BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)

Wednesday, June 3, 2015, 6:00 p.m.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
CONFERENCE ROOM
55-B PLAZA CIRCLE, SALINAS, CA 93901

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 Transportation Agency office to make an 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/ANNOUNCEMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today’s agenda may be given when that agenda item is discussed.

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**BEGINNING OF CONSENT AGENDA:** Approve the staff recommendations for items 3.1 to 3.2 below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 **APPROVE** minutes of Committee meeting of May 6, 2015. – Montiel

Pages 5 - 9
3.2 Receive information on amended bicycle related bills. – Watson

Three bills related to bicycle advocacy have been amended in the current state legislative session: Assembly Bill (AB) 208 (Bigelow): “Vehicles: highway: lane use”; AB 604 (Olsen): “Electrically motorized skateboards”; and Senate Bill (SB) 192 (Liu): “Bicycles: helmets”.

END OF CONSENT AGENDA

4. Receive an update on the Regional Bicycle and Pedestrian Wayfinding Plan project, and provide input on the proposed regional routes. – Murillo

The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signage throughout Monterey County. The Plan will include wayfinding sign design guidelines, identification and branding of regional bicycle and pedestrian routes and sign locations, along with an implementation strategy. The Wayfinding Plan Advisory Committee has met four times to establish Plan goals and identify regional bicycle and pedestrian routes.

5. Receive a presentation on the Transportation Improvement Measure Outreach Plan; and Expenditure Plan; and provide input on Transportation Expenditure Plan. – Wright

Challenged with finding funding for future transportation safety and improvement projects in the face of declining federal and state funding, the Agency’s Board of Directors is considering the successful “self-help” method chosen by 20 other California counties: a local transportation improvement ballot measure.

6. Announcements and/or Comments from Bicycle and Pedestrian Facilities Advisory Committee members on bicycle and pedestrian related items that are not on the agenda.

No Enclosure

7. Adjourn.
ANNOUNCEMENTS

Next Committee meeting:
**Wednesday August 5, 2015**
Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas, California 93901
*Light refreshments will be provided*

If you have any items for the next agenda, please submit them to:
Ariana Green, Bicycle and Pedestrian Coordinator
By Thursday, July 23, 2015
ariana@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 Thursday, July 23, 2015 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, REPORTS, MEDIA CLIPPINGS

This agenda with all attachments is available online at
http://tamcmonterey.org/committees/bpc/meetings.html

**Correspondence**

None this month.

**Reports, Meetings, Announcements and Publications**

None this month.

<table>
<thead>
<tr>
<th>Online</th>
<th>Media Clippings</th>
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<tr>
<td>M1</td>
<td>May 17, 2015: <em>We Could Car Less</em> “California climbs to 8th most bike-friendly state”</td>
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<td>M2</td>
<td>May 24, 2015: <em>The Salinas Californian</em> “The Zen of bicycle repair in Salinas”</td>
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<td>M4</td>
<td>May 3, 2015: <em>Monterey Herald</em> “County Clipboard: Salinas bikes to championship”</td>
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<td>May 1, 2015: <em>Cedar Street Times</em> “Intergenerational Bike Ride May 9”</td>
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<td>May 24, 2015: <em>The Salinas Californian</em> “Cowboys ride to third place in state championship”</td>
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### Voting Members

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

2. **PUBLIC COMMENTS**
   Rick Riedl announced that the City of Pacific Grove is considering a road diet on Pine Avenue.

3. **BEGINNING OF CONSENT AGENDA**
   M/S/C Wriedt/ Petersen /unanimous
   3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of April 1, 2015.

4. **BIKE BILLS**
   The Committee received information on proposed bicycle related bills and recommended the Board take a position on the bills.

   Christina Watson, Principal Transportation Planner reported on three bills related to bicycle advocacy have been proposed in the current state legislation session: Assembly Bill (AB) 208 (Bigelow): “Bicycles: Three Feet for Safety Act” She noted that the three Feet for Safety Act will require bicyclists adhere to the existing law that a vehicle pull off the roadway, at the nearest turnout, if five or more vehicles are lined up behind them. She noted that AB 604 (Olsen) “Electrically motorized skateboards” would allow electric skateboards on the street. Motorized skateboards were banned from streets in 1977, mainly because the gas-powered models were loud and produced a lot of air pollution for their size. She noted that the new boards are powered by rechargeable batteries. The boards look like long skateboards and can move at speeds up to 18 mph, she noted that the boards are for transportation, not tricks. She noted that the third Senate Bill (SB) 192 (Liu): “Bicycles: helmets” has been significantly revised and now only calls for a study of helmet use. In conclusion Ms. Watson noted for additional information and to keep watch on these and all state bills can be found online at [http://www.leginfo.ca.gov](http://www.leginfo.ca.gov).
5. **WEST BROADWAY URBAN VILLAGE**

The Committee received an update on the West Broadway Urban Village project.

Rick Riedl, noted that the West Broadway Urban Village project will greatly improve bicycle and pedestrian connectivity, safety and comfort in Seaside. He noted that The Transportation Agency staff awarded the project RSTP funds and the City of Seaside will apply for Active Transportation Program Cycle 2 funds to construct the project. He noted that the West Broadway Urban Village will provide a safer bicycle connection between General Jim Moore Boulevard and Canyon Del Rey Boulevard via Broadway Avenue and Del Monte Boulevard in Seaside. Pedestrian facilities will be improved to provide wider sidewalks and shorter crossings. He noted that the West Broadway Urban Village plan and preliminary final design has been through environmental review. The City of Seaside is moving forward with the first phase of the project while seeking additional funds to complete later phases. He noted that improvements will be made at the following locations:

- West Broadway Avenue – Widen sidewalks to 15-21 feet, reduce the number of vehicle travel lanes from four to two, add green bicycle lanes on both sides of the street and build curb extensions at intersections to shorten the crossing distance for pedestrians.
- Del Monte Boulevard – Remove on-street parking from both sides of Del Monte Boulevard between Canyon Del Rey and Olympia Avenue and add bicycle lanes on both sides of the street.

The Committee had the following recommendations to the West Broadway Urban Village project:

- Consider installing a traffic circle or roundabout instead of signals
- Consider contacting Bob Shanteau, Consulting Traffic Engineer
- Consider installing Class IV bike (separated/protected) lanes throughout the project
- Consider ADA parking space
- Consider buffered bike lanes and narrow traffic lane on West Broadway.
- Consider landscaping with plants other than Palm trees that are native and drought tolerant
6. **VIA SALINAS VALLEY PROJECT UPDATE**

The Committee received an update on Via Salinas Valley: Pathways to Health through Active Transportation.

Ariana Green, Associate Transportation Planner reported that the Via Salinas Valley: Pathways to Health through Active Transportation is a collaborative regional effort to improve health, access and safety in Monterey County’s Salinas Valley. She noted that the County Health Department is the Lead Agency overseeing the grant administration and Transportation Agency is the Implementing Agency overseeing expenditures of program funds and construction of infrastructure improvements for this project. She noted that the project was awarded $4,662,000 in ATP Cycle 1 funds for the infrastructure improvements included in this project. The people of the Salinas Valley need safe places to walk, ride bikes and be active in order to be healthy and improve their quality of life. She noted that the project includes sidewalk construction and repairs, bicycle lanes, mixed-use paths, ADA ramps and safety improvements near schools. She noted that the Transportation Agency will oversee implementation of this project to ensure timely delivery in accordance with federal and state requirements. The County of Monterey Health Department will facilitate continued collaboration between project partners and engage the community. She noted that improvements will be made at the following locations:

- **Salinas** - E. Market Street between Eucalyptus Dr and Midway Ave. The project will improve safety by reducing the number of vehicle lanes from 4 to 2 lanes, adding bicycle lanes and enhancing pedestrian facilities.
- **Greenfield** - Elm Ave, Oak Ave, 12th St, and 13 St. The project will include ADA ramps, sidewalk construction and repair, bicycle facility markings, and safety improvements at entrances to schools.
- **Gonzales** - Throughout the city. Project will include ADA ramps, sidewalk construction and repair.
- **Soledad** - West St, Monterey St, Main St, North St, Granada St, Granada Ct and Malaga Ct. The project will repair sidewalks and the City will install outdoor exercise equipment along various SRTS routes.
- **King City** - First St between Hwy 101 and the south end of the First Street Bridge over the San Lorenzo Creek. Improvements include multi-use paths and bicycle lanes.

In conclusion Ms. Green noted that in June of this year the agencies will also partner to submit an application for ATP Cycle 2 funds for sustainable non-infrastructure planning and programming that will foster an environment that encourages use of active modes of transportation for Salinas Valley Cities.

