** 10:17 AM

**Location:** City of Salinas



### **The Salinas Police Department Receives Grant For Special Traffic Enforcement And Crash Prevention**

The Salinas Police Department has been awarded a \$180,000 grant from the California Office of Traffic Safety (OTS) for a year-long program of special enforcements and public awareness efforts to prevent traffic related deaths and injuries. The Salinas Police Department will use the funding as part of the city's ongoing commitment to keep our roadways safe and improve the quality of life through both enforcement and education.



'We received a significant increase in grand funds from last year's grant which will help tremendously,'" said Traffic Sergeant Gerry Ross. 'We will be doing everything we can to enforce the DUI and drugged driving laws and educate the public to these dangers. Our goal is to substantially reduce injuries and get the fatality count down to zero.'

After falling to a ten year low in 2010, the number of persons killed on roadways has climbed nearly 17 percent across the state, with 3,429 fatalities in 2015. Particularly alarming is the rise in pedestrian and bicycle fatalities that now comprise nearly 25 percent of all traffic deaths, along with the growing dangers of distracting technologies and the emergence of drug-impaired driving. This grant funding will provide opportunities to combat these and other devastating problems such as speeding and crashes at intersections.

'Unsafe behaviors account for 94 percent of traffic crashes,'" said OTS Director Rhonda Craft. 'This grant emphasizes the two most effective ways to change behaviors – education and enforcement. The Salinas Police Department, with assistance from the Office of Traffic Safety, will use these tools to help keep Salinas streets safe.'

Activities that the grant will fund include:

- Educational presentations
- DUI checkpoints
- DUI saturation patrols
- Court Stings
- Warrant Service Operations
- Bicycle and pedestrian safety enforcement
- Motorcycle safety enforcement
- Distracted driving enforcement

- Speed, red light, and stop sign enforcement
- Specialized DUI and drugged driving training for police officers

While alcohol remains the worst offender for DUI crashes, Salinas PD supports the new effort from OTS that aims to drive awareness that 'DUI Doesn't Just Mean Booze.' Prescription medications and marijuana can also be impairing by themselves, or in combination with alcohol, and can result in a DUI arrest.

Funding for this program is from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

**Release Authorized by:** Sergeant Gerry Ross

**Telephone: (831) 758-7975**

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** November 1, 2017  
**Subject:** **South County poorly represented on BPC**

---

**RECOMMENDED ACTION:**

[South County poorly represented on Bike and Pedestrian Committee](#)

ATTACHMENTS:

- ▣ South County poorly represented on BPC - Salinas Californian

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# South County poorly represented on Bike and Pedestrian Committee

MacGregor Eddy, For the Californian Published 4:41 p.m. PT Oct 12, 2017  
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(Photo: Provided)

## What is equity?

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The term equity is used in describing goals for transportation to mean fairness to everyone when planning bus routes, bike sharing or e-bike sharing.

- Equity means taking into account the needs of the user and the barriers and disadvantages that are in place.
- Equity means providing what is needed, such as ramps for the disabled or lower transit fares for students.
- Equity means allowing for existing barriers and past neglect.

In our county, for example, sidewalks and bicycle lanes are needed more in Greenfield or Soledad than in Monterey or Carmel. In south county, many residential streets have no sidewalks at all.

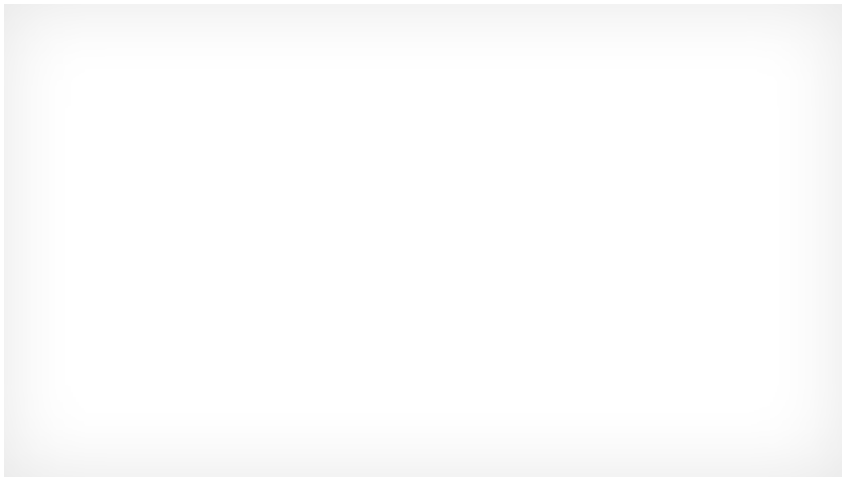
In the interest of equity, the county transportation funding should provide money for sidewalks and bike lanes in South County cities to make up for past neglect.

