

BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)

**Wednesday, April 5, 2017
6:00 PM**

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC) TAMC Conference Room 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 March 1, 2017.

- Montiel

***The Draft minutes of the March 1, 2017 Bicycle and Pedestrian Facilities
Advisory Committee meeting are attached for review.***

END OF CONSENT AGENDA

4. **RECEIVE** report on the City of Marina's Imjin Parkway and 9th Street projects.

- McMinn

The City of Marina is adding new bikeways along Imjin Parkway and 9th Street, which will connect cyclists to the Monterey Bay Sanctuary Scenic Trail.

5. **RECEIVE** report on the City of Monterey's bike and pedestrian safety program and plan.

- Castillo

The City of Monterey is developing a city-wide Vision Zero Plan to identify strategies and projects to reduce bike and pedestrian injuries and fatalities. Monterey also conducted a bike and pedestrian safety education program.

6. **RECOMMEND** Golden Helmet Award winner(s) for recognition by the Transportation Agency Board of Directors.

No Enclosure

- Murillo

TAMC received 20 nominations for the Golden Helmet Award. The Golden Helmet Award sub-committee members will report their recommendation for award recipients. Award recipients will be honored at the TAMC April 26 Board meeting.

7. **ANNOUNCEMENTS and/or COMMENTS**

8. **ADJOURN**

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.** [Proposed state law would let bicyclists roll past stop signs](#) (San Francisco Chronicle, March 8, 2017)
- M 2.** [Alisal Vibrancy Plan off to a leaden start](#) (Salinas Californian, March 16, 2017)
- M 3.** ['Bike Share' a huge success in SoCal; why not Salinas?](#) (Salinas Californian, March 23, 2017)

Reports

- R 1.** [Silicon Valley Bike Vision Plan Is a Great Tool for Advocates Everywhere](#) (Streetsblog, March 24, 2017)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: April 5, 2017
Subject: **Bicycle and Pedestrian Facilities Advisory Committee minutes of March 1, 2017**

RECOMMENDED ACTION:

Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of March 1, 2017.

SUMMARY:

The Draft minutes of the March 1, 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 March 1, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

ATTACHMENTS:

- ▣ BPC Draft Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee
Draft Minutes of April 5, 2017
 Held at the Transportation Agency for Monterey County
 55 Plaza Circle, Salinas, CA 93906

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

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

| | JUN 16 | AUG 16 | SEP 16 | OCT 16 | NOV 16 | JAN 17 | FEB 17 | MAR 17 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| TRANSPORTATION AGENCY STAFF | | | | | | | | |
| Debbie Hale, Executive Director | E | E | - | - | E | E | E | - |
| Todd Muck, Deputy Executive Director | E | E | P | - | P | E | P | P |
| Ariana Green, Associate Transportation Planner | P | P | E | E | E | E | E | - |
| Virginia Murillo, Transportation Planner | P | P | P | P | P | P | P | P |
| Maria Montiel, Administrative Assistant | P | P | P | P | P | P | P | P |
| Grant Leonard, Transportation Planner | | | | | | | | P |

OTHERS PRESENT:

| | | | |
|------------------|--------------------------------|--------------|------------------------|
| Matthew McCluney | CSUMB - Alternate | Tim Meehen | Monterey Resident |
| Ralph Wege | Seaside - Alternate | Andrea Renny | City of Monterey staff |
| John Pulliam | City of Monterey consultant | | |

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

2. PUBLIC COMMENTS

Committee alternate Ralph Wege requested an update on bicyclist access in the City of Marina's Imjin Highway 1 onramp project.

3. BEGINNING OF CONSENT AGENDA

M/S/C Israel/ L. Petersen/unanimous

- Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of February 1, 2017 with minor edits noted from Committee member Mary Israel.

END OF CONSENT AGENDA

4. NORTH FREMONT STREET IMPROVEMENT PROJECT UPDATE

The Committee received a report on North Fremont Street Transit and Bicycle and Pedestrian Network Improvements.

Andrea Renny, City of Monterey staff, reported on the North Fremont Street project, which is funded by a State Active Transportation Program grant. She noted that North Fremont Street is an important connector between Monterey and Seaside for transit, bicyclists and pedestrians. She noted that the neighborhoods directly adjacent to North Fremont Street contain a substantial number of low-income households that rely on transit, bicycling or walking for transportation. The purpose of the project is to provide safe access for all users of the corridor including disadvantaged residents, and vision and mobility-impaired groups.

Ms. Renny noted that the City of Monterey has been working on refining the project based on the Committee's previous comments, and based on other community and stakeholder input. She reported that the project has completed the right-of-way acquisition phase, and is nearing completion of project design. Ms. Renny noted that construction is scheduled to begin in December/January and last for twelve to eight months.

Committee member E. Petersen asked if bicyclists would be allowed to ride on the street. Ms. Renny said bicyclists would now have the option of riding on the protected bike median and would still be allowed to ride on the street.

Committee member Craft asked about maintenance. Ms. Renny said city maintenance staff would likely maintain the protected North Fremont median bike lanes.

The Committee had the following comments and suggestions on the N. Fremont Street Transit and Bicycle and Pedestrian Network Improvements project:

- Consider educating the community on how to use the enhanced pedestrian crossings
- Consider installing signage to guide bicyclists and pedestrians
- Consider working with Caltrans on the Canyon Del Rey Oaks Blvd intersection improvements, and partnering with Seaside to extend improvements to Fremont Blvd in Seaside

5. BICYCLE SECURE PROGRAM GRANT APPLICATION

M/S/C Johnson/ Wriedt/unanimous
Abstain: Mary Israel

The Committee recommended the applications for approval by the Transportation Agency Board of Directors at its March 22 meeting, and recommended the reserve funding be made available to purchase additional equipment on a case by case basis throughout the year.

