BICYCLE AND PEDESTRIAN
FACILITIES ADVISORY COMMITTEE (BPC)

Wednesday, January 06, 2016, 6:00 PM

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.
3. **BEGINNING OF CONSENT AGENDA:** Approve the staff recommendations for items 3.1 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 November 4, 2015. – Montiel

END OF CONSENT AGENDA

4. **RECEIVE** and **COMMENT** on the draft 2016 Legislative Program. - Watson

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

5. **RECEIVE** call for 2016 Bicycle Secure Program applications – Leonard

_In December 2015, the Agency released the call for 2016 Bicycle Secure Program applications. The program has annual budget of $30,000 and funds bicycle racks, skateboard racks, bicycle lockers and fix-it stations. Applications are due to TMC by February 4, 2016._

6. **RECEIVE** report on the 2016 Monterey County Active Transportation Plan update, and **PROVIDE** input on the proposed outreach approach. - Murillo

_The Transportation Agency will be preparing an update to the Monterey County Active Transportation Plan in 2016. Staff is proposing to update the plan in-house, with consultant assistance to develop conceptual designs for high priority bicycle and pedestrian projects. Staff is proposing to conduct community outreach to identify high priority bicycle and pedestrian projects._
7. RECEIVE update on the Regional Bicycle and Pedestrian Wayfinding Plan, and PROVIDE input on the draft implementation strategy. - Murillo

The Regional Bicycle and Pedestrian Wayfinding Plan will include wayfinding sign design guidelines, identification and branding of regional bicycle and pedestrian routes, and provide an implementation strategy. Staff will present the final wayfinding sign design concept and the draft implementation strategy.

8. RECEIVE verbal report on Castroville crossing project – Green

No Enclosure

9. RECEIVE presentation on “Lessons from China” – Johnson

No Enclosure

10. ANNOUNCEMENTS and/or COMMENTS from Bicycle and Pedestrian Facilities Advisory Committee members on bicycle and pedestrian related items that are not on the agenda.

11. ADJOURN

ANNOUNCEMENTS
Next Committee meeting:
Wednesday February 3, 2016
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, January 21, 2016
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, January 21, 2016 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

None this month.

MEDIA CLIPPINGS

M.1 November 15th The Salinas Californian- Salinas drivers ease into roundabout – MacGregor “Goya” Eddy
### Agenda item: 3.1

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)  
Bicycle and Pedestrian Facilities Advisory Committee  
Draft Minutes of November 4, 2015  
Held in the TAMC Conference Room  
55 B Plaza Circle, Salinas, CA

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E – Excused P(A) – Alternate VC – Video Conference TC – Teleconference
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**
   None this month.

3. **BEGINNING OF CONSENT AGENDA**
   
   **M/S/C** Boosman/ L. Petersen/unanimous
   Wriedt - Abstain
   
   3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of October 7, 2015.
   
   3.2 Received the call for nominations for the fourteenth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

   **END OF CONSENT AGENDA**
4. **NORTH FREMONT STREET IMPROVEMENT PROJECT UPDATE**

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

Andrea Renny, City of Monterey reported that North Fremont Street is an important connector between Monterey and Seaside for transit, bicyclist 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. This population also includes the elderly and those who are visually and/ or mobility impaired. She noted that the purpose of the North Fremont Street Transit, Bicycle and Pedestrian Network Improvement project is to provide safe access for all users of the corridor including disadvantaged and vision and mobility-impaired groups. In conclusion Ms. Renny noted that the two feet median will be removed and will install a pork shop intersection. She noted that the project locations includes North Fremont Street Canyon Del Rey (SR 218) to Casa Verde Way and includes the following intersections:

- Casa Verde Way
- Dela Vina/Airport
- Ramona
- Casanova
- Canyon Del Rey SR 218

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

- Consider bike boxes on Canyon Del Rey and Casa Verde Way
- Consider wayfinding signage from N. Fremont to the greater bicycle and pedestrian network
- Consider red pavement (Sacramento used red pavement) working with Caltrans
- Consider a roundabout at Canyon Del Rey
- Consider buffered bike lanes
5. **BICYCLE SAFETY TRAINING AND BIKE RODEO CONTRACT**

   The Committee received a report on Bicycle Safety Trainings and Ecology Action Bike Rodeo Contract; and provided direction to staff on 2016 Bike Rodeo Contract.

   Keira Ticus, Ecology Action representative reported that TAMC has contracted with Ecology Action to conduct bicycle safety trainings at elementary schools since 2012. She noted that Ecology Action’s BikeSmart safety trainings include a presentation, classroom instruction and a safety training rodeo. She noted that staff is certified by the League of American Bicyclists, and offer bilingual instruction. Ms. Ticus expressed that they have served 1,266 students with extensive bike safety education and 790 of those students received training in the 2015 calendar year. She noted that every year Ecology Action serves new and additional schools, at which they had an overwhelmingly large percentage of schools request an on-going, annual trainings for their students. They have already had several Monterey County schools contact us regarding scheduling for the Spring. She noted that TAMC funding has been crucial for continuing to serve schools that request Ecology Action’s services, and leverage support for other Monterey County Grants. In 2015, Ecology leveraged TAMC funds to secure additional funding from Monterey Peninsula Foundation and the Community Foundation of Monterey County.