Yet, the South County cities are underrepresented on the county Bicycle and Pedestrian Facilities Advisory Committee which reviews project proposals.

## South County cities are underrepresented

Almost all of the South County seats on the Transportation Agency for Monterey County (TAMC) Bicycle and Pedestrian Committee have been vacant for years.

ADVERTISING



If not for the participation of the Mike LeBarre of King City, South County would remain completely unrepresented.

The Monterey Peninsula cities are well represented on the committee, although they have only 23 percent of Monterey county population. Some of the committee meetings are even held in Sand City for the convenience of the Peninsula representatives.

In the interests of equity, some meetings should be held in South County, or TAMC should make a greater effort improve equal representation.

### Phone in participation possible

Since the underrepresentation of South County is a problem of years standing, I think that TAMC should allow telephone participation on the Bike and Pedestrian Committee.

Monterey-Salinas Transit (MST) allows telephone participation in the Mobility Access Committee, thus making participation easier for members who are disabled or who live at a distance.

MST holds these meetings in compliance with the Brown Act, which forbids public meetings to be held without public knowledge, by providing publicity in advance of the location phone in participants.

When I asked TAMC staff why call-in participation is not allowed for the Bike and Pedestrian Committee, I was told that it would be difficult to do in compliance with the Brown Act. I think it would be in the interest of equity to make the effort.

The present system favors the Peninsula cities, while underrepresenting Salinas and the South County cities.



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Less than a quarter of the county's population live in the Peninsula cities, while more than one half live in Salinas and the south county cities combined. It is time to look at the committee representation in terms of equity.

### How will the Measure X \$600 million be spent?

Measure X sales tax, passed by Monterey County voters in November 2016, is estimated to generate \$600 million over 30 years for transportation.

The local share of Measure X for street maintenance and rehabilitation projects constitutes 60 percent of the funding, or \$12 million annually distributed to the jurisdictions based on 50 percent lane miles and 50 percent population.

Measure X funding is intended to be in addition to existing transportation spending.

### Measure X Oversight Committee

On Oct. 17, at 2 p.m., the Transportation Agency for Monterey County Measure X Oversight Committee will meet at the Marina Library, 139 Seaside Circle, Marina. The oversight committee provides a chance for the public to review the plans and to ensure that the funds are used as the voters intended.

One of the proposals for the use of Measure X money for Salinas is lights and sidewalks for East Laurel Drive, a stretch of road with a sad history of pedestrian collision deaths. The seat on the committee to represent pedestrians, and the seat to represent youth are both vacant as of the last committee meeting.

The meeting is open to the public. For details, call TAMC at 831 775-0903 or see the agenda at [www.tamcmonterey.org](http://www.tamcmonterey.org)

### Ciclovia Salinas this Sunday

This Sunday, 9 a.m. to 1 p.m., will be at the Fifth Ciclovía to be held in Salinas. The custom of closing streets to motor vehicles, also called "Open Streets," has spread around the world since it began in the 1970's in Bogotá, Colombia.

Here in Salinas, a mile and a half of East Alisal Street, from Main Street to North Sanborn Road, will be closed to cars and open to all non-motor activity, from wheelchairs to skateboards.

Art, dancing, music and a fun-run will be part of the activities, all free.

Visitors are encouraged to walk, bicycle or take the bus to the event, and remember, the MST lines 41, 42 and 45 are all free on weekends to everyone. For details, email [CiclovíaSalinas@gmail.com](mailto:CiclovíaSalinas@gmail.com) or go to the Facebook page Ciclovía Salinas 2017.

