



BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)

**Wednesday, September 6, 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.

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 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of August 2, 2017.

- Montiel

The Draft minutes of the August 2, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

END OF CONSENT AGENDA

4. **RECEIVE** update on the 2017 Monterey County Active Transportation Plan.

- 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 project ranking process.

5. **RECEIVE** report on Ciclovía Salinas 2017.

- Murillo/Silva

Ciclovía Salinas is a youth-driven open streets event that attracts thousands to bike, walk, dance and skateboard along Alisal Street. This year's event will be held on Sunday, October 15th. Event organizers are looking for volunteers to help.

6. **Monterey County Bike Education & Outreach:**

1. **RECEIVE** report on current bike education and outreach programs; and
2. **PROVIDE** direction to staff on future planning for Monterey County bike education and outreach activities.

- Murillo

TAMC has dedicated Transportation Development Act funds for Bike Month and bike education and outreach, and requests Committee direction on planning for future activities.

7. **ANNOUNCEMENTS and/or COMMENTS**

8. **ADJOURN**

ANNOUNCEMENTS

Next Bicycle & Pedestrian Facilities Advisory Committee meeting will be on
Wednesday, October 4, 2017
Sand City Council Chamber
1 Sylvan Park, Sand City, California, 93955

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

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.** [One of the Most Important Parts of Bike Infrastructure is Invisible \(People for Bikes, August 24, 2017\)](#)
- M 2.** [Free weekend bus rides in Salinas \(Salinas Californian, August 24, 2017\)](#)

Reports

- R 1.** [Walk This Way: A Resource on State and Local Policies That Support Physical Activity and Wellness in and Around the Workplace \(ChangeLab Solutions, 2017\)](#)



Memorandum

To: Bicycle and Pedestrian Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: September 6, 2017
Subject: **Bicycle and Pedestrian Facilities Advisory Committee minutes of August 2, 2017**

RECOMMENDED ACTION:

Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of August 2, 2017.

SUMMARY:

The Draft minutes of the August 2, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

FINANCIAL IMPACT:

This item has no financial impact.

DISCUSSION:

The draft minutes of the August 2, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

ATTACHMENTS:

- BPC Draft August minutes

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee
Draft Minutes of August 2, 2017**

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

Voting Members	NOV 16	JAN 17	FEB 17	MAR 17	APR 17	MAY 17	JUN 17	AUG
Eric Petersen, District 1, Past Chair	P	P	P	P	P	P	C	P
Jerry Ramos – District 2	-	-	E	-	E	E	A	E
Vacant – District 3	-	-	-	-	-	-	N	-
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	P	P	P	P	P(A)	P	C	P
Jeff Lindenthal, District 5 <i>(Geof Tibbitts)</i>	E	P	E	-	P	E	E	P
D. L. Johnson, Carmel-By-The Sea	E	-	P	P	P	-	L	P
Del Rey Oaks - vacant	-	-	-	-	-	-	L	-
Gonzales - Vacant	-	-	-	-	-	-	E	-
Greenfield - Vacant	-	-	-	-	-	-	D	-
Michael LeBarre, King City	P	P	P	E	P	P		P
Vacant, Marina, <i>(Debra Daniels)</i>	-	-	-	-	-	-		-
Monterey - Vacant,	-	-	-	-	-	-		-
Linda Petersen, Pacific Grove <i>(Tony Prock)</i>	P	E	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
Soledad - Vacant	-	-	-	-	-	-		-
David Craft, MBUAPCD	P	-	-	P	-	P		-
Lisa Rheinheimer, Monterey Salinas Transit - Vice Chair	P	P	P	E	P	P		P
Bill Boosman, Velo Club of Monterey <i>(Vera Noghera)</i>	P	P	P	P	P	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	P	E	P	-	P		P
Caltrans - District 5	-	-	-	-	-	-		-
–AMBAG <i>(Sasha Tepedelenova)</i>	-	-	-	-	-	-		-
Vacant, Pebble Beach Company	-	-	-	-	-	-		-
Brian Cook, CSUMB <i>(Matthew McCluney)</i>	E	P(A)	P	P	P	P		P

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

	NOV 16	JAN 17	FEB 17	MAR 17	APR 17	MAY 17	JUN 17	AUG
TRANSPORTATION AGENCY STAFF								
Debbie Hale, Executive Director	E	E	-	E	E	E		E
Todd Muck, Deputy Executive Director	E	P	P	E	E	E		E
Ariana Green, Associate Transportation Planner	E	E	-	P	P	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:

Grant Leonard	TAMC staff	Mike Zeller	TAMC staff
Mathew McCluney	CSUMB Alternate	Ralph Wege	Seaside Alternate
Asante Ricigliano-Vaughn	Seaside Resident	Adisa Vaughn	Seaside Resident
Lauryn Ricigliano	Seaside Resident	Eddy Fredrick	Public

- 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.

- BEGINNING OF CONSENT AGENDA**

M/S/C LeBarre/ Valencia /unanimous
 Abstain: Jeff Lindenthal

- 3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of May 3, 2017.

END OF CONSENT AGENDA

4. 2017 COMPETITIVE GRANTS PROGRAM OF PROJECTS

M/S/C Rheinheimer/ Israel

Nay: LeBarre, Johnson and Wriedt

Committee member Rheinheimer motioned to reach out to Cities of Carmel and Marina, to ask if they can utilize the remaining funds for their proposed projects.