   Ariana Green reported that the Transportation Agency has traditionally set aside a small amount of local Transportation Development Act funding for bicycle and pedestrian projects in its annual budget for public education activities and events promoting bicycling, which are an eligible use of these funds. She noted that this fiscal year (15/16), TAMC staff started a pilot program intended to expand the Agency’s ability to teach bicycle safety and skills. To kick-start the program, this fall TAMC coordinated with two local League Cycling Instructors to provide free bicycle skills classes for locals ages 14 and older. In conclusion she noted that in the spring of 2016, TAMC plans to host a League Cycling Instructor training seminar in Monterey County, and sponsor residents to become certified instructors. She noted that the intent of this program is to increase the number of certified bicycle skills instructors in the county to fourteen instructors by July 2016. She noted that by building a network of certified bicycle skill instructors, there will be more opportunities for bicycle safety trainings year-round and across the county.

   **M/S/C**  
   Wriedt/ Cole  
   Abstain: Tim Meehan  
   Committee member Jeff Wriedt motioned and second by Kevin Cole to continue contracting with Ecology Action to support additional safety trainings in Monterey County in 2016, and continuing a program to build a local network of certified bicycle safety instructors.
6. **2016 MONTEREY COUNTY ACTIVE TRANSPORTATION PLAN**

The Committee received a report and provided comments on the 2016 Monterey County Active Transportation Plan update project scheduled and scope of work.

Virginia Murillo, Assistant Transportation Planner reported that the State Legislature created the Active Transportation Program to encourage increased use of active modes of transportation, such as bicycling and walking. She noted that the Program consolidates various State and Federal active transportation funding programs to: increase to proportion of biking and walking trips, increase safety for non-motorized users, increase mobility for non-motorized users, advance the efforts of regional agencies to achieve greenhouse goals, and enhance public health. She noted that having an updated countywide active transportation plan makes bicycle and pedestrian projects more competitive for grant funding through the State’s Active Transportation Program. The Transportation Agency adopted the most recent Bicycle and Pedestrian Master Plan in 2011. The 2011 Plan identified all existing and proposed bicycle projects and facilities for all of the jurisdictions within Monterey County. Ms. Murillo noted that the 2016 Active Transportation Plan will be an update of the 2011 Bicycle and Pedestrian Master Plan and will include goals and objectives that provide a blueprint for making bicycling and walking an integral part of daily life. In conclusion Ms. Murillo noted that Transportation Agency staff will work with the Bicycle and Pedestrian Committee, the Technical Advisory Committee, staff from each of the jurisdictions and other bicycle and pedestrian community stakeholder groups to identify high priority bicycle and pedestrian projects.

The Committee had the following comments on the 2016 Monterey County Active Transportation Plan:

- Identify bicycle and pedestrian fatality and accident statistics
- Identify high priority projects and regional routes

7. **MONTEREY COUNTY BIKE MAP UPDATE**

The Committee provided input on the draft 2015 Monterey County Bike Map.

Virginia Murillo, Assistant Transportation Planner reported that Transportation Agency staff is working on updating the Monterey County Bicycle map. She noted that the Transportation Agency has periodically produced and distributed a bicycle map of Monterey County as a tool to engage the public in the planning process and promote and encourage bicycling. The Agency last updated its bike map in 2008, which included both existing and planned bicycle facilities. Staff has updated the bike map data in-house, with graphic design and layout assistance for Alta Planning + Design. She noted that the new bike map will only include existing bicycle facilities, and will highlight regional bike routes that will be signed as part of the first phase of implementation of the Regional Bicycle and Pedestrian Wayfinding Plan. In addition, the updated bike map will include slope information, bike rack and locker locations, and the Ford Ord trail network. In conclusion Ms. Murillo noted that the bike map will also have transit station bus stops, and public restroom locations.
The Committee had the following recommendations to the 2015 Monterey County Bike map:

- Consider water resistant paper
- Consider showing bike locker locations
- Consider all trails in Ford Ord area
- Consider removing bike lanes near courthouse (not finished lanes)
- Identify priority projects
- Consider the information on map both English and Spanish
- Consider including Monterey-Salinas Transit frequent transit information
- Consider removing bike parking on the (navigation bar)

8. **COMMITTEE CALENDAR AND APPOINTMENTS FOR 2016**

The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office.

Ariana Green, Associate Transportation Planner reported that the Bicycle and Pedestrian Facilities Advisory Committee must elect officers and approve its meeting calendar for the next calendar year. She noted that an election is held in November of each year pursuant to the Committee Bylaws. The proposed schedule of meetings for 2016 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m. except for the months of July and December when all Agency committee meetings are cancelled.