Send questions, comments and photos to MacGregor Eddy "Goya" at [wecouldcarless@gmail.com](mailto:wecouldcarless@gmail.com) Twitter @Goya1949

Read or Share this story: <http://www.thecalifornian.com/story/news/2017/10/12/south-county-poorly-represented-bike-and-pedestrian-committee/760161001/>



The advertisement features the GAP logo on the left. In the center is a black and white photograph of a woman with curly hair, smiling and wearing a textured, light-colored jacket. To the right of the photo, the text reads "C O L D W E A T H E R" in a spaced-out font, followed by "O U T F I T" in a larger, bold font, and "I N S P I R A T I O N" in a spaced-out font below it. On the far right, there is a black rectangular button with the white text "SHOP NOW". A small blue play button icon is located in the top right corner of the advertisement box.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** November 1, 2017  
**Subject:** **Highlights from the Cal Bike Summit**

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### **RECOMMENDED ACTION:**


[Highlights from the Cal Bike Summit - California Streetsblog](#)

### ATTACHMENTS:

- Highlights from the Cal Bike Summit - Streetsblog California

## Highlights from the CalBike Summit

Transportation Justice, Leadership, and Working Out to Make the World a Better Place

By Melanie Curry | Oct 9, 2017 |  4



René Rivera and Jeff Tumlin discuss what it takes to achieve justice in municipal transportation. Photo: Dan Allison

The biannual California Bicycle Summit just wrapped up in Sacramento. Several hundred people gathered to talk changing the world through better bike access for all, and many related topics. The summit featured inspiring talks, spirited debate, and detailed policy discussions. An overall theme was transportation equity and justice, which generated several wide-ranging discussions about how to bring more people to advocacy work.

Without claiming to be at all comprehensive, below are a few highlights:

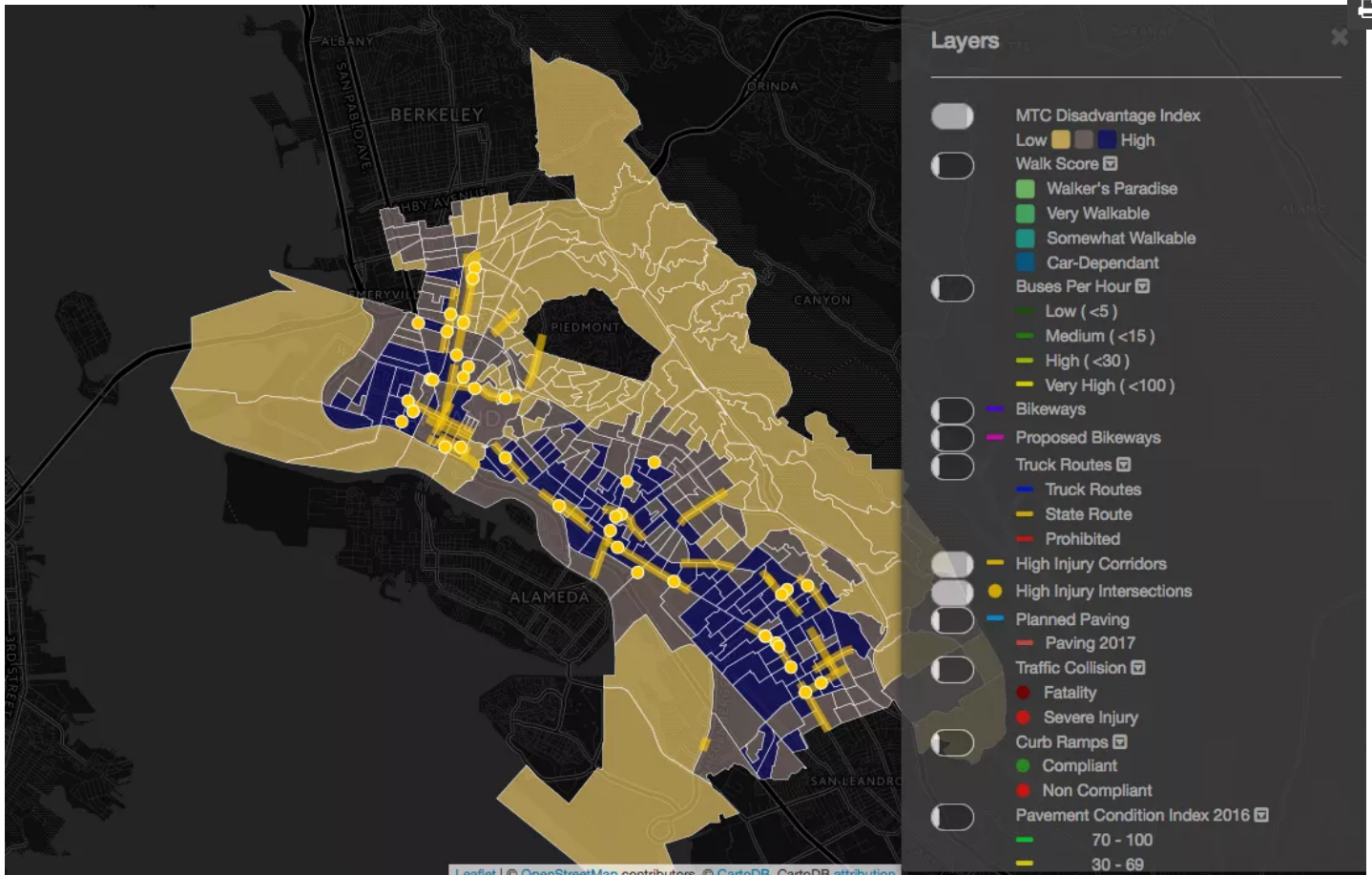
### **Equity, Advocacy, and Transportation Justice**