Committee member Jeff Wriedt mentioned that in Salinas 50% of people bike the wrong direction and noted that signs on the other side should be installed saying “wrong direction”. Ms. Green replied that the placements of signs need to conform to the Manual on Uniform Traffic Control Devices, but that she would look into it.
7. \textbf{ANNOUNCEMENTS AND/OR COMMENTS}

Chairman Eric Petersen announced that May is Bike Month. Ariana Green noted that the Transportation Agency will have a few bike month posters by Friday for the Committee to help distribute. Ms. Green went over the events that were on the May 2015 Bike month poster.

Chairman Eric Petersen announced the 20\textsuperscript{th} annual Salinas Criterium race is on Sunday on May 3, 2015.

Committee member Chris Flescher announced that the open streets in San Francisco will be this weekend and also announced that the City of Watsonville will have open streets on May 17\textsuperscript{th}.

Chairman Eric Petersen recognized Monterey Public Works on their good work on Davis Road. He also recognized The Salinas High School Mountain Bike Club for their etiquette manners around other pedestrians and bikers.

8. \textbf{ADJOURNMENT}

Chair Petersen adjourned the meeting at 7:38 pm
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: June 3, 2015
Subject: Bike Bills

RECOMMENDED ACTION

RECEIVE information on amended bicycle related bills.

SUMMARY

Three bills related to bicycle advocacy have been amended in the current state legislative session: Assembly Bill (AB) 208 (Bigelow): “Vehicles: highway: lane use”; AB 604 (Olsen): “Electrically motorized skateboards”; and Senate Bill (SB) 192 (Liu): “Bicycles: helmets”.

FINANCIAL IMPACT

The recommended action has no direct financial impact.

DISCUSSION

AB 208 (Bigelow): “Vehicles: highway: lane use”

On April 21, Assembly Member Frank Bigelow (R-O’Neals) amended AB 208, which is now a spot bill related to the existing law requiring vehicles to pull off the roadway, at the nearest turnout, if five or more vehicles are lined up behind them. Web Attachment 1 is the bill, as amended on April 21. Web Attachment 2 is an analysis from the Assembly Committee on Transportation; this analysis makes it clear the author is concerned about the 3-feet for safety law. Staff will continue to watch this bill. AB 208 passed out of the Assembly and is now in the Senate Committee on Rules.

AB 604 (Olsen): “Electrically motorized skateboards”

On April 20, Assembly Member Kristin Olsen (R-Merced) amended AB 604, which would now authorize local jurisdictions to adopt ordinances, rules and regulations for the use of electric motorized skateboards. Web Attachment 3 is the bill, as amended on April 20. Web Attachment 4 is the bill analysis from the Assembly Floor. Staff will continue to watch this bill. AB 604 passed out of the Assembly and is now in the Senate Committee on Rules.
**Senate Bill (SB) 192 (Liu): “Bicycles: helmets”**

On April 30, Senator Carol Liu (D-Glendale) amended SB 192 which now requires a comprehensive study of bicycle helmet use. This bill is now in the Senate Appropriations suspense file, indicating it will be a two-year bill. **Web Attachment 5** is the bill, as amended on April 30. **Web Attachment 6** is an analysis for the Senate Appropriations Committee.

Additional info on these and all state bills can be found online at: [http://www.leginfo.ca.gov](http://www.leginfo.ca.gov).

Approved by: ________________________________  Date signed: 5/20/15
Debra L. Hale, Executive Director

Consent Agenda

Web Attachments:
1. AB 208 (Bigelow), as amended
2. AB 208 analysis
3. AB 604 (Olsen), as amended
4. AB 604 analysis
5. SB 192 (Liu), as amended
6. SB 192 analysis

Agency Counsel Review: N/A
Admin/Finance Approval: N/A
AMENDED IN ASSEMBLY APRIL 21, 2015
AMENDED IN ASSEMBLY MARCH 26, 2015
CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL No. 208

Introduced by Assembly Member Bigelow

January 29, 2015

An act to amend Section 21760 of the Vehicle Code, relating to bicycles.

LEGISLATIVE COUNSEL’S DIGEST


Existing law requires, on a 2-lane highway where passing is unsafe due to specified reasons, a slow-moving vehicle behind which 5 or more vehicles are formed in a line to turn off the roadway at the nearest place designed as a turnout or wherever sufficient area of a safe turnout exists in order to permit the vehicles following it to proceed.

This bill would make a technical, nonsubstantive change to that provision.

Existing law, the Three Feet for Safety Act, requires the driver of a motor vehicle overtaking and passing a bicycle that is proceeding in the same direction on a highway to pass in compliance with specified requirements applicable to overtaking and passing a vehicle, and to do so at a safe distance that does not interfere with the safe operation of the overtaken bicycle, having due regard for the size and speed of the motor vehicle and the bicycle. Existing law prohibits, subject to specified exceptions, the driver of a motor vehicle from overtaking or passing a bicycle proceeding in the same direction on a highway at a distance of
less than 3 feet between any part of the motor vehicle and any part of
the bicycle or its operator. A violation of these provisions is an
infraction.

This bill would require the operator of a bicycle behind which 5 or
more vehicles are formed in a line, to turn off the roadway at the nearest
place designated as a turnout in order to permit the vehicles following
him or her to proceed if the driver of a motor vehicle is unable to
overtake or pass a bicycle proceeding in the same direction on a highway
at a distance less than 3 feet between any part of the motor vehicle and
any part of the bicycle or its operator.

State-mandated local program:   no.

The people of the State of California do enact as follows:

SECTION 1. Section 21656 of the Vehicle Code is amended to
read:

21656. On a two-lane highway where passing is unsafe because
of traffic in the opposite direction or other conditions, a
slow-moving vehicle, including a passenger vehicle, behind which
five or more vehicles are formed in line, shall turn off the roadw
highway at the nearest place designated as a turnout by signs
erected by the authority having jurisdiction over the highway, or
wherever sufficient area for a safe turnout exists, in order to permit
the vehicles following it to proceed. As used in this section a
slow-moving vehicle is one which is proceeding at a rate of speed
less than the normal flow of traffic at the particular time and place.

SECTION 1.—Section 21760 of the Vehicle Code is amended
to read:

21760. — (a) This section shall be known and may be cited as
the Three Feet for Safety Act.
(b) The driver of a motor vehicle overtaking and passing a
bicycle that is proceeding in the same direction on a highway shall
pass in compliance with the requirements of this article applicable
to overtaking and passing a vehicle, and shall do so at a safe
distance that does not interfere with the safe operation of the
overtaken bicycle, having due regard for the size and speed of the
motor vehicle and the bicycle, traffic conditions, weather, visibility,
and the surface and width of the highway.
(c) A driver of a motor vehicle shall not overtake or pass a bicycle proceeding in the same direction on a highway at a distance of less than three feet between any part of the motor vehicle and any part of the bicycle or its operator.

(d) If the driver of a motor vehicle is unable to comply with subdivision (c), due to traffic or roadway conditions, the driver shall slow to a speed that is reasonable and prudent, and may pass only when doing so would not endanger the safety of the operator of the bicycle, taking into account the size and speed of the motor vehicle and bicycle, traffic conditions, weather, visibility, and surface and width of the highway.

(e) (1) If the driver of a motor vehicle is unable to comply with subdivision (d), the operator of a bicycle behind which five or more vehicles are formed in line, shall turn off the roadway at the nearest place designated as a turnout, or wherever sufficient area for a safe turnout exists, in order to permit the vehicles following the operator of the bicycle to proceed.

(2) Section 40000.1 does not apply to a violation of this subdivision.

(f) (1) A violation of subdivision (b), (c), or (d) is an infraction punishable by a fine of thirty-five dollars ($35).

(2) If a collision occurs between a motor vehicle and a bicycle causing bodily injury to the operator of the bicycle, and the driver of the motor vehicle is found to be in violation of subdivision (b), (c), or (d), a two-hundred-twenty-dollar ($220) fine shall be imposed on that driver.
Date of Hearing: April 27, 2015

ASSEMBLY COMMITTEE ON TRANSPORTATION

Jim Frazier, Chair

AB 208
(Bigelow) - As Amended April 21, 2015

SUBJECT: Vehicles: highway: lane use

SUMMARY: Clarifies the existing requirement that slow-moving vehicles turn off when safe to do so when five or more vehicles are behind them in order to allow the faster-moving traffic to proceed to ensure that this requirement applies regardless of where the slow-moving vehicle is positioned on the highway.