The Committee recommended the Transportation Agency Board of Directors program \$6.95 million of Regional Surface Transportation Program funds for the 2017 Competitive Grants Program of Projects and remove the contingency placed on the programming of \$900,000 of Transportation Development Act 2% funds to the Ford Ord Regional Trail and Greenway Project.

Mike Zeller, Principal Transportation Planner, reported that the Transportation Agency Board approved a new cycle of competitive grants at its March 2017 meeting. The grant application for projects proposed for funding were due June 1, 2017. Transportation Agency staff established an ad-hoc committee of Bicycle & Pedestrian Facilities Advisory and Technical Advisory Committee members to review and rank the applications, and provide funding recommendations.

Mr. Zeller noted that the Transportation Agency received thirteen completed applications, totaling over \$14.3 million in requested Regional Surface Transportation Program grant funding. Each application was reviewed and scored four times by the sub-committee. He noted that the following projects totaling \$6.5 million are recommended by the sub-committee for grant funding.

- Monterey- North Fremont Bike and Pedestrian Improvements - \$1,933,000
- Soledad – Metz Road Traffic Calming Project - \$516,800
- County – State Route 1 Climbing Lane - \$600,000
- Salinas – Downtown Complete Streets - \$2,970,000
- Pacific Grove – Highway 68 Complete Street Corridor - \$502,268

Mr. Zeller also noted that with this recommendation, \$400,000 of RSTP funds would be rolled over into the next call for projects. He noted that staff made one adjustment from the overall scoring of the projects. First, the City of Marina's Reservation Road Roundabout project ranked fifth in the total scoring, but was seeking a total of \$4,005,000 of grant funding for a \$4,500,000 project. Due to the high amount of requested funding, the limited amount of grant funding available, low matching funds for the project, and overall geographic equity, staff is not recommending funding for this project at this time.

Committee member LeBarre asked why King City was not recommended for funding. Mr. Zeller said this was based on King City's score by the review committee. He noted that King City was awarded funding in the last round of RSTP grant cycle.

Committee member Johnson asked if projects that were not selected in this round would be allowed to resubmit. Mr. Zeller said projects would be allowed to resubmit.

Committee member Noghera said she was a part of the review sub-committee, and noted that some applications were incomplete, which affected the application's score. She also noted that project readiness was another important factor in scoring.

Committee member Israel asked if the City of Marina's roundabout project could be partially funded. Committee member LeBarre said he would prefer that all RSTP funds be programmed.

5. **SR 68 SCENIC HIGHWAY PLAN**

The Committee received an update on the SR 68 Scenic Highway Plan.

Grant Leonard, Transportation Planner noted that the SR 68 Scenic Highway Plan evaluates current and future travel patterns between Salinas and Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context of other planned regional improvements, and the potential for wildlife connectivity enhancement. Outreach for the Scenic Highway Plan included public workshops, meetings with local jurisdictions and stakeholder groups, and an interactive online forum for community input. In January 2017, the project team developed three corridor concept alternatives for consideration that were presented at the April 26, 2017 TAMC Board meeting:

- Concept 1: Installation of roundabouts at major intersections
- Concept 2: Selective segment widening with roundabouts at major intersections
- Concept 3: Integrated corridor management with some widening

Mr. Leonard noted that based on the technical analysis and the public comments, Agency staff is recommending a slightly modified Concept 1 as the recommended option for inclusion in the SR 68 Scenic Highway Plan. He noted that the current project schedule calls for the SR 68 Scenic Highway Plan to be released for public review in late July and presented to Agency Board for approval on August 23, 2017. Following Plan adoption, the SR 68 Scenic Highway Plan will progress into the project development with Caltrans, which entails further analysis and refinement of the conceptual designs. Once the Plan has been developed further, it will go through the Environmental Impact Review (EIR) process, and once the EIR is finalized the Transportation Agency and partner agencies can begin a phased implementation of the Scenic Highway Plan.

Committee member Lindenthal asked if there was data on the performance of the Holman Highway 68 Roundabout. Mr. Leonard said that right now performance data is anecdotal, and that the Agency has received positive feedback on the Holman Highway 68 Roundabout.

Committee member E. Petersen said he has had positive experiences cycling through roundabout corridors in Germany, Colorado and upstate New York.

Committee member Johnson expressed that the Holman Highway 68 Roundabout is working great and traffic seems to be always moving. He noted that there is a need for driver education for roundabouts.

6. **MST REALTIME CAMPAIGN**

The Committee received a presentation on Monterey-Salinas Transit's RealTime advertising campaign.

Lisa Rheinheimer, MST Director of Planning and Marketing reported that Monterey-Salinas Transit's Real-time is a set of tools (text, phone, app and maps) that allow transit passengers to obtain real-time information about the arrival of their next bus. She reported that over the last several years, MST has been working on bringing instant bus arrival information to passengers to help ease the stress of waiting for the bus. The first such external deployment was the electronic passenger information signs at the various JAZZ Bus Rapid Transit stops on the Monterey Peninsula. All MST passengers can now receive RealTime GPS-based bus arrival information at their fingertips no matter which bus line they are waiting for. Ms. Rheinheimer noted that there are 4 different ways to receive RealTime information: text message, phone call, smart phone application and Google Maps.