Grant Leonard, Transportation Planner, reported that on December 7, 2016 the Agency released the call for 2017 Bicycle Secure Program applications. He noted that the Transportation Agency received eight applications, requesting a total of 19 bicycle racks, one request for artistic bicycle rack funding, one bicycle station, and 11 skateboard racks. The Agency received applications from:

- King City Library
- Castroville Library
- City of Marina,
- Seaside Middle School
- Monterey Library
- Bay View Academy
- Pacific Grove Middle School
- Monterey Air Resource District

All the 2017 applicants have demonstrated a need for bicycle or skateboard parking facilities, as well as the potential for usage. However the Monterey Air Resources District acknowledged in their application that their location sees limited bicycle traffic, and that the bicycle repair station was a low priority for them.

In conclusion Mr. Leonard noted that once the Transportation Agency Board of Directors approve

the applications, staff will purchase additional equipment on a case by case basis throughout the year. All racks are to be installed within one month of receipt by the applicant, unless other arrangements have been made with the Transportation Agency staff. Also he noted that the Bicycle Secure Program Grant applications are still open and the Transportation Agency staff is willing to assist those who are interested in applying.

The Committee had the following comments on the Bicycle Secure Program Grant Applications:

- Consider funding unmet needs from last years
- Consider funding for future Segway lockers

6.

GOLDEN HELMET AWARD

The Committee received an update on the Golden Helmet Award; and recommended three Committee members to be part of the Golden Helmet Award subcommittee.

Virginia Murillo, Transportation Planner reported that the purpose of the Golden Helmet Award has been to recognize Monterey County residents who advocate for and encourage bicycling. The aim of this award is to kick-off the annual countywide bike week events, highlight the benefits of bicycle commuting and inspire others to utilize alternative transportation modes. She noted that the Golden Helmet Award Program will follow this process:

- Agency releases a request for nominations;
- Agency receives nominations that are then reviewed and ranked by a subcommittee; comprised of members from the Bicycle and Pedestrian Facilities Advisory Committee which then recommends a winner to the Transportation Agency Board and;
- The winner is presented an award at the April TAMC Board meeting to kick-off Bike Month in May.

The following Committee members were appointed to serve on the subcommittee to review and rank the applications:

1. Chris Flescher
2. D.L. Johnson
3. Jan Valencia

7.

ANNOUNCEMENTS AND/OR COMMENTS

Committee member Eric Petersen announced that the Salinas Criterium will be on May 7th near the Salinas Airport off Moffett Street.

8.

ADJOURNMENT

Chair Flescher adjourned the meeting at 6:57 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: April 5, 2017
Subject: **Marina Bicyclist Improvements**

RECOMMENDED ACTION:

RECEIVE report on the City of Marina's Imjin Parkway and 9th Street projects.

SUMMARY:

The City of Marina is adding new bikeways along Imjin Parkway and 9th Street, which will connect cyclists to the Monterey Bay Sanctuary Scenic Trail.

FINANCIAL IMPACT:

The Measure X Transportation Safety and Investment Plan includes \$20 million in funding Imjin Parkway safety and traffic flow improvements. The bikeways and sidewalks on 9th Street are funded by the adjacent private development.

DISCUSSION:

In June 2015, TAMC adopted the Marina-Salinas Multimodal Corridor Plan. The Plan identifies improvements along the corridor between Marina and Salinas that will increase roadway capacity by prioritizing high quality transit and bicycling and walking as viable alternatives to driving. The Imjin Safety & Traffic Flow Improvements were part of the corridor plan. The project proposes to add a bike path along Imjin Parkway between Reservation Road and Imjin Road. The City of Marina is currently leading the environmental review for this project, which is expected to begin design in 2018.