EXISTING LAW:

1) Requires, on two-lane highways where passing is unsafe because of traffic in the opposite direction or other conditions, a slow-moving vehicle behind which five or more vehicles are following to turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists in order to permit the vehicles following it to proceed.

2) Generally provides that a person riding a bicycle upon a highway has all rights and is subject to all laws applicable to the driver of a motor vehicle.

3) Requires a driver who is passing another vehicle proceeding in
the same direction to pass to the left at a safe distance without interfering with the safe operation of the overtaken vehicle.

4) Prohibits a driver from driving to the left of double solid parallel yellow or white lines except under very limited circumstances, such as passing another vehicle or entering a two-way left turn lane.

5) Requires a driver, when passing a bicycle, to provide at least three feet of space between his or her vehicle and the bicycle.

6) Requires a driver who is unable to provide three feet of space when passing a bicycle due to traffic or roadway conditions to slow to a speed that is reasonable and prudent and pass only when doing so would not endanger the safety of the bicyclist.

7) Defines "roadway" as that portion of a highway improved, designed, or ordinarily used for vehicular travel.

8) Defines "highway" as a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel.

FISCAL EFFECT: None

COMMENTS: California law has long required that slow-moving vehicles turn off the roadway when safe to do so if five or more vehicles are behind them in order to allow faster-moving traffic to pass. The term "roadway" does not appear to encompass the shoulder since it is defined as the part of a highway used for vehicular travel. In other words, the roadway is only a part of the highway, the traffic lanes. "Highway" is the more expansive term that includes the roadway plus any shoulder.

In 2014, the Legislature passed and the Governor signed AB 1371 (Bradford), Chapter 331, Statutes of 2013, which requires drivers to provide at least three feet of space between their vehicle and a bicycle when passing the bicycle. If a driver is unable to provide the three feet of passing distance, he or she must slow to a reasonable and prudent speed and pass only when doing so will not endanger the bicyclist's safety.

The author introduced AB 208 because of concerns about the
difficulty of drivers providing three feet of passing space on many narrow rural roads that are popular with bicyclists. On these roads, lines of cars may end up forming behind a bicyclist as drivers slow to a safe speed and wait for an opportunity to pass safely. In theory, in such a situation it would be incumbent upon the bicyclist to turn off at the next available opportunity to allow the drivers to pass safely, assuming an opportunity to turn off arises sooner than an opportunity for the vehicles to pass safely. However, if the bicyclist is on the shoulder (where a bicyclist may choose, but is not required, to ride) it is not clear that this law applies.

This bill replaces the term "roadway" with the broader term "highway" in the requirement that slow-moving vehicles turn off when safe to do so when five or more vehicles are behind them. This clarification will ensure that this requirement applies to bicyclists who may be on the shoulder of a narrow road but still impeding faster-moving traffic because drivers cannot safely provide three feet of passing distance.

According to the author, "the roads that wind through the

California foothills provide automotive and bicycle enthusiasts with some of the most scenic rides in our country. These roads are usually very narrow and make it nearly impossible to respect the three-foot rule that was passed by the Legislature in 2014. AB 208 aims to improve safety conditions for both bicyclists and drivers on these narrow, winding roads."

REGISTERED SUPPORT / OPPOSITION:

Support
None on file

Opposition
None on file

Analysis Prepared by: Anya Lawler / TRANS. / (916) 319-2093
An act to amend Sections 21113, 21967, and 21968 of, and to add Section 313.5 to, and to add Article 7 (commencing with Section 21290) to Chapter 1 of Division 11 of, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL’S DIGEST

AB 604, as amended, Olsen. Electrically motorized skateboards.

Existing law regulates the operation of bicycles, motorized scooters, and electric personal assistive mobility devices, as defined.

This bill would define the term “electrically motorized skateboard” and would provide that those devices are subject to the provisions of law applicable to a driver of a vehicle, except as specified. By making the operation of an electrically motorized skateboard subject to existing laws, the violation of which are offenses, this bill would expand the scope of existing crimes, and impose a state-mandated local program.

The bill would make it an infraction for a person to operate an electrically motorized skateboard upon a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug. The bill would, subject to restrictions, authorize the operation of electrically motorized skateboards on highways, bikeways, and sidewalks, would require an
operator under 18 years of age to wear a helmet, and would require an operator to be at least 12 years of age in order to operate an electrically motorized skateboard on a highway or bikeway. The bill would prohibit the operation of an electrically motorized skateboard at a speed in excess of 20 miles per hour. The bill would require specified braking and lighting equipment for the operation of an electrically motorized skateboard. A violation of these provisions would be an infraction under existing law. By creating a new infraction and expanding the scope of existing crimes, this bill would impose a state-mandated local program.

Existing law authorizes transit development boards and public agencies, including, but not limited to, the Regents of the University of California and the Trustees of the California State University, to adopt ordinances, rules, or regulations, respectively, to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, skateboards, and roller skates on property under the control of, or any portion of property used by, the board, or on public property under the jurisdiction of the agency, respectively.

This bill would additionally authorize those boards and agencies to adopt ordinances, rules, and regulations, respectively, for the use of electrically motorized skateboards.

Existing law authorizes local authorities to adopt rules and regulations by ordinance or resolution prohibiting or restricting persons from riding or propelling skateboards on highways, sidewalks, or roadways.

This bill would additionally authorize local authorities to adopt rules and regulations by ordinance or resolution prohibiting or restricting persons from riding or propelling electrically motorized skateboards on highways, sidewalks, or roadways.

Existing law makes it a crime to operate a motorized skateboard on any sidewalk, roadway, or any other part of a highway or on any bikeway, bicycle path or trail, equestrian trail, or hiking or recreational trail.

This bill would provide that an electrically motorized skateboard is not a motorized skateboard for those purposes.

The bill would state findings and declarations of the Legislature relative to electrically motorized skateboards.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.
This bill would provide that no reimbursement is required by this act for a specified reason.


The people of the State of California do enact as follows:

SECTION 1. Section 313.5 is added to the Vehicle Code, to read:

313.5. (a) An “electrically motorized skateboard” is any four-wheeled device that has a floorboard designed to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide, is designed to transport only one person, and has an electric propulsion system averaging less than 1000 watts, the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 20 miles per hour. The device may be designed to also be powered by human propulsion.

(b) An electrically motorized skateboard does not include an electric personal assistive mobility device, as defined in Section 313, a motorcycle, as defined in Section 400, a motor-driven cycle, as defined in Section 405, a motorized bicycle or moped, as defined in Section 406, or a motorized scooter, as defined in Section 407.5.

SEC. 2. Article 7 (commencing with Section 21290) is added to Chapter 1 of Division 11 of the Vehicle Code, to read:

Article 7. Operation of Electrically Motorized Skateboards

21290. (a) The Legislature finds and declares all of the following:

(1) This state has severe traffic congestion and air pollution problems, particularly in its cities, and finding ways to reduce these problems is of paramount importance.

(2) Reducing the millions of single passenger automobile trips of five miles or less that Californians take each year will significantly reduce the pollution caused by fuel emissions and aggravated by automobile congestion.

(3) Electrically motorized skateboards enable California businesses, public officials, and individuals to travel farther and carry more without the use of traditional vehicles, thereby
promoting gains in productivity, minimizing environmental impacts, and facilitating better use of public ways.

(b) The Legislature is enacting this article as part of its program to promote the use of zero-emission transportation.

21292. For purposes of this article, an electrically motorized skateboard is defined in Section 313.5.

21294. A person operating an electrically motorized skateboard upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division, including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs, and by Division 10 (commencing with Section 20000), Division 17 (commencing with Section 40000.1), and Division 18 (commencing with Section 42000), except those provisions which, by their very nature, can have no application.

21296. (a) Notwithstanding Section 21294, it is unlawful for a person to operate an electrically motorized skateboard upon a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug.

(b) A person arrested for a violation of this section may request to have a chemical test made of the person’s blood or breath for the purpose of determining the alcoholic or drug content of that person’s blood pursuant to subdivision (d) of Section 23612, and, if so requested, the arresting officer shall have the test performed.

(c) A conviction of a violation of this section shall be punished by a fine of not more than two hundred fifty dollars ($250).

21298. Notwithstanding any other law, an electrically motorized skateboard may be operated on a bikeway, unless the local authority or the governing body of a local agency having jurisdiction over that bikeway prohibits that operation by ordinance.