**M/S/C** Ragsdale-Cronin /Cole /unanimous

Committee member Susan Ragsdale-Cronin nominated Eric Petersen for Chair and the motion was seconded by Committee member Tim Meehan.

**M/S/C** Petersen /Meehan /unanimous

Committee member Linda Petersen nominated Bernard Green for Vice Chair and Committee member Kevin Cole seconded the motion.
9. CICLOVIA SALINAS 2015 DEBRIEF
The Committee received a debrief on Ciclovia Salinas 2015.

Ariana Green, Associate Transportation Planner reported that Ciclovia Salinas is a youth-driven open streets event in its second year. The event was held on October 25th along Alisal Street in Salinas. Transportation Agency staff gave out 48 helmets and educated the community about bicycle safety and laws. In conclusion Ms. Green noted that Bernard Green set up a buffer bike lane with planters borrowed from the McShane nursery that was useful and the community enjoyed riding their bikes through.

Committee member Eric Petersen expressed that the youth volunteers showed great leadership. He noted that they will be leading our community in a few years.

Committee member Bernard Green thanked the Transportation Agency for great for the great collaboration with CSUMB.

Committee member Bill Boosman noted that the buffer using planters was a great experience.

10. ANNOUNCEMENTS AND/OR COMMENTS
Committee member Eric Petersen congratulated Transportation Agency staff members Ariana Green and Maria Montiel for receiving received an employee of the quarter certificate at the October TAMC Board meeting.

Committee member Tim Meehan announced his resignation and noted that the City of Monterey will need a new committee member to serve on the Bicycle and Pedestrian committee and to represent the City of Monterey.

Committee member Bernard Green announced that a Free Bike Skillz Training on November 14th at Monterey's Trinity High School. He also noted that you must attend one of the trainings in order to proceed and become a certified instructor. The Transportation Agency plans to host a League Cycling Instructor training seminar in Monterey County.

11. ADJOURNMENT
Chair Petersen adjourned the meeting at 7:40 pm
Memorandum

To: Bicycle & Pedestrian Facilities Advisory Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: January 6, 2016
Subject: Legislative Program

RECOMMENDED ACTION

RECEIVE and COMMENT on the draft 2016 Legislative Program.

SUMMARY

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

FINANCIAL IMPACT

The recommended action has no direct financial impact.

DISCUSSION

The 2015 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The draft 2016 legislative program continues this focus on transportation funding.

Attached is the draft 2016 legislative program. On December 2, 2015, the Board reviewed and discussed the draft 2016 Legislative Program and approved releasing the program to Committees for comment. Following the Committees’ review of the draft program, the final program will go to the Board in January for adoption.

Approved by: ________________________________  Date signed: December 14, 2015
Debra L. Hale, Executive Director

Regular Agenda

Attachment: Draft 2016 Legislative Program

Agency Counsel Review: N/A
Admin/Finance Approval: N/A
Draft 2016 Legislative Program: State Issues

1S. Increase and preserve funding for transportation projects, support the constitutional protection of all transportation funding resources, and preserve regional discretion and priority-setting.

2S. Encourage the state to increase investments in passenger rail and bus transit projects and seek funding for Monterey County projects.

3S. Support legislation that promotes transit-oriented development, complete streets, and active transportation projects.

4S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform, while retaining environmental protections.

5S. Support efforts to extend and expand Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.

6S. Support efforts to develop alternative funding sources to offset the reduction in gas tax revenues and ensure that any pay-by-the-mile funding is equitably assessed and distributed.

7S. Support redefinition of “disadvantaged communities” in the Greenhouse Gas Reduction Fund (i.e., “cap and trade”) grant program guidelines to better reflect economic and rural area considerations, and seek funding from the program for regional priority projects.

8S. Support measures to allow the California Department of Fish and Wildlife to allow Caltrans to adopt appropriate avoidance and mitigation measures to protect the Santa Cruz Long-Toed Salamander from potential impacts of the Highway 156 project.

9S. Support legislation to transfer funding derived from the sale of excess rights-of-way purchased for the Prunedale Bypass project to priority projects in the region.

10S. Support legislation to expand the Capitol Corridor Joint Powers Authority to Salinas, and to expand the Los Angeles-San Diego Rail Corridor Agency (LOSSAN) to San Francisco.

11S. Support efforts to allow cities and counties to fund and implement storm water runoff requirements for transportation projects.

12S. Support legislation that promotes transparency and access to information on rail transport of hazardous materials.

13S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.
Draft 2016 Legislative Program: Federal Issues

1F. Support the following priorities for federal transportation authorization legislation:
1. Approve a multi-year authorization bill to provide stability and certainty for transportation investments.
2. Stabilize and increase transportation funding sources to avoid the bankruptcy of the federal highway and transit trust funds:
   a. Increase and index the gas tax to inflation.
   b. Explore innovative funding mechanisms, such as a pay-by-the-mile user fee.
   c. Remove procedural obstacles that impede expenditure of authorized federal funding.
3. Allocate funding for projects that support safety, economic development, and job creation.
4. Support regional planning and priority-setting.
5. Support enhanced infrastructure bank programs.
6. Promote transit-oriented development, complete streets, and active transportation projects.
7. Streamline federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing passenger rail service for the traveling public.