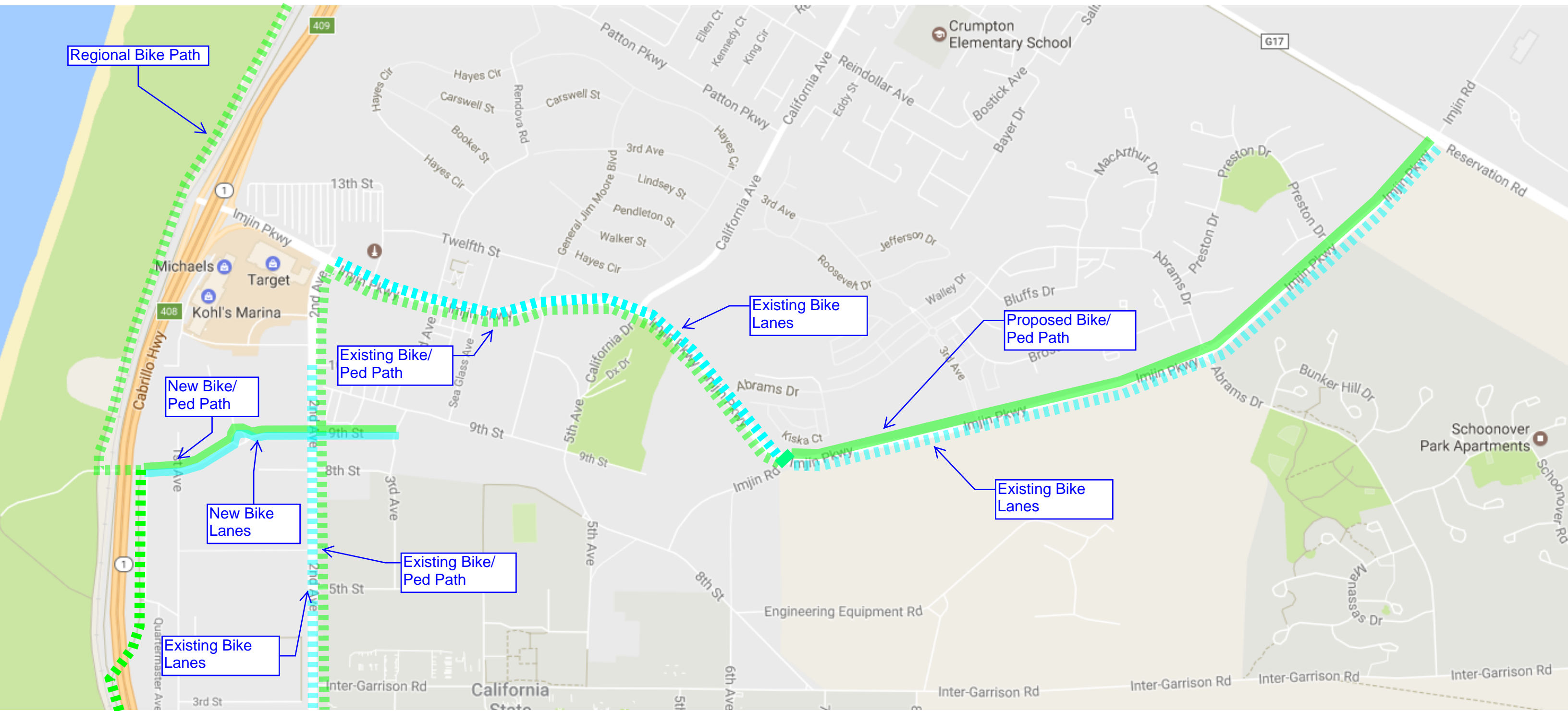
As shopping and housing development occurs in Marina, transportation improvements are being constructed. In late March, the City of Marina opened to traffic bike lanes and sidewalks along 9th Street to connect cyclists and pedestrians to the Monterey Bay

Sanctuary Scenic Trail and the Fort Ord Dunes State Park (**see attached map**). These bike lanes and sidewalks provide a new access point from CSUMB and nearby commercial and residential centers to the trail and beach, as an alternative to existing access via Imjin Parkway. Bike and pedestrian access from Imjin Parkway will be permanently closed, for safety reasons, as part of the upcoming interchange improvements at Highway 1.

Marina Public Works Director Brian McMinn will give an update on these projects at the committee meeting.

ATTACHMENTS:

- ▣ Marina Bike Facilities





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: April 5, 2017
Subject: **Monterey Vision Zero**

RECOMMENDED ACTION:

RECEIVE report on the City of Monterey's bike and pedestrian safety program and plan.

SUMMARY:

The City of Monterey is developing a city-wide Vision Zero Plan to identify strategies and projects to reduce bike and pedestrian injuries and fatalities. Monterey also conducted a bike and pedestrian safety education program.

FINANCIAL IMPACT:

The City of Monterey's Vision Zero Plan and its Walk & Bike Safe Monterey education program are funded by grants from the California Office of Traffic Safety.

DISCUSSION:

The City of Monterey received a highly competitive \$110,000 grant from the California Office of Traffic Safety (OTS) in November 2015, to launch Walk & Bike Safe in Monterey, an interactive public education program focused on teaching children to be safe pedestrians and bicyclists. Classroom presentations, pedestrian and bicycle skills obstacle courses ('rodeos'), and educational booths at community events and schools were all part of the program. Monterey staff distributed over 700 free helmets, thousands of coloring books, bike reflectors, bike lights and reflective snap bracelets. The program successfully reached over 2,000 children who were trained to safely cross the street and ride their bikes. Over 10,000 Monterey residents, visitors, and seniors were engaged in their public awareness program.

The work with the existing grant paved the way to secure funding to continue providing safety programs and to pursue innovative traffic safety efforts. Monterey was awarded a \$74,000 grant from OTS to continue the traffic safety program and public awareness campaign for another year.

The program will also fund the development of a 'Vision Zero' Action Plan. This plan focuses on preventing and reducing fatalities and serious injuries caused by traffic collisions and promotes safety for all modes of transportation. The Vision Zero approach relies on collaborative commitment with city officials, city departments and community members working together and committing to create safer environments.

Stefania Castillo, City of Monterey Transportation Planner, will present an update on the Walk & Bike Safe Monterey and the Vision Zero program.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: April 5, 2017
Subject: **Proposed state law would let bicyclists roll past stop signs**

RECOMMENDED ACTION:

[Proposed state law would let bicyclists roll past stop signs](#) (San Francisco Chronicle, March 8, 2017)

ATTACHMENTS:

- Proposed state law would let bicyclists roll past stop signs

Proposed state law would let bicyclists roll past stop signs

By Joshua Stewart | on March 3, 2017

✉️ [f](#) [t](#) [p](#) [r](#) [g+](#)

272



Photo: Liz Hafalia, The Chronicle



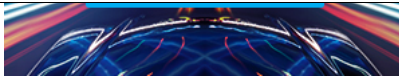
IMAGE 1 OF 2

Katrina Sostek received a ticket for not stopping at the stop sign in front of her on Duboce at Church streets in 2015.

Cyclists in California would be allowed to pedal past stop signs without stopping under legislation proposed by two lawmakers who say it would make the roads safer.

Assemblymen **Jay Obernolte**, R-Big Bear Lake (San Bernardino County), and **Phil Ting**, D-San Francisco, introduced a measure on Friday that would allow bicyclists to treat stop signs as merely yield signs, letting them proceed with caution if conditions are safe.





In effect, it would legalize the so-called “California roll,” although just for bicyclists.