21300. (a) Whenever a Class II or Class IV bikeway has been established on a roadway, a person operating an electrically motorized skateboard upon the roadway shall ride within the bikeway, except that the person may move out of the bikeway under any of the following situations:

(1) When overtaking and passing another vehicle or pedestrian within the bikeway or when about to enter the bikeway if the overtaking and passing cannot be done safely within the bikeway.
(2) When preparing for a left turn, the operator shall stop and
dismount as close as practicable to the right-hand curb or right
target of the roadway and complete the turn by crossing the roadway
on foot, subject to the restrictions placed on pedestrians in Chapter
5 (commencing with Section 21949).
(3) When reasonably necessary to leave the bikeway to avoid
debris or other hazardous conditions.
(4) When approaching a place where a right turn is authorized.
(b) A person operating an electrically motorized skateboard
shall not leave a bicycle lane until the movement can be made with
reasonable safety, and then only after giving an appropriate signal
in the manner provided in Chapter 6 (commencing with Section
2100) if a vehicle may be affected by the movement.
21302. (a) Except as provided in subdivision (b), a person
operating an electrically motorized skateboard upon a highway at
a speed less than the normal speed of traffic moving in the same
direction at that time shall ride as close as practicable to the
right-hand curb or right edge of the roadway, except under the
following situations:
(1) When overtaking and passing another vehicle proceeding
in the same direction:
(2) When preparing for a left turn, the operator shall stop and
dismount as close as practicable to the right-hand curb or right
target of the roadway and complete the turn by crossing the roadway
on foot, subject to the restrictions placed on pedestrians in Chapter
5 (commencing with Section 21949):
(3) (A) When reasonably necessary to avoid conditions,
including, but not limited to, fixed or moving objects, vehicles,
bicycles, pedestrians, animals, surface hazards, or substandard
width lanes, which make it unsafe to continue along the right-hand
curb or right edge of the roadway, subject to Section 21656.
(B) For the purposes of paragraph (1), a “substandard width
lane” is a lane that is too narrow for an electrically motorized
skateboard and another vehicle to travel safely side by side within
the lane.
(b) A person operating an electrically motorized skateboard
upon a highway that carries traffic in one direction only and has
two or more marked traffic lanes may operate the electrically
motorized skateboard as near the left-hand curb or left edge of that
roadway as practicable. However, when preparing for a right turn:
the operator shall stop and dismount as close as practicable to the
left-hand curb or left edge of the highway and complete the turn
by crossing the roadway on foot, subject to the restrictions placed
on pedestrians in Chapter 5 (commencing with Section 21949).

21304. The operator of an electrically motorized skateboard
shall not do any of the following:
   (a) Operate an electrically motorized skateboard unless it is
       equipped with a brake or braking function that will enable the
       operator to make a braked wheel skid on dry, level, clean pavement.
   (b) Operate an electrically motorized skateboard on a highway
       with a speed limit in excess of 25 miles per hour unless the
       electrically motorized skateboard is operated within a Class II or
       Class IV bikeway.
   (c) Operate an electrically motorized skateboard without wearing
       a properly fitted and fastened bicycle helmet that meets the
       standards described in Section 21212, if the operator is under 18
       years of age.
   (d) Operate an electrically motorized skateboard with any
       passengers in addition to the operator.
   (e) Operate an electrically motorized skateboard upon a sidewalk
       at a speed in excess of five miles per hour or the pace of pedestrian
       traffic, whichever is slower, except as may be necessary to enter
       or leave adjacent property.
   (f) Leave or park an electrically motorized skateboard on any
       sidewalk, in any position, so that there is not an adequate path for
       pedestrian traffic.
   (g) Attach the electrically motorized skateboard or operator,
       while on the roadway, by any means, to any other vehicle on the
       roadway.
   (h) Operate an electrically motorized skateboard on a highway
       or bikeway if the operator is under 12 years of age.
   (i) Operate an electrically motorized skateboard at a speed in
       excess of 20 miles per hour.

21306. An electrically motorized skateboard operated upon a
highway or bikeway during darkness shall be equipped with the
following:
   (a) A lamp or lamp combination, emitting a white light, attached
to either the electrically motorized skateboard or the operator and
visible from a distance of 300 feet in front and from the sides of
the electrically motorized skateboard.
(b) Either a red reflector, or reflectorized material meeting the requirements of Section 25500, attached to the operator, or a lamp or lamp combination, emitting red light attached to the electrically motorized skateboard, and visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle.

21308. (a) A person operating an electrically motorized skateboard is not subject to the provisions of this code relating to financial responsibility, registration, and license plate requirements; and, for those purposes, an electrically motorized skateboard is not a motor vehicle.

(b) An electrically motorized skateboard is exempt from the equipment requirements in Division 12 (commencing with Section 24000), except for Sections 24003 and 27400, Article 4 (commencing with Section 27450) of Chapter 5 of Division 12; and Section 27602.

(c) Notwithstanding subdivision (b), an electrically motorized skateboard may be equipped with equipment authorized by Division 12 (commencing with Section 24000).

(d) An electrically motorized skateboard equipped with lighting equipment that is authorized by Division 12 (commencing with Section 24000) shall meet the lighting requirements in Article 1 (commencing with Section 24250) of Chapter 2 of Division 12 for that equipment.

21310. This article does not prevent a local authority, by ordinance, from regulating the registration of electrically motorized skateboards and the parking and operation of electrically motorized skateboards on pedestrian or bicycle facilities and local streets and highways, if that regulation is not in conflict with this code.

21312. If the operator of an electrically motorized skateboard is injured or causes injury to another person or property, arising out of the operator's failure to adhere to the limitations and restrictions included in this article, the local government authority having jurisdiction over the street where the injury occurred shall be immune from liability for the injury, except as otherwise provided by law.

SEC. 2. Section 21113 of the Vehicle Code is amended to read:

21113. (a) A person shall not drive a vehicle or animal, or stop, park, or leave standing a vehicle or animal, whether attended or unattended, upon the driveways, paths, parking facilities, or the
grounds of any public school, state university, state college, unit
of the state park system, county park, municipal airport, rapid
transit district, transit development board, transit district, public
transportation agency, county transportation commission created
pursuant to Section 130050 of the Public Utilities Code, joint
powers agency operating or managing a commuter rail system, or
any property under the direct control of the legislative body of a
municipality, or a state, county, or hospital district institution or
building, or an educational institution exempted, in whole or in
part, from taxation, or any harbor improvement district or harbor
district formed pursuant to Part 2 (commencing with Section 5800)
or Part 3 (commencing with Section 6000) of Division 8 of the
Harbors and Navigation Code, a district organized pursuant to Part
3 (commencing with Section 27000) of Division 16 of the Streets
and Highways Code, or state grounds served by the Department
of the California Highway Patrol, or any property under the
possession or control of a housing authority formed pursuant to
Article 2 (commencing with Section 34240) of Chapter 1 of Part
2 of Division 24 of the Health and Safety Code, except with the
permission of, and upon and subject to any condition or regulation
that may be imposed by, the legislative body of the municipality,
or the governing board or officer of the public school, state
university, state college, county park, municipal airport, rapid
transit district, transit development board, transit district, public
transportation agency, county transportation commission, joint
powers agency operating or managing a commuter rail system, or
state, county, or hospital district institution or building, or
educational institution, or harbor district, or a district organized
pursuant to Part 3 (commencing with Section 27000) of Division
16 of the Streets and Highways Code, or housing authority, or the
Director of Parks and Recreation regarding units of the state park
system or the state agency with jurisdiction over the grounds served
by the Department of the California Highway Patrol.

(b) A governing board, legislative body, or officer shall erect
or place appropriate signs giving notice of any special conditions
or regulations that are imposed under this section and the governing
board, legislative body, or officer shall also prepare and keep
available at the principal administrative office of the governing
board, legislative body, or officer, for examination by all interested
persons, a written statement of all those special conditions and
regulations adopted pursuant to this section.

(c) When a governing board, legislative body, or officer permits
public traffic upon the driveways, paths, parking facilities, or
grounds under their control then, except for those conditions
imposed or regulations enacted by the governing board, legislative
body, or officer applicable to the traffic, all the provisions of this
code relating to traffic upon the highways shall be applicable to
the traffic upon the driveways, paths, parking facilities, or grounds.

(d) A public transportation agency that imposes any condition
or regulation upon a person who parks or leaves standing a vehicle,
pursuant to subdivision (a), is authorized to do either of the
following:

(1) Enforce that condition or regulation in the manner provided
in Article 3 (commencing with Section 40200) of Chapter 1 of
Division 17 of this code. The public transportation agency shall
be considered the issuing agency for that purpose.

(2) Designate regularly employed and salaried employees, who
are engaged in directing traffic or enforcing parking laws and
regulations, for the purpose of removing any vehicle in the same
manner as a city, county, or jurisdiction of a state agency pursuant
to Chapter 10 (commencing with Section 22650) of Division 11
of this code.