Committee member Johnson asked how the RealTime information works. Ms. Rheinheimer said the information is GPS-based and computer algorithms.

7. **MONTEREY COUNTY BIKE MONT 2017**

The Committee received a report on Monterey County Bike Month 2017; and provided direction to Transportation Agency staff on future planning for Monterey County Bike Month and Bike Education.

Virginia Murillo, Transportation Planner, reported that Bike month is a national campaign held annually in May to promote bicycling. This year, TAMC promoted various bike month events through the Monterey County Weekly, the TAMC website, and Facebook. She also noted that Monterey County Weekly printed each week with different bike related profiles. Ms. Murillo noted that the Bike Lock Events were a success at the Salinas Cesar Chavez and King City Libraries.

Committee member LeBarre thanked Transportation Agency staff for hosting a bike education event and gave away bike locks to the kids who participated. He suggested having those events at future days throughout the year.

Committee member Rheinheimer noted that social media is very effective and Monterey-Salinas Transit used that for outreach.

8.

ANNOUNCEMENTS AND/OR COMMENTS

Committee member Eric Petersen noted that he will be attending the Silicon Valley Bike Summit on August 8, 2017, which will be hosted by Microsoft and Silicon Valley Bicycle Coalition. He also announced that this year's Ciclovía event will be held on Sunday, October 15th and requested a presentation from Ciclovía organizers at a future meeting.

Committee member Jeff Wriedt noted that we need to enforce and encourage bicycle safety to all bicycle riders, and educate cyclists on wrong-way riding.

Committee member Johnson announced that pedestrian sharrows are coming soon to Carmel.

Committee member Lisa Rheinheimer announced that starting on September 2nd there will be free weekend transit service on a few Monterey-Salinas Transit bus lines. Please contact Monterey-Salinas Transit.

Eddy Fredrick member of the public expressed concern on teaching children how to ride the correct way on the road year-round.

9.

ADJOURNMENT

Chair Flescher adjourned the meeting at 7:27 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: September 6, 2017
Subject: **Monterey County Active Transportation Plan**

RECOMMENDED ACTION:

RECEIVE update on the 2017 Monterey County Active Transportation Plan.

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 project ranking process.

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.

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. **Attachment 1** is the refined project criteria. The refined project criteria 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

Attachment 2 is a draft ranked list for King City reflecting both the public comments and city staff comments. Staff will be developing draft ranked lists for the remaining jurisdictions. For King City, these projects have been identified as high-priority:

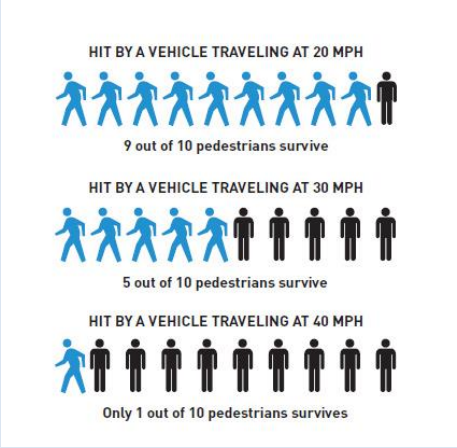
1. King St - Beech St (Sandringham St - Beech St) cycletracks
2. Broadway Ave (Midred Ave - San Lorenzo St) bike lanes

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
- ▢ 2 - Draft Ranked Project List King City
- ▢ 2 - Draft King City Project Map

**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>UC Berkeley TIMS: 1 or more fatalities or severe injury collisions at project location (5 points); 2< collisions at the project location (4 points); 2< collisions within close proximity of the project location (3 points); 2> collision within close proximity of the project location (2 points); 0 collisions within close proximity of the project location (1 point)</p> <p>CalEnviroScreen 3.0 Traffic Density percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p>Speeds: >40 mph (5 points) >30 mph (3 points) >20 mph (2 points)</p> <p>Roadway Classification: Project is located on or crosses a major arterial (5 points);</p>	<p>UC Berkeley Traffic Injury Mapping System collisions data from 2010 - 2016 https://tims.berkeley.edu/</p> <p>CalEnviroScreen 3.0 - Traffic Density https://oehha.ca.gov/calenviroscreen/indicator/traffic-density</p> <p>Speeds/Roadway Classification 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>Figure 1: 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>		
Connectivity	<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>Major Destinations: 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>Closes a Gap: 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>Major Destinations: 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>Closes a Gap: 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)		
Comfort	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	Treatment: 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
Active Transportation Trips	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);	Destinations: 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)		
Equity	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>CalEnviroScreen 3.0 percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p>Public Health Disadvantage Index percentiles: 100-76 (5 points) 75-51 (4 points) 50-26 (3 points) 25 – 0 (2 points)</p>	<p>CalEnviroScreen 3.0 - Population Characteristics https://oehha.ca.gov/calenviroscreen/population-indicators</p> <p>Public Health Alliance of Southern California - California Health Disadvantage Index http://phasocal.org/ca-hdi/</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.
Complete Streets Opportunity Projects	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>TAMC Measure X Safety & Investment Plan 5-year Capital Improvement Projects http://www.tamcmonterey.org/measure-x/programs-projects/</p>	
Quality Facilities	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.