“It’s pretty compelling that the data supports this kind of change in the law,” said Obernolte, an avid bicyclist. “Their loss of momentum causes them to spend a substantially longer amount of time in the intersection.”

The longer it takes for a bicyclist to pass through an intersection, the greater likelihood that they’ll get hit by an oncoming vehicle, he said, although some cyclists expressed concern the law could lead to uncertainty about stop sign rules which could be dangerous to cyclists, particularly in cities.

The two-tiered approach to the rules of the road — one for cyclists and one for cars — is unlikely to ease growing tensions over sharing California’s roadways.

In recent years, bike advocates have won victories such as laws requiring drivers to yield a 3-foot radius of maneuvering room to cyclists. Motorists, meanwhile, have expressed frustration that some cyclists pick and choose which laws to follow.

Idaho, the only state in which bicyclists are allowed to roll through stop signs, saw a decline in bike-related injuries after its law was enacted, according to a 2010 study by [Jason Meggs](#), then a researcher at the [UC Berkeley School of Public Health](#).

Meggs also compared Boise, Idaho, against Sacramento and Bakersfield, cities he considered similar, and found that Boise had 30 percent fewer collisions in which bicyclists were injured.

Obernolte and Ting’s bill is based on the Idaho law, passed in 1982.

Under the proposed California law, bicyclists would still have to stop at red lights, which Obernolte said might motivate them to take less-traveled side roads rather than main roads with traffic signals. That could lessen congestion and boost safety, he said.

Obernolte emphasized that bicyclists would only be allowed to go through a stop sign if it was safe, something they would have to assess as they approach the intersection.

“It’s intentionally vague because it’s left up to the discretion of the bicyclist” he said.

A spokesman for the San Diego County Sheriff’s Department said he couldn’t say whether the law would increase safety or work in the reverse.

“It’s similar to any traffic violation. It’s dependent to the area if there are serious safety concerns,” spokesman [Ryan Keim](#) said. “But our No. 1 priority is safety for bicyclists and motorists.”

While it’s technically illegal for a bicyclist to blow through a stop sign in 49 states, that’s not always enforced. Obernolte said his legislation would mean that there’s no longer any sort of gray area about whether it should be enforced or not.

“There’s nothing more frustrating to the average citizen than a law that’s selectively enforced,” he said.

Of the 1,625 tickets given to bicyclists in San Diego between Jan. 1, 2015, and May 31, 2016, some 526 citations were related to stopping and yielding, more than any other category. Another 79 were cited for not obeying a traffic device or sign, though it’s unclear whether those tickets involved a stop sign or red light.

~~The legislation would break the “same road, same rights, same rules” philosophy endorsed by many bicyclists, which requires people on two wheels~~

The legislation would break the "same road, same rights, same rules" philosophy endorsed by many bicyclists, which requires people on two wheels to follow the same traffic laws as people driving on four.

This exception might be warranted, said **Andy Henshaw**, executive director of the **San Diego County Bicycle Coalition**.

"It's hard to argue against good data like that. And sometimes in this case, it doesn't always work to have the same roads, same rules, to apply to both cars and bikes," he said.

There might be a temporary period of increased risk as people on bikes and motorists get used to a new rule, but it might eventually help alleviate traffic tie-ups, said bicycle courier **Chris Venkus**.

"I think that a lot of traffic gets held up because bicyclists are trying to follow the same laws that cars are going through," he said. "The numbers are increasing; there are more and more bicyclists out there. It would be very wise to start looking at different bicycle laws."

Others who make their living on bicycles think otherwise. **Mo Karimi**, owner of **San Diego Bike Shop**, said he thinks the bill is a bad idea because it will create uncertainty between motorists and bicyclists, particularly in more developed areas.

"It's a bad idea, a safety hazard," he said. "In city areas, that's going to be a problem. Everybody already knows the rules."

It would be better if police officers enforced the current law in situations in which bicyclists ride dangerously rather than amending the current statute, he said.

Joel West, an Oceanside (San Diego County) resident who has worked in his community on transportation issues, said the bill is a bad idea that will encourage bad habits.

If enacted, he predicts that instead of cautiously riding through stop signs, bicyclists will completely ignore them because the law gives them the discretion to determine what's safe.

"Before, I was slowing down enough so it kind of looked like I was taking it seriously," he said. "But if I get to decide what is a reasonable speed, I am going to go through faster than ever before."

Youngsters on bikes will be particularly at risk, he said. They haven't developed the physical skill or the personal judgment to determine how much of a risk oncoming or opposing traffic poses, he said.

Joshua Stewart is a San Diego Union-Tribune writer.

Sponsored Stories



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: April 5, 2017
Subject: **Alisal Vibrancy Plan off to a leaden start**

RECOMMENDED ACTION:

[Alisal Vibrancy Plan off to a leaden start](#) (Salinas Californian, March 16, 2017)

ATTACHMENTS:

- Alisal Vibrancy Plan off to a leaden start

Alisal Vibrancy Plan off to a leaden start

MACGREGOR 'GOYA' EDDY 6:10 p.m. PT March 16, 2017



On March 6, a Salinas city news release called for applicants for “Steering Committee members for the Alisal Vibrancy Plan.” Vibrancy sounds good, so I decided to apply and find out what it was about. I have lived in the Alisal for four decades, so I was curious.

I downloaded a rather intimidating five-page “Steering Committee Member Application Form,” printed in both English and Spanish. The application starts with a question, “What is the Alisal Vibrancy Plan?” Good question.

The answer began: “The Plan is a first-of-its-kind undertaking between the City of Salinas and the residents of East Salinas.” That sounds odd, isn't east Salinas part of the City of Salinas? The explanation continues in flowery but vague prose concluding with “... and creating a more vibrant, equitable and healthy community in a way that builds upon the social and cultural wealth of the Alisal.”