(e) With respect to the permitted use of vehicles or animals on
property under the direct control of the legislative body of a
municipality, no change in the use of vehicles or animals on the
property, that had been permitted on January 1, 1976, shall be
effective unless and until the legislative body, at a meeting open
to the general public, determines that the use of vehicles or animals
on the property should be prohibited or regulated.

(f) A transit development board may adopt ordinances, rules,
or regulations to restrict, or specify the conditions for, the use of
bicycles, motorized bicycles, skateboards, *electrically motorized
skateboards*, and roller skates on property under the control of, or
any portion of property used by, the board.

(g) A public agency, including, but not limited to, the Regents
of the University of California and the Trustees of the California
State University, may adopt rules or regulations to restrict, or
specify the conditions for, the use of bicycles, motorized bicycles,
skateboards, electrically motorized skateboards, and roller skates on public property under the jurisdiction of that agency.

(h) “Housing authority,” for the purposes of this section, means a housing authority located within a county with a population of over six million people, and any other housing authority that complies with the requirements of this section.

(i) “Public transportation agency,” for purposes of this section, means a public agency that provides public transportation as defined in paragraph (1) of subdivision (f) of Section 1 of Article XIX A of the California Constitution.

SEC. 3. Section 21967 of the Vehicle Code is amended to read:

21967. Except as provided in Section 21968, a local authority may adopt rules and regulations by ordinance or resolution prohibiting or restricting persons from riding or propelling skateboards, or electrically motorized skateboards, on highways, sidewalks, or roadways.

SEC. 4. Section 21968 of the Vehicle Code is amended to read:

21968. (a) A motorized skateboard shall not be propelled on any sidewalk, roadway, or any other part of a highway or on any bikeway, bicycle path or trail, equestrian trail, or hiking or recreational trail.

(b) For purposes of this section, an electrically motorized skateboard, as defined in Section 313.5, is not a motorized skateboard.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.
SUMMARY: Defines "electrically motorized skateboard" and authorizes cities and counties to regulate their use.
Specifically, this bill:

1) Defines "electrically motorized skateboard" as any four-wheeled device that has a floorboard designed to be stood upon when riding that is not greater than 60 inches deep and 18 inches wide, is designed to transport only one person, and has an electric propulsion system averaging less than 1,000 watts, the maximum speed of which, when powered solely by a propulsion system on a paved level surface, is no more than 20 miles per hour.

2) Specifies that an electrically motorized skateboard may be designed to also be powered by human propulsion.

3) Specifies that an electrically motorized skateboard is not a motorized skateboard for purposes of an existing ban on motorized skateboards on sidewalks, roadways, highways, bikeways, bicycle paths, bike trails, equestrian trails, hiking trails, and recreational trails.

4) Provides that an electrically motorized skateboard is not an electric personal assistive mobility device, a motorcycle, a motor-driven cycle, a motorized bicycle or moped, or a motorized scooter.

5) Authorizes local authority to adopt rules and regulations by ordinance or resolution prohibiting or restricting persons from riding or propelling electrically motorized skateboards on highways, sidewalks, or roadways.

6) Authorizes a transit development board to adopt ordinances, rules, or regulations to restrict, or specify the conditions for, the use of electrically motorized skateboards on property.
under the control of, or any portion of property used by, the board.

7) Authorizes public agencies, including, but not limited to, the Regents of the University of California and the Trustees of the California State University, to adopt rules or regulations to restrict, or specify the conditions for, the use of electrically motorized skateboards on public property under the jurisdiction of that agency.

EXISTING LAW:

1) Prohibits motorized skateboards on sidewalks, roadways, highways, bikeways, bicycle paths, trails, equestrian trails, hiking trails, and recreational trails.

2) Authorizes local authorities to adopt rules and regulations by ordinance or resolution prohibiting or restricting persons from riding skateboards on highways, sidewalks, or roadways.

3) Authorizes a transit development board to adopt ordinances, rules, or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, skateboards, and roller skates on property under the control of, or any portion of property used by, the board.

4) Authorizes public agencies, including, but not limited to, the Regents of the University of California and the Trustees of the California State University, to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, skateboards, and roller skates on public property under the jurisdiction of that agency.

FISCAL EFFECT: According to the Assembly Appropriations Committee, negligible fiscal impact.
COMMENTS: Current law prohibits the use of motorized skateboards in California. This prohibition has been in place since 1977 and came about in response to skateboards that were being equipped with loud, polluting gas motors and that had no brakes or other safety features. The motorized skateboard of the 21st century is a very different product. The boards are difficult to distinguish from regular skateboards while in use, are silent and produce no emissions, and include brakes.

This bill defines an electrically motorized skateboard and authorizes local governments and other specified entities, such as universities on their campuses, to regulate their use. Effectively, this bill treats electrically motorized skateboards the same way that current law treats skateboards. According to the author, the current prohibition on motorized skateboards "directly affects manufacturers that build this product right here in California. It is unacceptable that an environmentally conscious and safe product, assembled and designed in our state, cannot be legally operated under existing law."

While there appears to be little reason to continue to ban motorized skateboards, the boards do raise safety concerns with respect to use by children. These boards can reach speeds of up to 20 miles per hour and, unlike bicycles, do not have handlebars or some other steering mechanism to help the rider maintain control. Younger children may not have the level of maturity or judgment necessary to safely operate a motorized skateboard. Limiting the use of these devices to those 16 and over would enhance safety for both riders and for other road and sidewalk users with whom riders will come into contact.
An act to add and repeal Section 21212.5 of the Vehicle Code, relating to bicycles.

LEGISLATIVE COUNSEL'S DIGEST


Existing law prohibits a person under 18 years of age from operating a bicycle, riding on a bicycle as a passenger, or riding in a trailer towed by a bicycle unless the person is wearing a bicycle helmet meeting specified standards. A violation of those provisions is an infraction punishable by a fine of not more than $25.

This bill would require the Office of Traffic Safety, in coordination with the Department of the California Highway Patrol, to conduct a comprehensive study of bicycle helmet use, including specified information, and to report the study’s findings to the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation by January 1, 2017, as specified.

The people of the State of California do enact as follows:

SECTION 1. Section 21212.5 is added to the Vehicle Code, to read:

21212.5. (a) The Office of Traffic Safety, in coordination with the department, shall conduct a comprehensive study of bicycle helmet use, including, but not limited to, determining the percentage of California bicyclists who do not wear helmets, and the fatalities or serious injuries that could have been avoided if helmets had been worn. A report of the study’s findings shall be submitted to the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation in compliance with Section 9795 of the Government Code, by January 1, 2017.

(b) Pursuant to Section 10231.5 of the Government Code, this section is repealed on January 1, 2021.

(b) This section shall remain in effect only until January 1, 2018, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2018, deletes or extends that date.
This bill meets the criteria for the referral to the Suspense File.

Bill
Summary: SB 192 would require the Office of Traffic Safety (OTS) to coordinate with the California Highway Patrol (CHP) to conduct a study of bicycle helmet use and submit a report of its findings to the Legislature by January 1, 2017.

Fiscal
Impact: One-time OTS costs of approximately $250,000 to conduct the bicycle helmet use study. (Federal funds, potential General Fund)

Background: Existing law requires children under the age of 18 to wear a
helmet while operating, or acting as a passenger upon, a bicycle, non-motorized scooter, inline skates, or skateboard. A violation of this provision is punishable by a fine of not more than $25. There are no requirements for adults to wear a helmet while riding a bicycle. From 2008 through 2012, there was an average of 109 bicyclist fatalities annually in California. Existing law establishes the OTS within the California Transportation Agency. The OTS is responsible for developing the California Highway Safety Plan, which identifies major traffic safety problems and coordinates statewide multi-agency efforts to provide awareness, education, and enforcement programs aimed at reducing traffic fatalities and improving roadway safety for all users. For 2015, the OTS has $94 million in federal funding available to support 285 traffic safety grants to state and local agencies.

The National Highway Traffic Safety Administration (NHTSA) published a report in 2012 (Review of Studies on Pedestrian and Bicyclist Safety) that reviews the pedestrian and bicyclist safety research literature in print as of 2007. The report summarizes and synthesizes the key studies, evaluates existing knowledge and identifies research gaps, and provides recommendations for future direction. Relative to bicycle helmets, the report notes the following:

Helmet use reduces the risk of head injury, brain trauma, and upper face injuries. NHTSA has reported that helmets are 85% to 88% effective in reducing head and brain injuries.