2F. Support an adequate level of funding for Amtrak in the annual appropriations bill and authorization legislation and support a fair share allocation to California for capital improvements and vehicle acquisition.

3F. Support member agencies’ requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.
Memorandum

To: Bicycle & Pedestrian Facilities Advisory Committee

From: Grant Leonard, Assistant Transportation Planner

Meeting Date: January 6, 2016

Subject: Bicycle Secure Program

RECOMMENDED ACTION:
RECEIVE call for 2016 Bicycle Secure Program applications.

SUMMARY:
In December 2015, the Agency released the call for 2016 Bicycle Secure Program applications. The program has annual budget of $30,000 and funds bicycle racks, skateboard racks, bicycle lockers and fix-it stations. Applications are due to TAMC by February 4, 2016.

FINANCIAL IMPACT:
The Transportation Agency’s FY 2015/16 budget has $30,000 in Regional Surface Transportation Program funds designated for the Bicycle Secure Program.

DISCUSSION:
In 2014, the Transportation Agency budgeted Regional Surface Transportation Program funding to reinstate the Bicycle Protection Program under the new name “Bicycle Secure Program,” and distribute bicycle racks where they may be needed to support bicycling in Monterey County.

The Bicycle Secure Program continues the Agency’s public mandate to, among other things, work to achieve a coordinated and balanced regional transportation system by promoting healthy transportation. By providing secure bicycle parking, businesses and agencies can attract more bicycle-riding patrons and support bicycle commuting employees. Providing secure parking supports the growing number of people who choose to bicycle for economic, health, and environmental reasons.

In 2015, the Bicycle Secure Program provided new parking facilities that can accommodate approximately 150 bicycles and approximately 90 skateboards using the $30,000 budget. The applications came from schools, businesses, and non-profits from across Monterey County, including King City, Greenfield, Salinas, CSUMB, and Monterey. Additionally the Agency was able to support Salinas High School’s efforts to promote student bicycling by installing a new bicycle repair station at the high school, the first such station provided by the Agency.
Eligibility requirements for the 2016 grant cycle are the same as the 2015 cycle. Applicants can request bicycle racks, bicycle shelters, bicycle repair stations, skateboard racks, or funding for artistic bicycle racks. The Transportation Agency purchases the equipment and pay for delivery. Applicants are responsible for installing and maintaining racks and equipment.

The proposed schedule calls for an initial application period from December 4, 2015 to February 4, 2016. Staff will review all application materials and submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee at its March 2, 2016, and then submit a recommendation to the Agency Board for approval at its meeting on March 23, 2016. Following Board approval, the equipment will be distributed and installed between April and June, 2016.

A copy of the guidelines and application are included as a Web Attachment to this report. Committee members are encouraged to distribute applications for bicycle racks and lockers to interested property owners.

Approved by: ____________________________ Date signed: December 15, 2015

Debra L. Hale, Executive Director

Consent Agenda

Counsel Review: Yes
Finance/Admin Review: Yes

Web Attachment:
Bicycle Secure Program Guidelines and Application
Bicycle Secure Program
Program Guidelines and Application

Prepared by the
Transportation Agency for Monterey County

Adopted by the Transportation Agency Board
December 2015

PLEASE SUBMIT COMPLETED APPLICATIONS
BY 12:00 p.m. on February 4, 2016
TO THE TRANSPORTATION AGENCY
55-B PLAZA CIRCLE, SALINAS, CA 93901
Phone: (831) 775-0903; Fax: (831) 775-0897
Email: grant@tamcmonterey.org
GUIDELINES FOR THE
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
BICYCLE SECURE PROGRAM

Purpose

Encouraging bicycling for personal transportation is a major goal of the Transportation Agency for Monterey County. Access to secure and conveniently located bicycle parking supports individuals who choose to bicycle for everyday trips, like to work, school, shopping, or leisure. Alternately, the lack of available bicycle parking and the possibility of theft are strong deterrents to bicycle use. In an effort to promote bicycling, the Transportation Agency for Monterey County operates the Bicycle Secure Program as a tool for increasing the amount of safe and easily accessible bicycle parking. New to the program are public bicycle repair stations, which are stand-alone kiosks that contain tools for minor repairs, financial support for artistic bicycle rack designs, and skateboard racks.

The Agency administers the Bicycle Secure Program to help private businesses, local jurisdictions, school districts, and other public agencies in Monterey County acquire bicycle parking racks and repair stations to serve their employees, patrons and students. The program provides the bicycle parking facilities and offers assistance to identify the appropriate location and orientation of the rack or repair station for installation. It is the responsibility of the business or agency to install the facility securely in a safe and convenient location, and maintain the facility.

By providing secure bicycle parking, businesses and agencies can attract more bicycle-riding patrons and support bicycle commuting employees. Providing secure parking and repair stations supports the growing number of people who choose to bicycle for economic, health, and environmental reasons. Also, by encouraging people who travel to your business or office to bicycle, you can free up space for patrons and employees who drive.