STORY FROM WALGREENS

Wake up call! Eye-opening tips to open those lids



(<http://www.usatoday.com/pages/interactives/sponsor-story/walgreens-allAboutEyes/>)

The telephone number on the application was 775-4239. When I called it, several times, I got a message in English only by Salinas city senior planner Lisa Brinton. Eventually, after several tries, the number was diverted to another phone and answered by administrative assistant Elani Trejo, who told me that she can speak Spanish, but, unfortunately, she does not know about the Alisal Vibrancy Plan. She referred me to Megan Hunter, Salinas City director of Community Development, since Brinton was off work due to illness.

Hunter said that outreach in Spanish is done by project coordinator Maria Orozco. Orozco, who is an excellent organizer, (and, by the way, mayor of Gonzales), has a telephone number that you can call, 775 4243. Perhaps her telephone number should have been given as well as Brinton's.

Applications are due March 31 – two weeks from today

The Steering Committee Member application document states; “The City is dedicated to ensuring involvement from and collaboration with the community during all phases of the Alisal Vibrancy Plan process. The City will work to remove barriers to participation on the Steering Committee.”

One barrier is readability. The map of *the Alisal Vibrancy Plan Draft Planning Area* that was part of the application had print so small that I could not read it. Check it yourself, and let me know if you can read it. The qualifications of the Steering Committee membership include “a knowledge of existing processes of community outreach,” which is an odd kind of knowledge to claim. The time commitment is stated as 6-10 hours a month. The application does not *ask how long you have lived in the Alisal (or even in Salinas)*.

Another barrier that the Salinas City staff can remove is to extend the March 31 deadline and provide better support by phone. The application asks questions such as; *where do you work?* and *what is your work address?* These questions can be intimidating to answer, which makes the telephone access more important.

The applications are on the Salinas city website www.cityofsalinas.org (<http://www.cityofsalinas.org>), or at the Community Development Department at 65 W. Alisal, City Hall at 200 Lincoln, or Cesar Chavez Library on 615 Williams Rd.

Send me your questions and concerns to MacGregor Eddy “Goya” wecouldcarless@gmail.com (<mailto:wecouldcarless@gmail.com>)

Golden Helmet nominations due

The Transportation Agency for Monterey County (TAMC) is accepting nominations for the Golden Helmet Award, which recognizes individuals, groups, programs and events that advocate for bicycling. The deadline for nominations is March 24:

Examples of potential awards include but are not limited to:

- Youth, community members or organizations that have made significant efforts to inform and educate the public about bicycling best practices.
- Individual who encourages others in their community to bicycle for transportation.
- Individual who incorporates bicycling as a form of transportation into his or her everyday life.
- Innovative programs or events that promote and encourage bicycling.

The nomination form is available at www.tamcmonterey.org (<http://www.tamcmonterey.org>) or faxed to the attention of Theresa Wright at 831-775-0897.

Read or Share this story: <http://bit.ly/2nxnD3T>





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: April 5, 2017
Subject: **'Bike Share' a huge success in SoCal; why not Salinas?**

RECOMMENDED ACTION:

['Bike Share' a huge success in SoCal; why not Salinas?](#) (Salinas Californian, March 23, 2017)

ATTACHMENTS:

- 'Bike Share' a huge success in SoCal; why not Salinas?

'Bike Share' a huge success in SoCal, why not Salinas?

MACGREGOR 'GOYA' EDDY 4:23 p.m. PT March 23, 2017



(Photo: Provided)

The best thing about a bike-share program is not having a bicycle (huh?).

When I was visiting Santa Monica last week, I would go to Bike Share Hub and unlock a bicycle with my account code. I would ride the bicycle to my destination and leave it at the nearest bicycle hub. Once I locked the bicycle there, it is then available for someone else to use it. I did not have to worry about theft of the bike, or where to park it.

Sadly, I was visiting a friend who had suffered a heart attack and was recovering in the UCLA Santa Monica Medical Center. I was staying about two miles from the hospital, so it was not a long ride. After a long visit with my friend, Andy, if it was dark I could take the bus home or, gasp, even a taxi. I was not encumbered with a bicycle, even though I had pedaled to the hospital in the daylight. That is what I mean when I say, "The best thing about the bike-share system is *not* having a bicycle."

Students attending Santa Monica College near where I was staying used the Breeze Bike Share to go to the nearest Metro subway station. All of the transit centers have a large bicycle hub.

There are 75 bike share hubs (where the locked bikes are stored) all over Santa Monica.

The Social bicycles app (free on any smart phone) showed me where the nearest bike hubs are located and even how many bikes are available there.

STORY FROM WALGREENS

7 beauty secrets to shave time off your morning routine



(<http://www.usatoday.com/pages/interactives/sponsor-story/walgreens-makeUpHacks/>)

"When we get a notification that there are two bikes at a station, and there is another station that can hold 15 or 20 bikes and that is full," said Nick McKinnon, who handles the field operation team for the Santa Monica Bike share, "we send someone out to take some bikes from that station to the one that needs them."

This was the first bike share to launch in the greater Los Angeles area and it has been a huge success. A few months after the bike share started, they had more than 2,000 members. According to Lauren Uba, spokesperson for the parent company, CycleHop, there are now 53,000 members of Bike-Share Santa Monica. That is more than half of the city's population of 92,000.


As a visitor, I paid \$7 an hour in a pay-as-you-go plan, but residents pay \$25 a month, which is less than a dollar a day. One year rate is \$99, less than 28 cents a day. There are even lower rates for students.

Since then, Long Beach, West Hollywood and downtown Los Angeles all have launched bike share programs. The bikes are especially popular when there are events that clog traffic, such as Black Friday or festivals.