One afternoon featured the “lunchtime entertainment” of René Rivera, Bike East Bay Executive Director, and Jeffrey Tumlin, a principal with Nelson\Nygaard and until recently interim head of Oakland’s new Department of Transportation. Although they are indeed entertaining, the two spoke of the serious issues they face as advocates for better transportation that suits the needs of everyone in Oakland.

Rivera talked about the ways Bike East Bay has been working to be inclusive and to build leadership in the community. For example, advocates have been working with other community groups like Rich City Rides and the Scraper Bike Team on issues as diverse as local sales tax measures and making bike-share available to low income people. Bike East Bay also works to highlight and discuss issues like racial bias in traffic stops in the cities where it advocates for better bike policies and planning. It also brought a League of American Bicyclists training to Oakland to help create a diverse group of instructors, including women of color, to teach bike education classes in the East Bay.



Tumlin highlighted some of the work his transition team completed during the strategic planning to create Oakland's new Department of Transportation. The first order of business was to “clearly explore our values as a city, and to look at where those values are in tension with each other.” It's important to create a vision, of course, but also necessary is putting your money where you mouth is. “If your values are not aligned with your budget, your values don't matter,” he said.



This map from Oakland's website shows the coincidence of high-injury corridors and intersections with areas rated high on the disadvantage index.

He started with old maps that showed how Oakland was redlined—in which certain areas of the city were marked off in red, and banks would not offer mortgages nor support investments in the housing stock in those areas. Then he showed other, more current maps that his team put together: maps of low-income areas, historically underserved areas, and maps showing the marked difference in investment levels among neighborhoods in the city. They matched the old redlining maps, showing what Tumlin called “active investment in inequity.”

His point was that historical disinvestment is not a thing of the past. Many people explain the differences between “equity” and equality, frequently using a [graphic](#) of people trying to see over a fence—showing how people who start at different levels aren't “equalized” when we spread investments out equally in our communities. We frequently think this is what we're doing, but Tumlin's maps showed that in Oakland, investments tend to go towards the places where investments have already been made.

The team invented its own equity analysis tools, creating a “disadvantage index,” and began to score requests for work against that analysis. [The data is mapped and available for the public to see](#), to manipulate, and to understand where problems are being addressed—and why the city needs to push resources towards the areas where the needs are greatest. The maps include information about the disadvantage index, walkscore, bus service frequency, bikeways, truck routes, high injury areas, and pavement condition and paving schedules.

### California Walk & Bike Youth Leaders Program

CalBike, California Walks, and the California Center for Civic Participation inaugurated the first [Walk and Bike Youth Leaders program](#), in which young people aged 16 to 23 gathered to discuss their experience of transportation access in their communities throughout California. In the process, they created videos to show the challenges faced by their peers in moving about their neighborhoods.

Those videos—not available online yet—inspired a spirited conversation about what people can do to bring attention to problems in their communities, and how youth can lead community efforts to fix them.

## Connecting Human Infrastructure

“The bicycle is a tool that allows us to see the underlying ecology of connection between us,” said Dr. Adonia Lugo during her talk. She spoke about the changing bike advocacy movement, that is rooted in making life better for people who use bikes, but can also become a tool for creating other healing projects.