**Monterey County Active Transportation Plan
Draft Ranked List - King City**

Street	From	To	Class	Type	Length (miles)	Safety (20 points)	Connectivity (20 points)	Comfort (20 points)	Active Transportation Trips (15 points)	Equity (10 points)	Complete Streets Opportunity Project (10 points)	Quality Facilities (5 points)	TOTAL	Rank	Notes
1st St	US 101	Bitterwater Rd	Class 4	Cycletrack	1.21	11	17	20	13	8	1	1	71		*This project is currently under construction, and is funded by a State Active Transportation Program grant.
King St	Sandringraham St	Beech St	Class 4	Cycletrack	0.77	10	12	10	15	8	10	1	66	2	
Beech St	San Antonio Dr	King St	Class 4	Cycletrack	0.15	12	14	5	15	8	10	1	65	3	
Broadway	Mildred Ave	San Lorenzo St	Class 2	Bike Lane	0.12	11	14	10	15	8	5	1	64	4	
Division St	1st St	Canal St	Class 2	Bike Lane	0.697	8	12	20	10	8	1	1	60	5	
Broadway	San Lorezno St	1st St	Class 3	Bike Route	0.45	8	12	20	10	8	1	1	60	5	
Broadway St	San Lorenzo Rd	N San Lorenzo St	Class 2	Bike Lane	0.848	10	15	10	13	8	1	1	58	7	
Mildred Ave	San Antonio Dr	Division St	Class 2	Bike Lane	0.9	10	10	10	13	8	5	1	57	8	
Vanderhurst Ave	King St	Villa Dr	Class 2	Bike Lane	0.858	10	10	10	13	8	5	1	57	8	
N Vanderhurst Ave	Queen St	Broadway St	Class 2	Bike Lane	0.5	13	10	10	13	8	1	1	56	10	
3rd St	Broadway St	Division St	Class 2	Bike Lane	0.876	9	12	10	5	8	10	1	55	11	
Canal St	Division St	River Dr	Class 2	Bike Lane	0.29	8	12	10	15	3	5	1	54	12	
Pearl St	San Lorenzo Ave	1st St	Class 2	Bike Lane	0.435	10	12	5	13	3	10	1	54	12	
Ellis St	1st St	Mildred Ave	Class 2	Bike Lane	0.57	10	14	10	5	8	5	1	53	14	
3rd	San Antonio Dr	Division St	Class 2	Bike Lane	0.9	9	14	10	10	8	1	1	53	14	
San Antonio Dr	Metz Rd	Broadway St	Class 2	Bike Lane	1.547	9	17	10	10	3	1	1	51	16	
Broadway Cir	San Antonio Dr	River Dr	Class 3	Bike Route	0.39	11	10	10	15	3	1	1	51	16	
Metz Rd	Airport Rd	1st St	Class 2	Bike Lane	0.72	10	14	10	5	3	1	1	44	18	
San Lorenzo Ave	Collins St	Division St	Class 2	Bike Lane	0.4	8	10	10	5	8	1	1	43	19	
Bitterwater Rd	Airport Dr	1st St	Class 2	Bike Lane	0.51	10	13	10	5	3	1	1	43	19	
San Antonio Dr	Metz Rd	Bitterwater Rd	Class 2	Bike Lane	0.523	10	10	10	5	3	1	1	40	21	
Willow St	San Antonio Dr	N Mildred Ave	Class 2	Bike Lane	0.34	10	5	10	5	8	1	1	40	21	
Airport Rd	Metz Rd	Bitterwater Rd	Class 3	Bike Route	0.91	10	11	5	5	3	1	1	36	23	