In 2012, the Transportation Agency for Monterey County paid for an exhaustive (85-page) "feasibility of bike share" study. The study concentrated on possible conflict with bike rental companies, which is odd because Salinas, Greenfield, Gonzales, King City, Castroville and many others have no bike rental companies. I think that the TAMC Bike and Pedestrian committee needs to take another look at the issue of bike sharing, starting in Salinas.

The TAMC Bicycle and Pedestrian Facilities Committee will meet April 5 at 6 p.m. at 55 Plaza Circle, Salinas. For the agenda, visit www.tamcmonterey.org (<http://www.tamcmonterey.org>) or call 775-0903.


Read or Share this story: <http://bit.ly/2mWgCbD>

<  >

Wholesale classic bike accessory
retro...

Keep Shopping →

ebay





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: April 5, 2017
Subject: **Silicon Valley Bike Vision Plan Is a Great Tool for Advocates Everywhere**

RECOMMENDED ACTION:

[Silicon Valley Bike Vision Plan Is a Great Tool for Advocates Everywhere](#) (Streetsblog, March 24, 2017)

ATTACHMENTS:

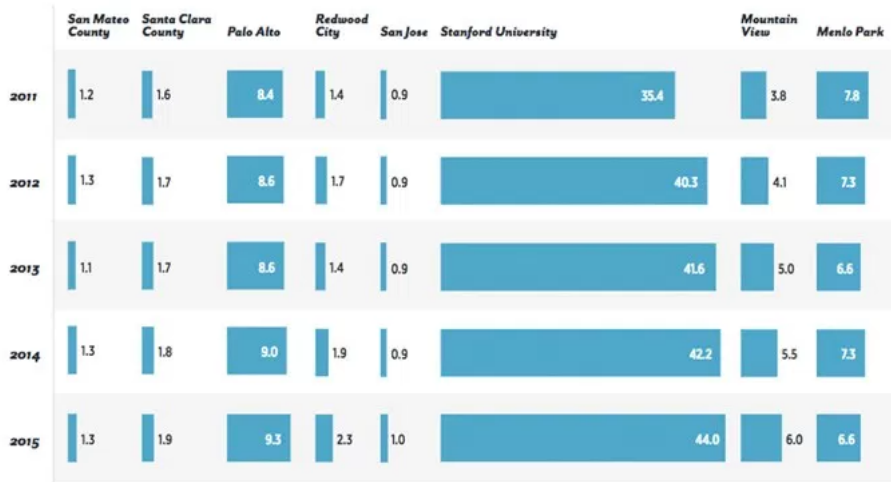
- Silicon Valley Bike Vision Plan Is a Great Tool for Advocates Everywhere

Silicon Valley Bike Vision Plan Is a Great Tool for Advocates Everywhere

By Melanie Curry | Mar 24, 2017 | 3

HOW HAS BIKE COMMUTING CHANGED?

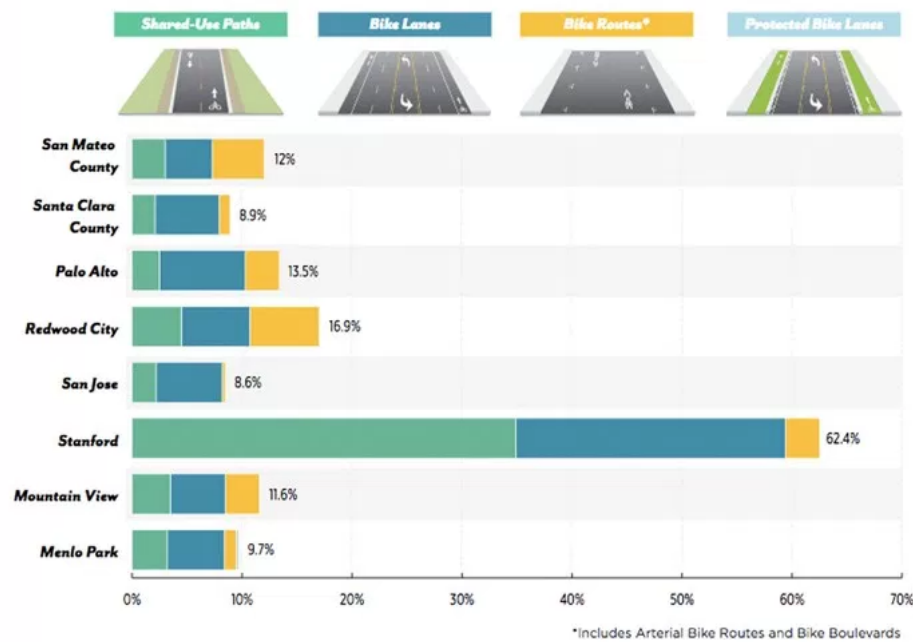
Percent of people who bike to work in select Silicon Valley communities, 2011 to 2015²¹



WHAT KINDS OF BIKEWAYS ARE AVAILABLE?

What percent of the road network has a bikeway?

Bikeways data derived from Santa Clara Valley Transportation Authority, Metropolitan Transportation Commission, and study partners



A new report on the state of bicycling in Silicon Valley takes a unique regional view on what biking can do for cities, and especially the cities of the San Francisco peninsula. Those places are not exactly famous for being great for bicyclists, and they share characteristics that make biking seem unsafe, such as wide, fast roads and hard-to-cross highways.

But there are patches of the Silicon Valley that can be safe and inviting, such as Stanford. The chart above shows the stark differences between the Stanford campus, which has extensive separated bicycle and pedestrian pathways, and the city of San Jose that, despite recent efforts, has few safe bike facilities. Stanford, with a high number of bicyclists on its campus, has few crashes or injuries.