“Right now,” especially given the national political context, “People need a sense of power, of knowing there is an action we can take,” she said. “Bicycling is something powerful that we can do, that can make a difference.” At the same time, a bike can be an intersectional tool that allows people to connect across class, gender, race, and other divisions.

### Pragmatic Advice: How to Do a Pop-Up Project

Protected bike lanes are “the hot new thing,” according to one panelist on this presentation, and indeed during the bike summit, [Sacramento hosted a demonstration parking protected bikeway](#), the first of its kind in the city. This panel discussed their experience with all kinds of projects, including protected bike lanes but also pedestrian scrambles (all-way crossing for pedestrians at an intersection), roundabouts (using straw and plants to delineate a space in the intersection), painted crosswalks, bulb-outs, and parklets.

Alek Bartrousouf of Southern California’s Go Human campaign said that they have eighteen such projects planned for the next year. Pop-ups and demonstrations allow planners to demonstrate new infrastructure on the ground where people can immediately understand in a way they can’t when they’re just looking at a drawing or a map. Pop-ups “should replace studies and endless community engagement to find the perfect project,” said Bartrousouf. They can be put in quickly and inexpensively, and they can be removed if people don’t like them. They are also an excellent way to get feedback from people who encounter them, and to refine them before any permanent changes are made.

Dave Campbell of Bike East Bay talked about several pilot projects in Berkeley and Oakland that have been lessons in coordinating transit agencies, city agencies, local business groups, and advocates. One project started as a pilot to create bus-only lanes along Bancroft, a busy street lining the south side of the UC Berkeley campus. AC Transit wanted to include bikeways as part of the demonstration, to help figure out ways to solve conflicts on the street between bikes, cars, and buses.

That allowed the city to plan a more complex demonstration project that will include a bus-only lane along the right side of the street, with a two-way parking protected cycle track on the left side which will allow bikes better access to the UC campus. That project, which was supposed to be in place before school started in August, should be on the ground any day now.

### The Gas Tax and Making Transportation Better

Another panel discussed the recently passed California gas tax, [S.B. 1](#), and the various programs that will be funded by it. Jared Sanchez, Policy Associate for CalBike, discussed the [ten principles for transportation justice that CalBike and its partners had submitted to the California Transportation Commission](#) (but which [haven’t gotten a lot of attention from the commissioners](#)).

There are a lot programs that will be funded by S.B. 1, among them the [Active Transportation Program](#), which will receive a relatively small amount that will nevertheless double the program to \$100 million annually. Other programs are still being formulated, among them one called Solutions for Congested Corridors, which will get \$250 million per year. That pot of money is specifically prohibited from being used for general purpose lane expansion, in recognition that the state can’t build its way out of congestion. But what it will be used for is still being discussed. Even the definition of congestion in the program has yet to be nailed down. CalBike and allies recommend focusing on reducing miles driven rather than getting more cars through an area, but nothing has been decided yet.

There was more—much more—to talk about at the summit. There was an entire thread on bike-share, detailed discussions of specific examples of bikeway design, a panel on rethinking the rules for setting speed limits—the list is long and deep.

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Filed Under: California Bicycle Coalition, Bike Summit, promoted

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Debra L. Hale, Executive Director  
**Meeting Date:** November 1, 2017  
**Subject:** **Moss Landing bridge pathway project gets \$7.5 million from state**

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**RECOMMENDED ACTION:**

[Moss Landing bridge pathway project gets \\$7.5 million from state, key in Monterey Bay Sanctuary Scenic Trail - Monterey County Herald](#)

ATTACHMENTS:

- Moss Landing bridge pathway project gets \$7.5 million from state

Monterey County Herald (<http://www.montereyherald.com>)

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## Moss Landing bridge, pathway project gets \$7.5 million from state, key link in Monterey Bay Sanctuary Scenic Trail

### Considered key link in Monterey Bay Sanctuary scenic trail

*By Jim Johnson, Monterey Herald*

Thursday, October 19, 2017

Moss Landing >> A key part of the Monterey Bay Sanctuary Scenic Trail — a planned Moss Landing bike and pedestrian bridge and pathway — has been named one of the first recipients of a state SB 1 grant.

This week, the Transportation Agency for Monterey County announced the project had been awarded \$7.5 million in state Active Transportation Program funding by the California Transportation Commission.