Active Transportation Plan 2017 - DRAFT: King City

Existing Bikeways

- 1 - bike/ped path
- 2 - bike lane
- 3 - bike route/sharrow

Proposed Bikeways-2011

- 1.0 - bike/ped path
- 2.0 - bike lane
- 3.0 - bike route/sharrow

2017 Bikeways Projects

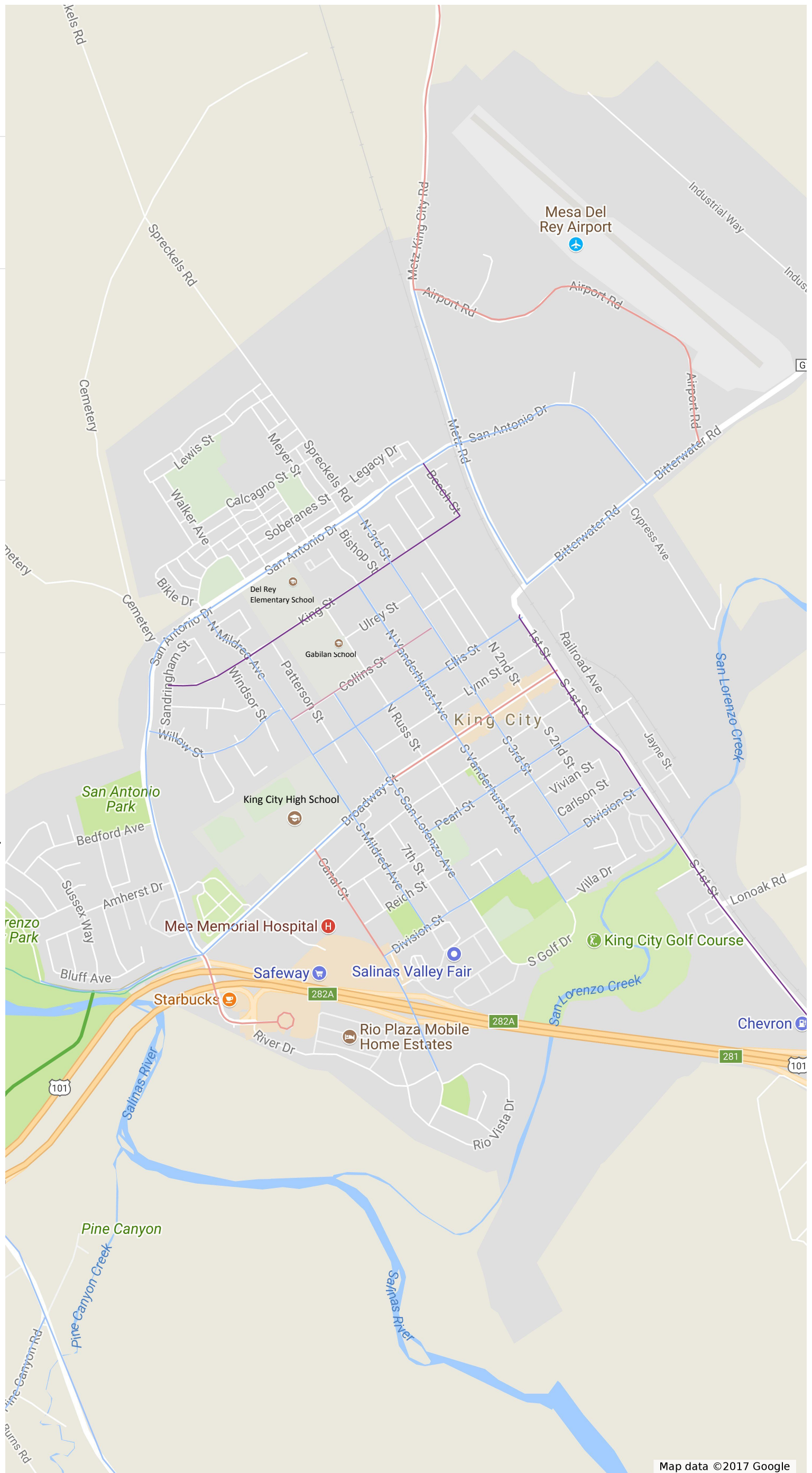
- 1.0 - bike/ped path
- 2.0 - bike lane
- 3.0 - bike route/sharrow
- 4.0 - cycletrack

2017 Pedestrian Projects

- sidewalk
- pedestrian intersection improvement
- sidewalk

Untitled layer

This map shows the existing and proposed bicycle network in Monterey County based on the Transportation Agency for Monterey County's 2011 Bicycle and Pedestrian Master Plan, and incorporates comments received during the Active Transportation Plan public outreach phase.





Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: September 6, 2017
Subject: **Ciclovía Salinas**

RECOMMENDED ACTION:

RECEIVE report on Ciclovía Salinas 2017.

SUMMARY:

Ciclovía Salinas is a youth-driven open streets event that attracts thousands to bike, walk, dance and skateboard along Alisal Street. This year's event will be held on Sunday, October 15th. Event organizers are looking for volunteers to help.

FINANCIAL IMPACT:

TAMC contributed \$3,000 out of its FY 2017/18 bike education and outreach budget to sponsor Ciclovía Salinas.

DISCUSSION:

Ciclovía Salinas is a youth-led, open-streets community event designed to promote active transportation options like walking and bicycling, among other goals. The event, scheduled for Sunday, October 15, 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. Last year's event drew over 6,000 participants people from the surrounding Alisal neighborhoods and from across Salinas and the greater Monterey County who participated in the event and were able to ride bikes, walk, jog, skateboard and roller skate along 1.6 miles of Alisal Street free of cars. Other event activities included live music, Zumba, Baile Folklorico dance class, Crossfit activities, hula hoop game, soccer clinic and football.

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 am -1:00 pm. TAMC will be distributing bike education materials and will potentially be partnering with the City of Salinas to do a demonstration cycletrack and protected bike lane that will allow Ciclovía participants to learn about these new bike facility types.

Representatives from the Salinas Ciclovía planning committee will provide a presentation on the proposed event. Event organizers are looking for volunteers.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: September 6, 2017
Subject: **Monterey County Bike Education & Outreach**

RECOMMENDED ACTION:

Monterey County Bike Education & Outreach:

1. **RECEIVE** report on current bike education and outreach programs; and
2. **PROVIDE** direction to staff on future planning for Monterey County bike education and outreach activities.

SUMMARY:

TAMC has dedicated Transportation Development Act funds for Bike Month and bike education and outreach, and requests Committee direction on planning for future activities.