Program Goals

- Increase the amount of secure bicycle parking in Monterey County
- Give high priority to locations without existing bicycle parking and businesses that cater to bicyclists (e.g. HER Helmet Thursdays businesses and organizations)
- Ensure equitable distribution of bicycle parking facilities across Monterey County
- Provide bicycle parking in convenient locations to encourage bicycling.
- Support artistic design of facilities that increase visibility of bicycle parking and maintain the character of a special area or district.

Program Budget

The Agency has an annual budget of $30,000 for the Bicycle Secure Program over a three year period beginning January 30, 2015.
Program Requirements or Specifications

1. Any private business, public agency, or non-profit organization located in Monterey County is eligible to apply for funding from this program.

2. The Transportation Agency will cover the purchase price (including tax, shipping and handling) of the equipment identified in Attachment 1. Installation and maintenance costs must be borne by the applicant.

3. To receive parking racks, lockers, or repair stations, businesses/agencies must complete an application and submit it to the Transportation Agency. Applications are reviewed by the TAMD Bicycle and Pedestrian Committee and sent to the Transportation Agency Board for approval.

4. Parking rack, locker, and repair station styles included in these guidelines are recommended (See Attachment 1). However, due to the number of new racks and innovations, other designs will be considered on a case-by-case basis to be approved by Transportation Agency staff.

5. Parking racks must be placed according to the minimum space requirements provided for in these guidelines, with adequate room for cyclists to maneuver their bicycles in and out of place. Racks must be well secured to an immovable object (e.g. the ground or wall). It is preferred that bicycle parking will be placed in a sheltered area on a paved, gravel, or decomposition-resistant surface.

6. Parking racks must be placed close to user destinations and building entrances to allow convenient access, i.e. closer than automobile parking but not necessarily closer than disabled parking spaces.

7. Parking facilities (racks and lockers) and repair stations are to be placed so as not to block or diminish accessibility to sidewalks, entrances, etc.

8. Businesses or agencies receiving parking facilities must agree to install and maintain the parking devices and areas in a clean and safe condition.

9. Parking facilities and repair stations will not be provided to applicants whose permit conditions require these facilities. Parking facilities and repair stations will only be awarded to applicants that are placing them voluntarily.

10. Approved applicants must submit digital photographs of the completed project to the Transportation Agency.

PLEASE NOTE THAT THE TRANSPORTATION AGENCY CAN RECLAIM A PARKING DEVICE AT ANY TIME IF IT IS REMOVED FROM THE ORIGINAL LOCATION AS DESCRIBED IN THE APPLICATION WITHOUT PRIOR APPROVAL.
**Recommended Bicycle Racks and Lockers**

A list of recommended racks, lockers, and repair stations can be found in Attachment 1. Applicants not interested in the approved racks and lockers can submit their requests for an alternate bicycle facility to the Transportation Agency. The Transportation Agency will review the requests on a case by case basis.

**Artistic Rack Funding**

The Transportation Agency recognizes and supports the aesthetic value that artistic bike racks bring to a community. Installing bicycle parking racks of innovative and aesthetic designs improves the local transportation infrastructure and enhances the community’s image as a livable and interesting area. In particular, installing artistic bicycle racks:

- Provides needed parking for the increasing number of people who choose bicycling as a transportation option
- Enhances the local image as a bicycle-friendly community; a community that regards bicycles as a permanent and important part of the transportation infrastructure.
- Encourages more people to choose cycling as a transportation option.
- Creates a symbol for our community’s livability that will attract positive attention from residents and visitors.
- Increases community support for bicycle parking.

In an effort to support artistic bicycle parking, the Transportation Agency offers financial assistance by providing up to a 1-1 funding match to applicants proposing artistic bike racks. The available funding match for each bike rack is equal to the average cost of one (1) recommended bicycle rack listed in Attachment 1 calculated based on the number of bicycles being secured, but cannot exceed 50% of the cost of the rack. The funding match will be provided on a reimbursement basis and must be requested within 6 months of application acceptance.

All program requirements and procedures apply to the funding match, including installation, spacing, access, and submission of post-installation photographs.
TAMC Bicycle Secure Program

Procedure for Receiving Grant

The following steps outline how to participate in the Bicycle Secure Program:

1. Determine a location for your bicycle parking. Parking should be reasonably close to your business or office entrance, preferably closer than the nearest car space. Bicycle parking generally requires at least a 60" X 74" space, so use this measure as a reference, and refer to the specifications contained in this packet if you have more space than that. If the desired location is on publicly owned land (city parking lot, sidewalk, etc.), then an encroachment permit may be necessary; call Transportation Agency for assistance (831-775-0903). If you would like to reduce one automobile parking space to add bicycle parking (bicycle corral), the Transportation Agency may write a letter in support of your application for any permits necessary for this reduction in automobile parking.