Transportation Agency for Monterey County executive director Debbie Hale said the \$13.5 million bridge and pathway project is now fully funded, dubbing it a key upgrade for local residents trying to bike or walk from the northern side of Moss Landing to the southern side of the community that is divided by the Elkhorn Slough with just the heavily traveled Highway 1 bridge connecting the two, and an important link for the entire scenic trail.

“This is exciting news,” Hale said, adding that the project can now move forward on acquiring permits, along with required right of way and easement acquisitions. She said the hope is to begin construction by January 2020 and finish the project within 18 months.

The bridge and pathway will run from near the former Sea Harvest restaurant north of the slough to the southern end of the community and will eventually connect to Castroville and south to the Monterey Peninsula as part of the Monterey Bay Sanctuary Scenic Trail.

The trail, which includes \$44.5 million in trail links in Monterey County, is envisioned as a contiguous bike and pedestrian pathway from Lovers Point in Pacific Grove to Wilder Ranch north of Santa Cruz.

The trail, backed by a series of public agencies, nonprofit organizations and the public, is designed to promote “public use and enjoyment” of the National Marine Sanctuary shoreline by providing a safe, accessible route free from automobile traffic.

It is also a part of the 1,200-mile California Coastal Trail, and would connect Monterey and Santa Cruz counties with the rest of the coast.

Meanwhile, at its meeting on Wednesday next week, the Transportation Agency for Monterey County board is set to consider a draft five-year spending plan for Measure X sales tax revenue in combination with a range of other funding sources including state SB 1 competitive grant funding.

The board is also set to consider adoption of Measure X guidelines for improving transportation services for seniors and disabled people, which includes a \$15 million pot of money (\$500,000 per year) over the next 30 years.

The transportation agency has set a Dec. 1 deadline for project proposals and the board is expected to choose projects by January.

*Jim Johnson can be reached at 831-726-4348.*

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URL: <http://www.montereyherald.com/government-and-politics/20171019/moss-landing-bridge-pathway-project-gets-75-million-from-state-key-link-in-monterey-bay-sanctuary-scenic-trail>

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** November 1, 2017  
**Subject:** **CTC Approves more Active Transportation Projects**

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**RECOMMENDED ACTION:**

[Anticipating Gas Tax Money, CTC Approves More Active Transportation Projects - Streetsblog California](#)

ATTACHMENTS:

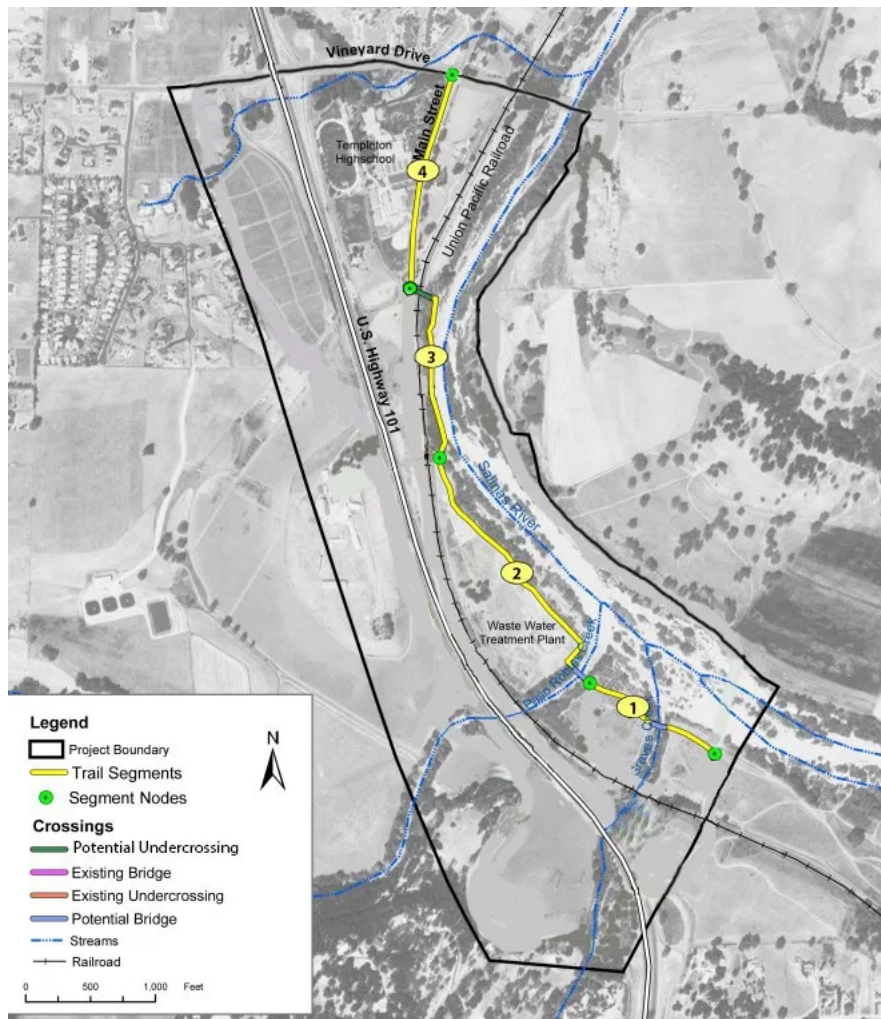
- ▣ CTC Approves more Active Transportation Projects