FINANCIAL IMPACT:

The FY2017/18 budget to support Bike Month and/or other bicycling events and activities is \$27,500. This budget is supported entirely by Transportation Development Act 2% funds for bicycle and pedestrian activities.

DISCUSSION:

Each year, TAMC prepares a program for bike and pedestrian education and outreach.

Past Efforts

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. The program includes bicycle safety trainings for both adults and children. The adult trainings (must be 14+ years) include an online tutorial that is completed before an on-bike session taught by a League of American Bicyclists-certified instructor. Fifteen people were trained through the program in the fall of 2015 and

spring of 2016 in various locations in Monterey County. In October 2016, TAMC partnered with the League to host a League of American Bicyclists Certified Instructor Seminar. As a result of this program, three new Monterey County residents became League Cycling Instructors.

For the past several years the Transportation Agency has budgeted \$7,500 to \$10,000 of the overall bicycle and pedestrian education budget for bicycle rodeos at schools. For 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. Staff coordinated these trainings with Ecology Action's trainings to serve schools that were not already served by Ecology Action. For 2018 Transportation Agency staff are considering recommending Measure X Safe Route To School funding for bicycle rodeos.

Participating in Bike Month is another bike education outreach activity. The League of American Bicyclists has designated the month of May as National Bike Month. The purpose of Bike Month is to raise public awareness of bicycling as a form of transportation. One of the findings of the 2014 Alliance Benchmarking Report prepared by the Alliance for Biking and Walking is that more people bike and walk to work in communities with strong bicycling and pedestrian advocacy.

2017 Bike Month Activities included the Salinas Criterium Bike Race, a Bike-In Movie Night in Seaside, Balance Bike Camps for young children, and safety presentations and bike lock giveaways in Salinas and King City libraries, (**attachement**). Events were promoted on the TAMC website and Facebook page, the Bicycling Monterey website and published in the Monterey County Weekly.

As part of Monterey County Bike Month, TAMC worked with the Monterey County Weekly to promote bike and pedestrian "Transportation Champions." The purpose of these profiles was to highlight organizations, projects and programs that are improving conditions for biking and walking in Monterey County. The following were profiled during the month of May:

- Families of Color Monterey County
- Pacific Grove Highway 68 Corridor Study
- Fort Ord Regional Trail & Greenway
- Bay View Academy Walk and Roll Program
- North Fremont Bike and Pedestrian Access Safety Improvement Project
- Ciclovía Salinas

Future Planning

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). 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.

Staff is requesting that the Committee provide direction on bike education and outreach activities for

the upcoming year. The staff-recommended approach is to:

1. Continue promoting bicycling events during Bike Month
2. Support community bicycling and walking events, such as Ciclovía Salinas
3. Develop a bike safety public campaign

WEB ATTACHMENTS:

[Bike Month Poster](#)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: September 6, 2017
Subject: **One of the Most Important Parts of Bike Infrastructure is Invisible (People for Bikes, August 24, 2017)**

RECOMMENDED ACTION:

[One of the Most Important Parts of Bike Infrastructure is Invisible \(People for Bikes, August 24, 2017\)](#)

ATTACHMENTS:

- ▣ M1 - One of the Most Important Parts of Bike Infrastructure is Invisible

ONE OF THE MOST IMPORTANT PARTS OF BIKE INFRASTRUCTURE IS INVISIBLE

August 24, 2017

Michael Andersen, PlacesForBikes staff writer

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How stressful is this street to bike on? You can't tell from a photo. Image: Stewart Eastep.

Since its founding 50 years ago, the top U.S. agency for investigating transportation injuries had been surprisingly quiet about a phenomenon that's behind 30 percent of U.S. traffic fatalities.

Like much of the country's transportation safety establishment, the [National Transportation Safety Board](https://www.nts.gov/) (<https://www.nts.gov/>) had frequently avoided the subject of the speed of private cars. It did so even though the issue has been coming up since the very first collision the agency investigated, in Joliet, Illinois, in 1967.

Avoided the subject until this month, that is.

In a [groundbreaking report](https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf) (<https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>) released last week, the federal agency laid the foundations for a major rethinking of transportation safety practices. The big idea in short, as Kathleen Ferrier puts it: "speed kills."

"It's the first time that we've seen national leadership on speed, and it's coming from an authoritative voice," said Ferrier, policy and communications manager for the [Vision Zero Network](http://visionzeronetwork.org) (<http://visionzeronetwork.org>), a campaign to eliminate fatalities and serious injuries. "The relationship between crashes and fatalities is complex, but the relationship between speed and crashes is very clear. Speed makes crashes more likely and the severity of injury more deadly."

Though people walking and biking have the most to lose in any conversation about safety, many advocates of low-car transportation also overlook the importance of traffic speed.

"I've been a bike/ped advocate for years and we've talked more about safe design than about speed," Ferrier said.

Improving biking is as much about slower cars as about better bike lanes

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Bike lanes like this one might be quite comfortable on a low-speed street. In this case, not so much.

Most of the NTSB report combines recent data and long-term trends to show how many fatal collisions are caused by excessive auto speed. Speed-related death, for example, is "comparable to that attributed to alcohol-impaired driving."