Helmet use reduces the risk of head injury, brain trauma, and upper face injuries.

The majority of cyclist fatalities and bicycling-related injury disabilities were caused by head injuries.

About 70% of fatal bicycle crashes are due to head injury, and yet only 20 to 25% of bicyclists wear helmets.

Estimates show that if every child 4 to 15 years old wore helmets, 39,000 to 45,000 head injuries and as many as 55,000 scalp injuries would be prevented.
Research should continue to evaluate the effects of the various helmet use laws in the United States and around the world.

Proposed Law:

SB 192 requires the OTS, in coordination with CHP, to conduct a comprehensive study of bicycle helmet use, including determining the percentage of Californians who do not wear helmets, and the fatalities or serious injuries that could have been avoided if helmets had been worn. The bill would also require OTS to report the study's findings to the appropriate committees of the Legislature by January 1, 2017.

Staff Comments: OTS estimates that the bicycle helmet use study would cost about $250,000, which could be funded with federal grant money, subject to confirmation by NHTSA. OTS also notes, however, that NHTSA has recently conducted a study of bicycle helmet use and concluded that the use of helmets reduces the risk of head injury, brain trauma, and upper face injuries. Given recent NHTSA work in this area, it is unclear whether federal grant funds would be available. To the extent other funding sources are unavailable, the costs for the study may be borne by the General Fund. Staff notes that the study envisioned by this bill appears to be more comprehensive than the review of research published by NHTSA, which may increase the likelihood that NHTSA would fund the study. CHP notes that it would incur minor costs to provide existing data to OTS for the study.
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: June 3, 2015
Subject: Regional Bicycle and Pedestrian Wayfinding Plan Update

RECOMMENDED ACTION

RECEIVE an update on the Regional Bicycle and Pedestrian Wayfinding Plan project, and PROVIDE input on the proposed regional routes.

SUMMARY

The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signage throughout Monterey County. The Plan will include wayfinding sign design guidelines, identification and branding of regional bicycle and pedestrian routes and sign locations, along with an implementation strategy. The Wayfinding Plan Advisory Committee has met four times to establish Plan goals and identify regional bicycle and pedestrian routes.

FINANCIAL IMPACT

Staff is developing the Regional Bicycle and Pedestrian Wayfinding Plan in-house. This activity was approved in this year's budget. In addition to staff expenses, the Agency hired Alta Planning + Design to design the wayfinding signs and update the Monterey County Bicycle Map. The Transportation Agency has budgeted $30,000 of Regional Surface Transportation Funds in for the design, manufacture, and installation of wayfinding signage.

DISCUSSION

The Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signage throughout Monterey County, including sign design, sign locations and implementation strategies. The goal of the Regional Bicycle and Pedestrian Wayfinding Plan is to improve access to regional destinations, provide consistent wayfinding signage for regional connections, and promote key signage features that jurisdictions should
incorporate into their own wayfinding signage in order to improve wayfinding across city boundaries.

The Wayfinding Plan Advisory Committee is an ad-hoc committee of the Transportation Agency. It is comprised of project stakeholders including representatives from the Transportation Agency’s Bicycle and Pedestrian Facilities Advisory Committee, the County of Monterey, local cities, the Monterey County Health Department, Building Healthy Communities, Fort Ord Re-use Authority, the Velo Club, Green Pedal Couriers, Fort Ord Recreation Trails Friends, Pebble Beach, and Monterey-Salinas Transit. Members of the public may also participate. On February 10th and February 26th, the Wayfinding Plan Advisory Committee provided input on Wayfinding Plan goals, established criteria for wayfinding signage, and provided input on the criteria for regional bicycle and pedestrian routes and destinations. On March 19th, the Wayfinding Plan Advisory Committee members identified regional bicycle and pedestrian routes using bicycle facilities maps from the Transportation Agency’s 2011 Bicycle and Pedestrian Master Plan. On April 23rd, the Committee met to discuss the proposed regional routes. Staff has been soliciting public input on the proposed routes using the mySidewalk page: https://tamu.mysidewalk.com/ Bicycle and Pedestrian Committee members are welcome to participate in the mySidewalk discussion.

The Transportation Agency will be working with Alta Planning + Design to develop a unique wayfinding sign design and update the Monterey County Bicycle Map. The visioning meeting, where the Wayfinding Plan Advisory Committee will discuss the preferred wayfinding sign design theme, is scheduled for June 4th from 1:30p.m.-3:00p.m. Bicycle and Pedestrian Committee members, as well as members of the public are welcome to attend. The themes discussed at this meeting will also be posted on the mySidewalk page for public input.

In the upcoming months, the Wayfinding Plan Advisory Committee will continue to help shape the content of Plan, will provide input on the wayfinding sign design and will assist in developing implementation strategies for the Plan. The Wayfinding Plan Advisory Committee will be refining the regional bicycle and pedestrian routes and destinations over the next few months. Staff requests Bicycle and Pedestrian Committee provide input on these routes.

Approved by: steering committee
Debra L. Hale, Executive Director

Date signed: 5/30/15

Regular Agenda

Counsel Approval: N/A
Finance Approval: N/A
Memorandum

To: Bicycle and Pedestrian Advisory Committee
From: Theresa Wright, Community Outreach Coordinator/
       Associate Transportation Planner
Meeting Date: June 3, 2015
Subject: Transportation Improvement Measure Outreach Plan

RECOMMENDED ACTION

RECEIVE an presentation on the Transportation Improvement Measure Outreach Plan and
Expenditure Plan; and

PROVIDE input on the Transportation Expenditure Plan.

SUMMARY

Challenged with finding funding for future transportation safety and improvement
projects in the face of declining federal and state funding, the Agency’s Board of
Directors is considering the successful “self-help” method chosen by 20 other California
counties: a local transportation improvement ballot measure.

FINANCIAL IMPACT

Agency staff time is in the adopted Agency budget.

DISCUSSION

The Agency’s last attempt to pass a sales tax was in 2008. Measure Z was placed on the
ballot in November and it received overwhelming support from 63% of Monterey County
voters. However, even though this was a majority vote, it did not meet the
2/3 (“supermajority”) requirement required for a sales tax measure and failed to pass.

Recent polling conducted by EMC Research in Monterey County indicate that more than 2/3
of Monterey County residents are initially supportive of a 2016 transportation sales tax
measure.
In accordance with state law the combined rate of all local sales taxes in any county can’t exceed 2 percent. With the recent passage of a 1 cent sales tax within Salinas, a 1 cent sales tax in Monterey and the countywide 1/8 cent sales tax, the remaining tax available under the 2% cap is 3/8 cent. For that reason, staff is recommending that the Agency pursue a 3/8 cent sales tax measure in 2016.

The successful passage of a 3/8 cent transportation sales tax for 30 years would generate nearly 20 million dollars ($20,000,000) a year. At the cost of less than 4 cents per $100 dollars, Monterey County would become a “self-help” county, where local money would provide local solutions for local needs. Local money would also bring home additional state and federal grant funding that is otherwise unavailable to Monterey County without it.

The objective of the Transportation Improvement Plan Public Outreach Plan is to increase public awareness and understanding of transportation needs and funding challenges; and to help identify projects that could be included in a draft transportation expenditure plan.

This report provides a presentation on the Transportation Improvement Measure Outreach Plan; and staff is seeking input from the committee to help identify bicycle and pedestrian projects for the expenditure plan.

**Attachment 1** is the public outreach plan proposed timeline.

Approved by: [Signature] Debra L. Hale, Executive Director  5/29/15

Regular Agenda

Attachment:

1. Public Outreach Plan Proposed Timeline
TAMC Ballot Measure Timeline

- Polling/Focus Groups (September)
  - STAKEHOLDER MTGS. Round #1
  - Draft Expenditure Plan
  - May 2015

- Polling (April)
  - STAKEHOLDER MTGS. Round #2
  - Finalize Expenditure Plan & Ballot
  - October 2015

- Board Action
  - ~5 months
  - April 2016

- CAMPAIGN
  - June/July 2016
  - 88 days

- Agenda Item 5 Attachment
  - November 2016
California climbs to 8th most bike-friendly state

6:20 p.m. PDT May 17, 2015

California is now the eighth-most bike friendly state in the nation, according to the annual list compiled by the League of American Bicyclists. Two years ago, in 2013 the Golden State ranked 19th. Ratings were based on overall scores derived from five categories: legislation, policies, funding, education and planning.

So, what happened in 2014? Well, a lot.

The California Transportation Commission allocated more than $360 million in 2014 for locally administered Active Transportation Program (ATP) projects, with 2015 ATP grants expected to total even more. Locally the Via Salinas Valley project will use state ATP money to improve bike paths and sidewalk safety in east Salinas and south valley cities.