## Anticipating Gas Tax Money, CTC Approves More Active Transportation Projects

By Melanie Curry | Oct 19, 2017 | 0

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Proposed alignment of the Templeton-Atascadero pathway, which will allow bikes and pedestrians to get between these communities without having to go on the freeway. The project was awarded \$3.3m from the Active Transportation Program by the CTC.

At its monthly meeting yesterday, the California Transportation Commission approved funding for 63 projects that had previously applied for funding from the Active Transportation Program but didn't get any because there wasn't enough money. Another 22 projects [were approved for funding sooner than originally planned](#).

These funds are available because of [S.B. 1, the gas tax measure](#) that is the subject of a [repeal campaign](#). This funding is the first batch of S.B. 1 funds to be allocated, in part because the program is so oversubscribed that staff had a ready list of already-scored projects they could choose from.

Much was made of this early success from S.B. 1 at the CTC meeting. Several agencies whose projects were on the list told the commissioners that they were poised to send out press releases trumpeting that their projects showed "S.B. 1 funding at work."

The projects fall within two of the three groups of ATP funding: the statewide competition, which allocates half of the available ATP funding, and the small urban and rural group, which allocates ten percent of the total funding. The third group, projects that compete within larger metro regions for forty percent of the funding, will be awarded later this year.

Laurie Waters, ATP program manager at the CTC, noted that the applicants were successful because they were persistent, and had good projects ready to go. Even though they weren't awarded in earlier rounds of funding, she said, "They kept applying, because they're committed to making their communities safer and more livable."

With the new funding from S.B. 1, the program is able to fund projects in areas that had not received anything in past rounds. Waters gave the example of El Dorado County, which just won funding for its first two ATP projects. They will build a new pedestrian connection in Placerville and a multi-use path connection along the El Dorado Trail. Mono County also received its first ATP funding, for a complete streets project on Main Street in Bridgeport.

Waters said that having more money will make it possible for the ATP to "provide better geographic equity, and will help best meet the overall goals of the program, not just concentrate on awarding money to the highest scoring projects. Having more money doesn't solve all problems," she said, "but it sure does help."

[ATP goals](#) are to encourage the use of active modes of transportation by increasing safe conditions for walking and biking, and to advance state emission reduction goals.

Another project awarded funding was for a multi-use path in San Luis Obispo County. SLOCOG will receive \$3.3 million to build the Templeton-Atascadero Connector between the two communities.

Ron De Carli of SLOCOG said that this project, one of the few for which the county has received ATP funding, is a crucial safety project for the area. "The only connection between these communities right now is Highway 101," he said. "We are building this path to get pedestrians and bicycles off Highway 101—a *freeway*," he emphasized. "We really appreciate it, and are looking forward to moving this forward."

There were many congratulations from commissioners and applicants for the hard work staff did to get this project list finished.

Jose Luis Cáceres of Sacramento Area Council of Governments thanked the staff for their "amazing work": "They listen when we have questions or comments," he said, "and we can count on honest and frank answers."

Commissioner James Madaffer rounded out the congratulations with his own thanks to the staff. "Could we do more?" he asked. "Sure. But these are a good first step, and these are outstanding projects."

The full list of projects are available online. Projects awarded under [the statewide competition are here](#), and under [the small urban and rural competition here](#).