And yet it's sometimes implied that auto speed is unchangeable behavior — for example, in parts of a separate [bike safety report](http://www.ghsa.org/sites/default/files/2017-08/2017BicyclistSafetyReport-FINAL.pdf#page=18) (<http://www.ghsa.org/sites/default/files/2017-08/2017BicyclistSafetyReport-FINAL.pdf#page=18>) published today by the Governor's Highway Safety Association. That report dedicates an entire section to alcohol as a factor in bike-related fatalities but doesn't even mention auto speed in that context. (To its credit, the GHSA report goes on to discuss and recommend many policies to reduce auto speeds anyway.)

Even biking advocates can be guilty of overlooking speed as a factor in bike infrastructure. Slower-moving cars don't photograph as nicely as a green-painted protected bike lane, but they're just as important to whether most people feel comfortable biking on a road — even when a new bike lane isn't in the works.

"In my experience, speed is seldom discussed until a new bike or pedestrian facility is proposed," said Jennifer Ruley, a senior project manager for the New Orleans transportation department who works on bicycle projects, reflecting on conversations among people who care about bicycling. "That's just crazy."

In the new PlacesForBikes [Bike Network Analysis](http://bna.peopleforbikes.org) (<http://bna.peopleforbikes.org>) of various U.S. cities, we always look at two factors when calculating the "stress level" of biking on a given street: the roadway design (auto lane count, bike lane width, separation type, and the presence of parking) and the posted speed limit.

That's based on [work by Northeastern University's Peter Furth](http://www.northeastern.edu/peter.furth/criteria-for-level-of-traffic-stress/) (<http://www.northeastern.edu/peter.furth/criteria-for-level-of-traffic-stress/>), who concluded that auto speeds interact with bikeway design to greatly affect people's willingness to bike on a street.

What cities, states and advocates could do to help



[Neighborhood bikeways](http://www.peopleforbikes.org/blog/entry/neighborhood-bikeways-are-hard-to-explain-here-are-26-free-photos-to-help) (<http://www.peopleforbikes.org/blog/entry/neighborhood-bikeways-are-hard-to-explain-here-are-26-free-photos-to-help>) make biking comfortable on side streets simply by slowing and reducing auto traffic.

What can biking believers inside and outside of government do to reduce dangerously fast driving?

One way might be to pay at least as much attention to too-wide auto lanes, which [increase people's "natural" driving speed](http://usa.streetsblog.org/2015/05/27/compelling-evidence-that-wider-lanes-make-city-streets-more-dangerous/) (<http://usa.streetsblog.org/2015/05/27/compelling-evidence-that-wider-lanes-make-city-streets-more-dangerous/>), as to too-narrow bike lanes.

Another might be to support [four-lanes-to-three road redesigns](https://bikeportland.org/2014/10/10/less-500000-three-road-diets-preventing-37-crashes-every-year-112049) (<https://bikeportland.org/2014/10/10/less-500000-three-road-diets-preventing-37-crashes-every-year-112049>) even when the changes don't include bike lanes, because those designs prevent bad drivers from weaving between lanes in order to get to the next red light more quickly.

On heavily signalized streets, cities could create [green waves](https://en.wikipedia.org/wiki/Green_wave) (https://en.wikipedia.org/wiki/Green_wave) that give continuous green lights at 20 mph or 12 mph, making it pointless to drive at a lethal speed.

And as the NTSB report [recommends](https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf#page=68) (<https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf#page=68>), states could give cities the right to use safety cameras — already in wide use on the [dramatically safer streets of Europe](https://en.wikipedia.org/wiki/List_of_countries_by_traffic-related_death_rate) (https://en.wikipedia.org/wiki/List_of_countries_by_traffic-related_death_rate) — to automatically issue fines to scofflaws who ignore speeding laws.

The NTSB report also questions the longstanding "rule of thumb" that speed limits should be set based on the natural speed at which 85 percent of people drive. The NTSB recommends also considering other factors, including recent collision and fatality rates.

"They're basically saying it's time to reevaluate these outdated practices that have been rules of thumb since the 1950s," said Ferrier. "But they haven't been reevaluated, and they're leading to death on our streets."

PlacesForBikes (<http://peopleforbikes.org/placesforbikes>) helps U.S. communities build better biking, faster. You can follow us on [LinkedIn](https://www.linkedin.com/showcase/18032465/) (<https://www.linkedin.com/showcase/18032465/>), [Twitter](http://twitter.com/PlacesForBikes) (<http://twitter.com/PlacesForBikes>) or [Facebook](http://facebook.com/PlacesForBikes) (<http://facebook.com/PlacesForBikes>) or sign up for our [weekly news digest](http://www.peopleforbikes.org/pages/placesforbikes-weekly-news-digest) (<http://www.peopleforbikes.org/pages/placesforbikes-weekly-news-digest>) about building all-ages biking networks. Story tip? Write michael@peopleforbikes.org.