Caltrans has set a goal of tripling the frequency of cycling, adding bicycle-friendly features to streets as part of its Complete Streets Implementation Action Plan.

In 2014, Caltrans also officially endorsed the street design guidelines of the North American City Transportation Official, which includes augmented features for bicyclists and pedestrians. Salinas will implement complete streets policies with the downtown Vibrancy plan.

**Cars cost us all:** Americans believe that drivers pay for the costs of roads, while trains, buses and bicycles get government subsidies. This belief is not accurate.

Car drivers pay less than half the total cost of roads, according to just released report from the U.S. Public Interest Research Group Education Fund (PIRG) and Frontier Group. "Who Pays for Roads? How the 'Users Pays' Myth Gets in the Way of Solutions to America's Transportation Problems" shows that the automobile is heavily subsidized by public funds.

Half of the money for roads comes from income taxes, sales taxes and property taxes levied on everyone whether they use the roads or not. These road subsidies exceed what is spent on all forms of non-automobile transit combined including: bus, subways, light rail, passenger rail, bicycling and walking.

"The highest return on investment is on bike, pedestrian and transit projects," said Gabe Klein, former Commissioner of Transportation for Chicago and Washington, D.C.

The report argues that, with general taxpayers bearing an ever-greater share of the cost of transportation, America should instead invest in projects that are likely to deliver the greatest benefits.

The share of the family income that is used for transportation varies with what is available. Households in car-dependent suburbs spend 25 percent of their income on transportation, while families in transit-rich areas spend 9 percent, according to a study by The Center for Transit Oriented Development. ([www.ctod.org](http://www.ctod.org))

Americans believe that the nation should give greater priority to transit, bicycling and walking in transportation spending, according to a national Mineta Institute opinion poll.

**Tax oversight man:** Juan Pablo Lopez is the Salinas representative on the Monterey-Salinas Transit Measure Q oversight committee. Lopez, a North High graduate, is getting his master's degree in public administration with an emphasis on local economic development and finance. Those are excellent qualifications for the Measure Q oversight committee, which will review how the tax funds are used for county bus service.

Lopez said he decided to apply for the committee after reading this column, to my delight. Lopez has won the free bicycle rental from Bay Bikes, a prize that I offered to readers who volunteer for a Car-Less activity.

**Eye on prize:** The Transportation Agency for Monterey County's (TAMC) new software intended to aid public comment on county bicycle paths is still not being used. The program (reported in this column May 4) costs $5,000 a year has been used by only three people, including me. The name apparently changed from mindmixer to "my sidewalk." I am offering this week's Car-Less prize to any reader who will try to use the TAMC site and give me feedback on how usable it is. This week's Car-Less prize is an MST bus pass worth $90.
MacGregor "Goya" Eddy is an alternative mode traveler. Her "We Could Car Less" column is published and posted online on Monday. Follow her on Twitter at @Goya1949 (https://twitter.com/Goya1949). Contact her by email at wecouldcarless@gmail.com (mailto:wecouldcarless@gmail.com) or mail to: We Could Car Less, in care of The Salinas Californian, 123 W. Alisal St., Salinas 93901.

Read or Share this story: http://bit.ly/1FmFGOO
The Zen of bicycle repair in Salinas

May is Monterey County Bicycle Month. Two heroes of local bicycling are Luciano Rodriguez and Frank Henderson both, of Salinas. Henderson and Rodriguez volunteer to teach a bicycle repair class at the Monterey County Probation Department Youth Center. The class meets on Saturdays and the present group will graduate May 30. Each participant will leave with their own bicycle that they rebuilt.

Henderson, a Hartnell College instructor, had this to say about the Youth Center class: "I have met with a few of our former students after they were released and enrolled at Hartnell College. One of them told me how much he appreciated my style of instruction in the Bike Class.

"To me, there is no difference in teaching a college course and teaching a bike class. A task that seems impossible at first, like completely disassembling and then assembling an entire bicycle is no different than a term paper or class project. We begin by giving the students the tools they need and showing them how to use them. With some support, encouragement, and guidance the big task is then broken down into many small tasks, e.g. first remove the wheels, then the brakes, now the derailleurs and so on. The students soon realize that after a series of small tasks the huge job is done.

"It is amazing how one bicycle can change a student's perception, teach them problem solving, and increase their self-confidence. As a teacher for the bike class, I attempt to teach each student how to use the bike class as a tool to be successful in education and life."

"Rodriguez is indeed a good teacher, he taught me how to mend a flat tire on my bicycle," said Henderson.

"I learned to pry off the outer tire, remove and patch the tube, and how to get the tire back on the wheel. It is not hard to do, and the repair kit is light to carry. Just as the teenagers at the Youth Center are more independent and self-reliant after the class, I am now more confident when riding."

Rodriguez and Henderson are looking for donations for graduation gifts for the students who finish May 30. The students will have their own bicycle but need essentials: locks, lights and helmets. If you can help email Rodriguez at singlespeed32@yahoo.com.

This bike class exists thanks to founder Mari Lynch who began the groundwork for the class in October 2011. It was launched in April 2012, and Lynch was volunteer coordinator through July 2014. Lynch continues as class adviser and on-call instructor. For details on how to volunteer for the next class, or to donate go to her website at http://bit.ly/TeachTeensWell.

Board types on bikes: The Transportation Agency for Monterey County (TAMC) staff and some board members will ride bicycles 2.5 miles to the TAMC board meeting Wednesday. Starting from 55 Plaza Circle at 8:05 a.m., down on South Main and San Miguel, left on Los Palos Drive, right on East Romie to Abbott, then right to 1428 Abbott St. The meeting begins at 9 a.m. The agenda includes the transportation budget for the next three years. Questions? Call 831-775-4403, ariana@tamcmonterey.org

TAMC input online: TAMC has an online forum (My Sidewalk) to allow the public to participate in decisions without having to go the meetings. This is a noble goal, both for civic participation and avoiding car trips. In the May 18 column I offered a Car-Less prize (MST bus pass worth $90) for evaluating this TAMC public participation software. Thank you, Pat Mahoney of Marina who did try to use TAMC public comment software. Mahoney was unable to find it on the TAMC website: www.tamcmonterey.org, but the site should be fixed now. Please let me know how (and if) it works and you can win the Car-Less prize. Mahoney graciously declined the bus pass — he bicycles.

MacGregor "Goya" Eddy is an alternative mode traveler. Her "We Could Car Less" column is published and posted online on Monday. Follow her on Twitter at @Goya1949 (https://twitter.com/Goya1949). Contact her by email at wecouldcarless@gmail.com or mail to: We Could Car Less, in care of The Salinas Californian, 123 W. Alisal St., Salinas 93901.

Read or Share this story: http://bit.ly/1HrjAkY
May 11, 2015

#WHYIRIDE: SEEING THE WORLD ANEW
NATIONAL BIKE MONTH
by Liz Murphy

This May, we're asking the question, "With so many reasons to ride, what's yours?" The beauty of the bicycle is that it means many things to many people, so we wanted to highlight some of those many reasons this National Bike Month.

Today, we heard from Mari Lynch, of Monterey County, CA, who was featured on her local radio station about why she rides.

Lynch, bike advocate in Monterey County, California, and founder of Bicycling Monterey, rides for lots of reasons. "Maybe best," she says, "is seeing the world anew."

In a radio spot with KUSP, Central Coast Public Radio, Lynch talks about finding bicycling again after moving to rural Monterey County. She writes:

"I'd almost forgotten about the joy factor. The thrill of speeding downhill...the refreshing feel of fog misting my face...hearing bird songs...pausing to chat with folks...and knowing the power of my own legs. Maybe best is seeing the world anew. Each blade of grass seems more vivid. It's an awesome world, and staying closer to it inspires safeguarding it. On Sundays, I carry my helmet into church and get a special smile from usher Clyde Roberson, our biking mayor. Clyde tells me, 'You're my hero.' I know what he means. We're all heroes to one another."

LISTEN TO THE FULL RADIO SEGMENT HERE.

COMMENTS
Salinas High varsity boys cyclist Andrew McHaney leading his twin brother, Dale, in the team's final event of the regular season.

By John Devine, Monterey Herald

Posted: 05/03/15, 3:55 PM PDT | Updated: 3 weeks, 2 days ago

The Salinas High mountain bike team is gearing up for the State championships after riding off with the Northern California South Zone Conference team title in Cobb.

The Cowboys, who were undefeated in the regular season, had eight riders reach the podium, including Noah Lindenthal, who captured the sophomore boys race. Teammate Roberto Luis Castro was second while Chris Ramirez placed fourth.