*Note: GJEL Accident Attorneys regularly sponsors coverage on Streetsblog San Francisco and Streetsblog California. Unless noted in the story, GJEL Accident Attorneys is not consulted for the content or editorial direction of the sponsored content.*

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Filed Under: Active Transportation Program, GJEL3, promoted

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

*Memorandum*

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** November 1, 2017  
**Subject:** **Commissioners split on proposed traffic signal for N. Main and Cherokee**

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**RECOMMENDED ACTION:**

[Commissioners split on proposed traffic signal for N. Main and Cherokee - Salinas Californian](#)

ATTACHMENTS:

- ▣ Commissioners split on proposed traffic signal for N. Main and Cherokee



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## Commissioners split on proposed traffic signal for N. Main and Cherokee

MacGregor "Goya" Eddy, For The Salinas Californian Published 5:21 p.m. PT Oct. 19, 2017



(Photo: Provided)

On Oct. 12, the Salinas Traffic and Transportation Commission voted 3-2 in favor of the proposed traffic signal at N. Main and Cherokee.

Yolanda Hayes, who along with Chris Flescher voted against the signal, said: "This has been planned since 2013, but the residents were just asked about it recently."

Salinas Public Works city traffic engineer Andrew Easterling said, "1,200 notices were mailed to residents to inform them of the proposed signal, and to invite them to the (Oct. 12 Traffic and Transportation Commission) meeting."

Yet, the only area resident who came to the meeting to speak against the signal was former Salinas Traffic Commissioner Eric Petersen, who said, "I live within walking distance of the intersection and I am opposed to a signal." Petersen cited concerns of increased traffic on Cherokee, the heavily used Northgate Park, and the fact that the intersection did not meet the minimum standard for the number of collisions to require a traffic signal.

### Collisions few, but serious

According to the California Manual on Uniform Traffic Control Devices, 5 collisions a year are the standard to indicate the need for a signal light.

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In the city's presentation in favor of the proposed traffic signal, Easterling showed that although the number of collisions per year is well below 5 for the last 8 years, almost half of the collisions were the broadside, or T bone, the kind of crash that carries a high injury rate, thus justifying a traffic signal.

Where Cherokee crosses N. Main is not truly an intersection now. N. Main has a center divider, and southbound traffic leaving Harden Ranch makes a left turn into a special lane in the divider, crossing northbound Main street traffic.

Southbound traffic on N Main, if they wish to enter Harden Ranch at Cherokee, must also cross the northbound traffic.

### **Traffic signal provides pedestrian safety**

The proposed signal would include a protected left turn lane and a controlled pedestrian crosswalk. My readers know that I have often written about the high number of pedestrian collision deaths in Salinas, on N. Main in particular. However, considering the opposition of two thoughtful Traffic Commissioners and the former Commissioner Petersen, perhaps the Salinas Public Works Department could explore its concerns before taking the project to the full city council.

### **Gov. Brown vetoes bill restricting driving privileges for 19 to 21-year-olds**

Governor Brown vetoed AB 63 which would impose driving restrictions on young adults, 19 to 21, when they get a driver's license. This bill would have blocked new drivers under 21 from driving between 11 p.m. and 5 a.m, and prohibited them from transporting those under 20, restrictions that are now only for new drivers 18 and under.

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I argue that AB 63 placed an unfair burden on young people.

### **South county volunteer for Bike and Pedestrian Panel**

Ernie Gallardo Sr, of Greenfield, recently pointed out the lack of representatives from South County cities on the Transportation Agency for Monterey County (TAMC) Bike and Pedestrian panel. Gallardo said that he was "willing to step up and volunteer to be on TAMC panel," The next meeting will, unfortunately, be held in Sand City, 50 miles from Greenfield. The previous TAMC Bike and Pedestrian meeting, Sept. 6, was also held in Sand City.

The TAMC board will meet 9 a.m., Wednesday, Oct. 25, at 1428 Abbott St., Salinas. The TAMC Bicycle and Pedestrian Committee will meet at 6 p.m, Nov 1, 1 Sylvan Park, Sand City. Meeting agendas are available at [www.tamcmonterey.org](http://www.tamcmonterey.org) or by calling 831-775-0903.

Send questions, comments and photos to MacGregor Eddy "Goya" at [wecouldcarless@gmail.com](mailto:wecouldcarless@gmail.com). Twitter @Goya1949

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