2. Determine what sort of parking device will best meet the needs of your business or agency. Will employees or customers be using them? Will the racks be used for long or short periods of time? How secure, in terms of access and visibility, is the probable location of the bicycle parking?

3. Submit a photo and sketch a layout of the proposed parking locations, and complete the attached Agreement to place bicycle rack(s) and or locker(s). Please also complete the attached Application form.

4. Sign and submit the Agreement with the Transportation Agency, promising to install, maintain and be responsible for the equipment requested.

5. Send ALL THREE of the following items to Transportation Agency by February 4, 2016:
   - Program Application.
   - Signed agreement to place bicycle racks and provide pre-installation and post-installation bicycle counts and photographs.
   - Site photographs and Map.
   - Data on current bicycle usage at your business/organization, photos of bicycle parking practices in the vicinity of the proposed site and support letters are strongly encouraged but not required.

6. Transportation Agency staff will review all application materials and submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee and then the Agency Board for approval.

   - Note: In an effort to ensure equitable distribution of equipment, applications seeking multiple parking racks, lockers, or repair stations may receive a partial award of the requested equipment.
7. Once the Transportation Agency has approved the recipients, staff will order the parking facilities in bulk. Transportation Agency hopes to take advantage of numerous orders simultaneously to receive bulk order pricing from manufacturers where possible. The anticipated date for acquiring the facilities is April of 2016.

8. Applicants must install the facilities within one month of delivery, as per the agreement, unless other arrangements have been made with Agency staff.

Due to limited funds for this program, bicycle parking facilities are not guaranteed to all that apply.

Please direct any questions about the program or the application process to Grant Leonard, Transportation Planner, at (831) 775-4402. All application materials must be submitted to: Bicycle Secure Program, Transportation Agency for Monterey County, 55-B Plaza Circle, Monterey, CA 93901, or email to grant@tamcmonterey.org, by February 4, 2016.
Transportation Agency for Monterey County
BICYCLE SECURE PROGRAM APPLICATION

Agency/Business Name: _____________________________________________

Address: __________________________________________________________________

Contact Person: _________________ Phone: _____________ Fax: _____________

Nature of Business/Agency: __________________________________________

Number of Employees: __________________________

Please specify reasons for requesting bicycle parking facilities:
   A. Who will use the facilities (e.g., employees, patrons, students)?:
      ____________________________________________

   B. How many parking spaces are needed?: ________________________________

   C. Will the facility be used for short-term parking (hourly use) or long-term parking
      (all-day or overnight)?: ____________________________________________

   D. Do you currently provide/have access to bicycle parking?: ______________
      a. If so, please describe:
         ______________________________

Please indicate the type bicycle facility requested, the mount style, and number desired. If you require assistance identifying the appropriate type of bicycle facility contact T AMC staff at (831)-775-0903.

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Rack/Locker/Repair Station</th>
<th>Style</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

Please be sure that the following items are enclosed to make this application complete:

   1. Completed agreement to place and maintain parking facilities and repair
      stations and provide pre-installation and post-installation photographs;
   2. Photograph and site map of proposed parking facilities and repair station
      locations in relation to location of buildings, auto parking, etc.
   3. Documented property owner’s permission (a letter) or public permit, if
      necessary, to install parking facilities and repair stations.
I certify that the owner of this property has granted permission to install bicycle racks at
the location(s) above and the letter of permission or permit is included with this
application. To the best of my knowledge and belief, the data and information included
in this application is true and correct and I am authorized to file this application on
behalf of the applicant.

Name and Title: ____________________________________________________

Signature: _______________________
Date: ________________
AGREEMENT TO PLACE AND MAINTAIN BICYCLE PARKING FACILITIES AND PROVIDE PRE AND POST-INSTALLATION PHOTOGRAPHS

The following is an agreement between the Transportation Agency for Monterey County (TAMC) and the undersigned, hereinafter referred to as Recipient:

The Recipient agrees that within one month of receipt of parking devices from TAMC or its contracted supplier, unless other arrangements have been made in writing, to install (#)______rack(s)/locker(s) capable of holding (#)______bicycles/skateboards at the location described in the attached map, or (#)______repair station(s).

Said photograph and map are attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement. Recipient will arrange for and pay for the installation of the following type of bicycle facilities. **Initials:** ________

The recipient agrees to attach said bicycle facilities in a secure and theft-proof fashion following the appropriate standard outlined in the Bicycle Secure Program Guidelines. Recipient also agrees to maintain the facility and surrounding area for the life of the devices.

The recipient agrees to provide post installation photographs of the installed facility.

The recipient agrees to exonerate, indemnify, defend, and hold harmless TAMC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which TAMC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the Recipient’s performance under the terms of this agreement, excepting any liability arising out of the sole negligence of TAMC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons. Recipient also agrees to accept, and TAMC hereby assigns, all manufacturing warranties of the awarded equipment, and Recipient absolves TAMC from any and all claims relating to the equipment itself.