Chantel Duliba placed third overall in the varsity girls race while Kate Wenger took fourth in the sophomore girls race, as did Rylan Loader in the freshman boys race.

Parker Sussman was fifth in the freshman boys race, as was Dale McHaney in the varsity boys race. The team included 31 boys and 11 girls. The state finals will be on May 16 in Los Olivos.

Salinas grad a Cubs prospect

Former Salinas High and Hartnell College hurler Michael Jensen is 1-0 in six relief appearances this year for the Chicago Cubs’ Double A affiliate in Tennessee.

Jensen has allowed one run in seven innings of work, relying on a 90-plus-mph fastball to record eight strikeouts.

Last season Jensen was 7-4 with a 2.85 earned-run average for the Cubs’ advanced Single A team, striking out 62 in 60 innings of work.

Another title for Orozco

Reigning United States Junior National champion Carli Orozco won her ninth straight judo title, dominating her weight and belt class at the Santa Clara Open Judo Tournament.

A member of the Salinas Judo Club, Orozco was joined in the medal circle by Andrew Varela, who was a champion in his division. Logan Orozco, Skyler Orozco and Joel Rodriguez placed second while John Beck took home a bronze medal.

Pingree’s season over

Alex Pingree has been forced to shut it down for the UC Santa Barbara softball team because of a lingering hip injury that will force her to have surgery.

The right-handed pitcher had a team-high seven wins for the Gauchos, compiling 45 strikeouts in 103 innings, completing five games. The Santa Catalina graduate is expected to make a full recovery for her senior season in 2016.

Pingree pitched Santa Catalina to a Central Coast Section Division III title in 2012, becoming the school’s all-time leader in wins and strikeouts.

The Monterey County Futbol Club’s elite girls under-18 team won the Union City Premier Heat Wave Tournament.

Members of the team were Allie Aiello, Taylor Burbank, Cynthia Camacho, Kimi Chin, Melissa Chin, Holly Ediger, Allison Gomez, Lauryn Nimis, Kira Scheid, Elena Shaheen, Sophia Tellez, Valeria Tellez, Ashley Tibbs, Brittany Tibbs and Gabi Unowitz.

The club is looking for players for the fall. Go to montereysoccer.com.

Judo gems

Eroz Valenzuela tuned up for the California State Judo Championships, capturing a gold medal for the Bojuka Judo Team at the Santa Clara Invitational.

Placing second in their respective divisions were John Knoblauch, Ysabelle Tanseco, Kekoa Yasuda and Martin Tanseco. Aiden O’Brien, Dominic Peterson and Konan Van Lear were bronze medalists.

Clements makes starting debut for UCSB

Freshman hurler Chris Clements made his first collegiate start for the UC Santa Barbara baseball team, tossing four-plus innings in getting his first win of the season.

Clements, who pitched Pacific Grove to a pair of Central Coast Section Division III baseball titles, has made five appearances this year for the Gauchos — four in relief.

The right-handed Clements, who has a 90-plus-mph fastball, has seven strikeouts in 11 1/3 innings, sporting a 3.18 earned run average.

Louie helps Middlebury to golf title

Stevenson graduate John Louie helped the Middlebury College men’s golf team to its fourth NESCAC golf championship in the last five years.

Louie, whose parents live in Soledad, fired a 75, one stroke behind the team leader. With the title, Middlebury receives a berth into the NCAA Division III championships.

Bill McClintock basketball camp

Monterey Peninsula College will host the annual Bill McClintock Front Court Basketball Camp for boys and girls ages 12-19 on May 16 from 8 a.m. to 5 p.m. Fee is $100 and includes a DVD with 50 moves.

Camp instruction includes footwork and body balance, wing and post defense, post passing, movement without the ball, post moves and individual offense. Call 233-8760 or email bmcc42@gmail.com for details.

Officials needed for fall sports

Officials are needed for football, water polo, field hockey and volleyball in the fall. Training is provided. Call 375-3301 or see psirefs.com for details.

Coaches needed

Santa Catalina is looking for a varsity field hockey coach. Call Paul Elliott at 655-9387 or email paul.elliott@santacatalina.org to apply.

Salinas is looking for a field hockey coach in the fall. Email patricia.lamar@salinasuhsd.org.

Alisal is looking for a girls varsity basketball coach, a girls golf coach and a softball coach. Please apply at www.edjoin.org or contact assistant principal Eric Deleissegues at eric.deleissegues@salinasuhsd.org.
Intergenerational Bike Ride May 9

In support of the Transportation Agency for Monterey County’s 2015 Bike Month observance, the “4th Annual Intergenerational Ride” will take place on Saturday, May 9, beginning at 10 a.m. at the Fort Ord Dunes State Park parking lot. This is a free family-friendly, event for visitors and locals of all ages and abilities, coordinated by Mari Lynch, Bicycling Monterey.

All non-motorized bicycles are welcome; and helmets are required by CA law for people under age 18. Representatives from Monterey County’s diverse bike community will offer brief introductions before the ride begins. Experienced riders will also be on hand to lend support and share information. A complimentary mobile bicycle mechanic will provide minor, on-the-spot maintenance along the route for participants, such as repair of a flat tire or tangled chain.

Participants should dress in layers, and be prepared for possible fog or wind. Sunscreen and sunglasses are advisable. Participants should also bring their own drinking water, lunch or money to purchase a lunch.

If desired, riders may be grouped with others according to preferred pace and distance. Many riders will bike seven miles to Monterey’s Custom House Plaza, where they will stop for lunch and visiting before a leisurely bike ride back to the Fort Ord Dunes starting point.

Those choosing to not bike back to the Fort Ord Dunes starting point may wish to use the bike-and-ride option of Monterey-Salinas Transit (MST / “The Bus”). For tips on taking a bike aboard the bus and about MST routes nearest Fort Ord Dunes, as well as driving directions and all other details about the Intergenerational Ride, see www.bikemonterey.org. Info is also available by phone, (831) 375-6278.

The ride starting point at Fort Ord Dunes is in a Class I (no cars) section of the Monterey Bay Sanctuary Scenic Trail system that is less heavily traveled and includes beautiful coastal views. The trail features three paved lanes: a striped two-lane path for bicyclists and an adjacent lane for pedestrians.

For additional Monterey County Bike Month activities, click onto www.bit.ly/BikeCalendar at www.bikemonterey.org or www.tamcmonterey.org. You can also contact Theresa Wright, Community Outreach Coordinator, at (831) 775-4411 or Theresa@tamcmonterey.org.
The Salinas High School mountain bike team finished a stellar season Sunday by placing third in the National Interscholastic Cycling Association State Championship.

Consisting of 42 riders, the Cowboys raced into the state championship in Los Olivos after clinching first place in the NorCal League South Conference Championship for the second straight year.

Cowboys head coach Jeff Lindenthal said the support of the cycling community in Salinas helped the Cowboys in having another strong year.

"It really helps make my job easy, because we have all of the support from the community," Lindenthal said.

The third-place finish in the state championship came with a little bad luck. Heading into the event, Salinas was hoping to clinch its first state championship in mountain biking, but a couple of bad breaks with cycling gear hindered that hope.

Even with the misfortune with a couple of the bikes for Salinas, the Cowboys kept it close as they were led by varsity rider Chantel Duliba (11th) and brothers Dale (11th) and Andrew McHaney (13th).

The McHaney brothers are the pace setters for the team and Lindenthal said that the competitiveness of the two seniors is something the rest of the team feeds off of.

"Those boys have the distinction of competing on the team all four years and represented themselves extremely well all year long," Lindenthal said of the McHaney twins. "The varsity level is really intense and some of the kids go up against others who have sponsorships and such, but our team manages to compete continuously."

Andrew McHaney said the team's overall bond is something that can't be altered once they get on their bikes.

"We are a team, we're all together (with the same goals)," McHaney said. "We may have our different groups within the team, but it helps motivate your teammates to try hard to try hard in the race because if they do good, it's going to help everyone."

Duliba, who like McHaney felt the camaraderie of the team played a huge part in its success, but she also felt a lot of credit is due to Lindenthal's ability to get his team prepared for races.

"He's a great coach," Duliba said. "He's very organized and makes sure our team is focused on winning, but he also takes the time to focus on our individual growth as athletes to make sure we become the best we can."

Even though Salinas just missed the top spot of the podium this year, Duliba couldn't be happier of the season Salinas had.

"We worked hard and we did the best we could and we're happy with that," Duliba said. "It's not about winning all the time, but the brotherhood and sisterhood of the team."

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