What does Stanford have that other Silicon Valley cities lack? Getting cities to ask that question was one of the purposes of creating the [Silicon Valley Bike Vision](#), in which those charts appear.

A chance meeting between Russell Hancock, CEO of [Joint Ventures Silicon Valley](#), and Shiloh Ballard, executive director of the [Silicon Valley Bicycle Coalition](#), planted a seed that eventually led to the creation of the bike vision report.

“Russ asked me: Why don’t more people ride their bikes here?” said Ballard. “Well, this is the question we grapple with every day at the Bike Coalition,” she laughed. “Our *mission* is to solve this question.”

Hancock’s group, Joint Ventures, publishes a much sought-after annual report known as “[The Index](#)” ([Silicon Valley Indicators](#)) that tracks the economic health of Silicon Valley in terms of things like housing affordability, unemployment rates, and the number of patents local businesses apply for. When Hancock asked Ballard how Joint Ventures could help, she mused: “Wouldn’t it be nice to have something comparable [to the Index] in the bike world?”

After all, “a healthy community,” said Ballard, “is one in which people are riding bikes.”

Joint Ventures and the Bike Coalition approached Google, which had already produced its own, very local [Google Bike Vision Plan](#), and Facebook, which has a campus in the area as well, and secured funding to collect data. Stanford also contributed funding, and Nelson\Nygaard contributed to the report.

The resulting document shows what Silicon Valley cities are doing right, as well as what they could do better to improve conditions for bicyclists and encourage more people to ride. It serves as a vision of what bicycling could be like in the Silicon Valley, and provides a general roadmap on how to get there.

“It was intended to do a couple of things,” said Ballard. “First, to get people excited about the role of bicycles in creating healthy communities. Also, we now have a set of data that we can track year after year, and these will be incorporated into the Index in the future. So bikes are now included among indicators for Silicon Valley health.”

The report, as highlighted by [Rachel Dovey in Next City](#), takes a regional look at what is usually only planned for locally. In doing so, it made an interesting discovery: that many of the most dangerous intersections for bicyclists are at the borders of the cities.

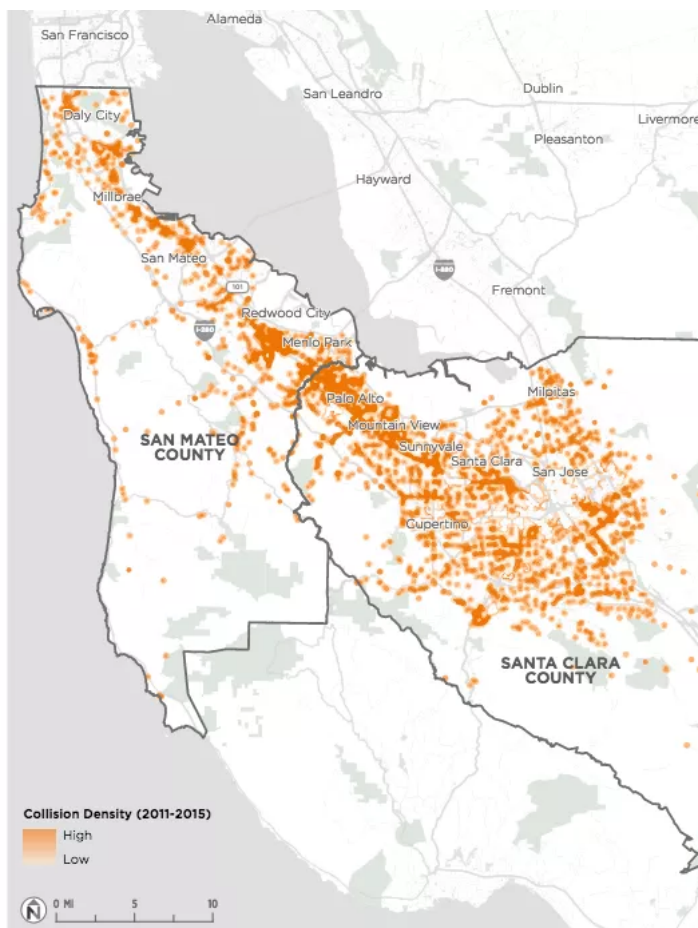




WHERE CAN WE IMPROVE BICYCLE SAFETY?

Significantly, many of the intersections with high concentrations of bicycle-involved collisions between 2011 and 2015 are on the borders between cities:

- Number of crashes at location
- 12** • Los Gatos Road & Austin Way, border of Monte Sereno, Saratoga, and Santa Clara County
- 10** • Tully Road & Senter Road, border of San Jose and Santa Clara County
- 9**
 - Palo Alto Avenue & El Camino Real, Palo Alto
 - Monterey Road & Tully Road, border of San Jose and Santa Clara County
- 8**
 - Saratoga Road & Massol Avenue, Los Gatos
 - Rengstorff Avenue & Central Expressway, Mountain View
 - San Antonio Road & El Camino Real, border of Mountain View and Los Altos
 - Stevens Creek Boulevard & De Anza Boulevard, Cupertino
- 6**
 - Story Road & King Road, San Jose
 - Middlefield Road & Loma Verde Avenue, Palo Alto
 - San Antonio Road & El Camino Real, border of Mountain View and Los Altos
 - Ravenswood Avenue & Alma Street, Menlo Park



Source: Silicon Valley Bike Vision

Why is that? Is it a communication problem between cities? The report suggests some solutions, like taking part in the relatively new Managers Mobility Partnership, a regional, cross-jurisdictional planning forum that brings together local city managers to discuss overlapping issues.