The recipient further agrees that TAMC may exercise its option to repossess said facilities, upon termination of the present place of business by the business or upon removal of the rack(s)/locker(s) from the herein specified location(s).
TAMC Bicycle Secure Program

TAMC

By __________________________
Debra L. Hale
Executive Director

RECIPIENT

Recipient’s Business Name

By __________________________
(Signature)

(Name and Title)

(Address)

(City)

Dated: ________________________

Dated: ________________________

* * * * * * * * * * * * * * * * * * * * * *
Approved as to form:

______________________________
Kathryn Reimann
TAMC Counsel

Dated: ________________________
ATTACHMENT 1
BICYCLE RACK STYLES AND SPECIFICATIONS

Single Inverted U Racks:

Surface Mounted Single Inverted U
Height: 32”
Width: 30”
Flanges: 5” x 6” x 3/8”
Mounting Holes: (6) 9/16” dia.
Square Tube: 2” x 2” x .188” wall
Finish: Hot-dipped Galvanized

Sub-Surface Mounted Single Inverted U
Height: 42”
Width: 30”
Square Tube: 2” x 2” x .188” wall
Finish: Hot-dipped Galvanized
BICYCLE RACK STYLES AND SPECIFICATIONS

Rail Mounted Inverted U Racks:

![Diagram of Rail Mounted Inverted U Racks]

- **Side View**: 30”
- **Height**: 32”
- **Front View**: 36”
- **Top Views**: Triple and Quadruple
BICYCLE RACK STYLES AND SPECIFICATIONS

Surface Mounted Single Circular Rack:

- **Height:** 32.375”
- **Width:** 36”
- **Flanges:** 5” x 6” x 3/8”
- **Mounting Holes:** (4) 9/16” dia.
- **Mounting Bolts:** 1/2” x 3.75” Wedge Anchor Bolt or 1/2” x 3.75” Anchor Rawl Spike
- **Hoop:** 2” x 0.188” Square Tube
- **Finish:** Hot-dipped Galvanized (−G)
  Powder-coated (−P)
  Stainless #4 Brush Finish (−SS)
BICYCLE RACK STYLES AND SPECIFICATIONS

Post-and-Ring Bike Rack:

3/8" Cap and 3/8" x 3" Internal Wedge (see cutaway detail)

Hole for 3/8" Bolt

2" x 2" x .188" Wall Square Tubing

2 1/2" I.D. Schedule 40 Pipe

Open Bottom

Additional notes:
- Finish: hot-dip galvanized
- Orientation: ring parallel to curb
- Mounting: rack fits over standard parking meter post with City-supplied post flange

Cutaway Detail:
Fastening Wedge and Bolt with Security Nut in Top of Rack

Front View

3 3/4"

3/8" Flatbar Wedge

Side View

3/8" Mushroom Head Stainless Steel Bolt with Security Nut
BICYCLE RACK STYLES AND SPECIFICATIONS

Angled Bike Rack:
BICYCLE RACK STYLES AND SPECIFICATIONS

Wall Mounted Bike Rack:
BICYCLE RACK STYLES AND SPECIFICATIONS

Wall Mounted Bike Rack:

![Image of wall-mounted bike rack]

![Image of wall-mounted bike rack on brick wall]
ARTISTIC BICYCLE RACK EXAMPLES
BICYCLE CORRAL / PARKING SPACE CONVERSION
SPACING FOR BICYCLE RACKS:

**Spacing Between Racks:**
Each inverted U-rack accommodates two bicycles, and requires a total “footprint” space of 2'X6'. Aisles between the footprints should be at least 1' wide, and 2' aisles are preferred. Bars should be centered in the footprint space.

**Spacing Between Racks and Building when Bikes Are Parallel to Building:**
When bicycles will be parked parallel to a building, bike bars should be located at least 3' from the obstruction to allow for maneuvering handlebars between the locking devices and the building.

**Spacing Between Racks and Curb When Bikes Are Parallel to Curb:**
When bicycles will be parked parallel to a curb, bike bars should be at least 2' from the curb.

**Spacing Between Racks and Obstruction When Bikes Are Perpendicular to Obstruction:**
When bicycles will be parked perpendicular to a building, curb, or other obstruction, locking devices may be located as shown in the diagram at right.

**Spacing When Racks Are Placed in a Diagonal Formation:**
When bicycle bars will be placed diagonally to a building or other obstruction the angle may be varied; however, the bike parking area must still maintain a 2'X6' footprint and the aisles between the footprints should be at least 1' but preferably 2'.
BICYCLE LOCKER STYLES AND SPECIFICATIONS

Models 301, 301 P, 302 Bike Lockers:
More information can be found at: http://www.dero.com/brochures/bike_lockers.pdf.