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(<https://www.facebook.com/sharer/sharer.php?text=One%20of%20the%20most%20important%20parts%20of%20bike%20infrastructure%20is%20invisible%20https%3A/t.co/671g8C1KIS%20u=http://www.peopleforbikes.org/blog/entry/one-of-the-most-important-parts-of-bike-infrastructure-is-invisible>)

[See all PlacesForBikes blog entries \(/blog/category/placesforbikes\)](/blog/category/placesforbikes)

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Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: September 6, 2017
Subject: **Free weekend bus rides in Salinas (Salinas Californian, August 24, 2017)**

RECOMMENDED ACTION:

[Free weekend bus rides in Salinas \(Salinas Californian, August 24, 2017\)](#)

ATTACHMENTS:

- ▣ M2 - Free weekend bus rides in Salinas (Salinas Californian, August 24, 2017)

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EXCHANGE&UTM_CAMPAIGN=LABORDAY17)

Free weekend bus rides in Salinas

MacGregor 'Goya' Eddy, For The Salinas Californian Published 1:24 p.m. PT Aug. 24, 2017



(Photo: MacGregor Eddy/For The Salinas Californian)

Monterey-Salinas Transit has announced beginning on Sept. 2, all MST Line 40s will be free on the weekends in Salinas. For the next year, the promotional effort will include MST Lines 41, 42, 44, 45, and 49. MST and city of Salinas officials will celebrate the start of the program at noon Sept. 1 at the MST downtown transit center, 110 Salinas St.

You can get around Salinas on these five lines. Line 41 goes to Alisal High School, North Salinas High, Natividad Medical Center, Northridge Mall, and downtown. Line 42 will take you to Spreckels, Westridge Mall or NMC. If you want to work out at the In Shape on North Davis, then Line 44 will get you there. Line 45 goes down East Market and on to Creekbridge and Northridge. Line 49 serves Santa Rita and north Salinas and includes the Harden and Northridge malls.

The bus is a safe way to travel

Yes, Mom and Dad, you do not need to spend your weekends being a taxi for your teenager. MST buses are equipped with video cameras and thus are one of the safest places to be. Parents take note, young people can text to their heart's content without endangering anyone. The buses have bicycle racks, so people can bike to the bus stop and then home from the bus ride.

Buy Photo 



Waiting for Bus 41 at the Cesar Chavez Library in Salinas. (Photo: MacGregor Eddy/For The Salinas Californian)

State cap and trade dollars to pay for free weekend bus rides

"The MST Board of Directors are pleased to use our share of California Cap and Trade funds to offer free weekend fares on Salinas routes," said Carl Sedoryk, CEO of MST, "and {we} believe it will both attract new MST riders to give MST a chance and encourage our existing customers to use even more of our weekend services." This is not a new idea. "We have seen these types of fare reduction programs generate additional transit ridership in smaller California communities like Salinas," Sedoryk said

Cap and trade money is not from taxes

Cap-and-trade money is not tax revenue. The money is not a sales tax, or an income tax or a property tax. It is a fund generated by the sale of pollution allowances. Companies must hold enough greenhouse gas emission (GHG) allowances to cover their air pollution, and the companies can buy and sell allowances on the open market. Industries thus have a financial incentive to lower greenhouse gas emissions while giving them time to make the necessary changes.

\$640 million to state from August cap and trade auction

The August cap and trade auction had excellent results. The state will receive about \$640 million that can only be used to fund projects that reduce greenhouse gas emissions. This effort by MST to promote bus ridership can decrease the use of cars. This can help the local economy by decreasing traffic congestion. Agriculture and tourism bring money into Monterey County and both rely on the roads to move people and produce.

Walk or bike to Safe Routes to School event

Join now for as low as
\$9⁹⁹/year

Subscribe Now
(http://offers.thecalifornian.com/specialoffer?gps-source=BEAZaug&utm_medium=agilityzone&utm_source=bounce-exchange&utm_campaign=UWEB2017)

There will be a ribbon-cutting ceremony for the East Market Street Safe Routes to School project at 10 a.m. Monday, Aug. 28, at Fremont Elementary School, 1255 E. Market St. Join District 2 Salinas City Councilman Tony Barrera on your bicycle to try out the protected bike lanes or come on foot to experience the well-marked crosswalks. Meet Barrera at 9:30 a.m. at the intersection of Eucalyptus and E. Market (by El Sausal Middle School). I am sorry that I will not be able to come, I will be in Santa Monica visiting a friend and using their excellent rideshare bicycles. I hope that Salinas staff will consider a bike share program soon, now that the city is building protected bike lanes.

Reserve a booth now for Ciclovía Salinas

The fifth annual Ciclovía Salinas, that will be from 9 a.m. to 1 p.m. Oct. 15, is now less than two months away. If your group wants to have a booth or activity, please apply soon. All booths and activities are free. Ciclovía Salinas will close East Alisal Street to cars but will be open to pedestrians, bikes, families, dancers, and more. For details, contact CiclovíaSalinas@gmail.com or call 831-717-1384.

Buy Photo 



Send questions, comments and photos to MacGregor Eddy "Goya" at wecouldcarless@gmail.com. Twitter @Goya1949

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Read or Share this story: <http://www.thecalifornian.com/story/news/2017/08/24/free-weekend-bus-rides-salinas/599086001/>





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: September 6, 2017
Subject: **Walk This Way: A Resource on State and Local Policies That Support Physical Activity and Wellness in and Around the Workplace (ChangeLab Solutions, 2017)**

RECOMMENDED ACTION:

[Walk This Way: A Resource on State and Local Policies That Support Physical Activity and Wellness in and Around the Workplace \(ChangeLab Solutions, 2017\)](#)