“Regional planning can be difficult because regional planners can’t decide for locals how they spend their money,” said Drusilla van Hengel, one of the planners at Nelson\Nygaard that worked on the document. But through the efforts of groups like Joint Ventures and the Managers Mobility Partnership, it’s not impossible. [Four of the peninsula cities—Redwood City, Palo Alto, Menlo Park and Mountain View—just launched a joint planning effort to develop a regional bike corridor.](#)

The Bike Vision report also details how the cities differ and why they have different levels of bicycling. For example: does a city have a robust, engaged, passionate Bicycle Pedestrian Advisory Commission? Does it have city staff dedicated to these issues? Does it have an updated Bike Plan, and has it adopted a Vision Zero plan or the NACTO street design guidelines?

One of the other accomplishments of this document is that it sets a high standard. It’s not a government-adopted plan, with the power to enforce actions, but it does provide a broad vision of what is possible, and it provides a tool for advocates who can take it to cities and agencies and use it to help inform the public.

According to Chris Kidd, a planner who worked on the [Google Bike Vision Plan](#), it joins that equally visionary document in being “indicative of a unique situation in the South Bay, where you have private employers and business associations not only recognizing, and even advocating for, the importance of high-quality, connected regional bike networks, but also putting in the money and effort to do the planning and analysis themselves.”

“These groups aren’t content to just support or even privately fund good bicycle infrastructure. They’re actively trying to create a new minimum baseline of what is considered acceptable for planning and bike facilities in the South Bay,” he added.

[Be sure to take a look at the section on the benefits of bicycling.](#) This is the kind of data presentation—clear messages and simple graphics on health, safety, perceived comfort, and economic benefits—that will be useful to a broad swath of advocates, government officials, agencies, planners, and anyone else wanting to know about bike infrastructure or encourage more bicycling in American cities.





HEALTH BENEFITS

Reduces cardiovascular risk.

Regular bicycling, like bicycling to work, reduces cardiovascular risk by 11%.² Commuting by bicycle more than halves the likelihood of experiencing a heart attack.³



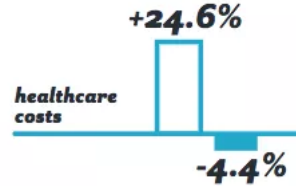
Results in fewer sick days.

On average, bicyclists take 15% fewer sick days at work and live two years longer than non-bicyclists.⁴



Reduces health care costs.

Using bike-to-work incentives can result in a 4.4% decrease in healthcare costs, compared to a national increase of 24.6% in healthcare costs.⁵



Reduces stress.

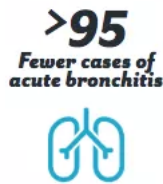
Bicycle commuters are less stressed, have greater feelings of relaxation, and are more satisfied with their commute than those who drive or take transit to work, even in winter.⁶

less stress
more satisfaction



Bike-friendly growth decreases negative health outcomes.

Smart growth strategies that encourage bicycling can reduce premature deaths, heart attacks, asthma attacks, other respiratory symptoms, chronic and acute bronchitis, and respiratory-related ER visits.⁷



One of the pages outlining the benefits of bicycling from Silicon Valley Bike Vision

Subscribe to our DAILY EMAIL DIGEST

Enter Email

SIGN UP

MOST RECENT

Today's Headlines



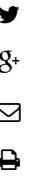
BART Meltdown Highlights Vulnerability of Bay Area Infrastructure



How a Toledo Mom Stopped a Destructive Road Widening

This Week: Bike Advisory, San Jose Protected Bike Network, Women and Bikes





Today's Headlines

3 Comments

StreetsblogSF

1 Login

Recommend Share

Sort by Newest

Join the discussion...

RM · a day ago
The one thing that differentiates the Stanford campus the most is that they charge a lot for workers to park a private automobile all day. This leads to a much higher use of biking and transit than nearby commercial areas. A second factor is that Stanford has build substantial numbers of houses and apartments for its workers, so those who live on campus have an easy bike ride or walk to their work.

murphstahoe · 19 hours ago
third factor - all employees get a free caltrain pass

dr2chase · 4 days ago
Here. Done some work for you already. I bike 6+ miles to work everyday through Cambridge, MA, I have some idea what I am talking about (I also spent eight years in Silicon Valley decades ago). https://dr2chase.wordpress....

Subscribe Add Disqus to your site Add Disqus Add Privacy



ALSO ON STREETS BLOG

Silicon Valley Prepares for San Jose Cycling Classic and First Ciclovía

By Matthew Roth | May 10, 2010

SVBC E.D. Corinne Winter, Silicon Valley Leadership Group CEO Carl Guardino, and San Jose Mayor Chuck Reed at the San Jose City Hall Rotunda. Carl Guardino's bike is in front of the podium. Photo: Matthew Roth. Most cities in the Bay Area are gearing up for Bike to Work Day this Thursday, with numerous activities [...]

San Jose Sets Out to Build the Bay Area's Most Bike-Friendly Downtown

By Bryan Goebel | Aug 21, 2012

San Jose — which wants its central district to become the urban center of Silicon Valley — hopes to build the Bay Area's most bike-friendly downtown, where pedaling to work, school or the farmers market is "safe, convenient and commonplace" for people of all ages. The vision includes Long Beach-inspired bicycle-friendly business districts, where merchants would [...]

Sidewalk Cycling Ban Again Proposed for Downtown San Jose

By Andrew Boone | Sep 19, 2014

San Jose Department of Transportation (SJDOT) officials announced at a community meeting Wednesday evening that a downtown sidewalk cycling ban is again under consideration, explaining that the "Walk Your Bike" signs and banners installed in December 2013 had largely failed to convince bicyclists to ride in the streets rather than on sidewalks. Three members of [...]

Peninsula Advocates Push For Vision Zero