Bike-to-Work Lockers (Steel):
More information can be found at: http://bikeparking.com/btwlockerm/BTWL02M-spec.pdf.
BICYCLE LOCKER STYLES AND SPECIFICATIONS

Bike Lid:

More information can be found at: http://www.bikelid.com/various-options-for-the-bike-storage-containers/height-and-weight-of-bikelid.html.
BICYCLE REPAIR (FIX-IT) STATION
SKATEBOARD RACK STYLES
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee  
From: Virginia Murillo, Assistant Transportation Planner  
Meeting Date: January 6, 2016  
Subject: 2016 Monterey County Active Transportation Plan

RECOMMENDED ACTION:

RECEIVE report on the 2016 Monterey County Active Transportation Plan update, and PROVIDE input on the proposed outreach approach.

SUMMARY:
The Transportation Agency will be preparing an update to the Monterey County Active Transportation Plan in 2016. Staff is proposing to update the plan in-house, with consultant assistance to develop conceptual designs for high priority bicycle and pedestrian projects. Staff is proposing to conduct community outreach to identify high priority bicycle and pedestrian projects.

FINANCIAL IMPACT:
The Transportation Agency budgeted $50,000, to be paid for out of TAMC reserve funding, to begin preparation of the 2016 Active Transportation Plan update in the 2015/2016 fiscal year.

DISCUSSION:
The State’s Active Transportation Program encourages increased use of active modes of transportation, such as bicycling and walking. Having an updated countywide active transportation plan makes bicycle and pedestrian projects more competitive for grant funding through the State’s Active Transportation Program.

The Transportation Agency adopted the most recent Bicycle and Pedestrian Master Plan in 2011. For the 2011 Master Plan, staff and the consultant team worked closely with key stakeholders throughout the planning process and involved them directly in the development of bicycle facility alignments and Agency priorities. The 2011 Plan identified all existing and proposed bicycle projects and facilities for all of the jurisdictions within Monterey County.
The 2016 Active Transportation Plan will be an update of the 2011 Bicycle and Pedestrian Master Plan. The 2016 Plan will focus on identifying high priority bicycle and pedestrian projects. The 2016 Plan will also focus on analyzing key gaps from the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility design, and will identify areas for enhanced regional and local connectivity. The 2016 Plan will be prepared according to the State's guidelines for Active Transportation Plans. The 2016 Plan will contain maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the 2016 Plan will include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Since bringing this item to the Committee in November, staff has revised the project timeline to allow more time for Plan outreach and development. Outreach and community input for the Plan are scheduled for the springtime. Staff plans to obtain input on high priority bicycle and pedestrian projects, in consultation with TAMC's Bicycle and Pedestrian Committee, the Technical Advisory Committee, the Trail Planners Advisory Council and staff from each of the jurisdictions. To obtain community input, staff will be developing a project website, and will use the https://tamc.mysidewalk.com/ page. Additionally, staff will take advantage of Bike Month Activities in May to obtain input on the Plan update.

Staff requests Committee input on the proposed outreach process.

Approved by: ____________________________
Debra L. Hale, Executive Director

Date signed: December 14, 2015

Regular Agenda

Counsel Approval: N/A
Finance Approval: Yes
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Assistant Transportation Planner
Meeting Date: January 6, 2016
Subject: Regional Bicycle and Pedestrian Wayfinding Plan

RECOMMENDED ACTION:

RECEIVE update on the Regional Bicycle and Pedestrian Wayfinding Plan, and PROVIDE input on the draft implementation strategy.

SUMMARY:
The Regional Bicycle and Pedestrian Wayfinding Plan will include wayfinding sign design guidelines, identification and branding of regional bicycle and pedestrian routes, and provide an implementation strategy. Staff will present the final wayfinding sign design concept and the draft implementation strategy.

FINANCIAL IMPACT:
Staff expenses and funding for a $30,000 contract with Alta Planning + Design to design the wayfinding signs and update the Monterey County Bicycle Map is included in the Agency’s adopted FY 2015-16 budget. The Transportation Agency has budgeted $90,000 of Regional Surface Transportation Funds to implement the Wayfinding Plan.

DISCUSSION:
A complete network of bicycle paths and lanes, secure bicycle storage, and ways to find comfortable routes to destinations are three key elements that encourage bicycling for transportation. These elements can attract an estimated 60% of potential bicyclists who indicate that they would cycle more often if it were safer and easier to do so.

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

Staff has been working with the Wayfinding Plan Advisory Committee. The Wayfinding Plan Advisory Committee is comprised of project stakeholders including representatives from the Bicycle and Pedestrian 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 Company, and Monterey-Salinas Transit. In addition, staff has solicited public input on the proposed routes and sign design using the mySidewalk page: https://tamc.mysidewalk.com/.

Since the last update to the Bicycle and Pedestrian Committee, the Wayfinding Plan Advisory Committee has established Wayfinding Plan goals, identified regional bicycle and pedestrian routes to be signed, has chosen a wayfinding sign design theme and has discussed implementation strategies. Wayfinding Plan Advisory Committee members and members of the community have expressed the need to prioritize signage along key areas where connectivity from one bike facility to another is confusing, such as Monterey Bay Sanctuary Scenic Trail connectivity in Sand City. After these priority areas are signed, regional routes that have existing bicycle facilities along the entirety of the route, such as the Salinas periphery route, will be signed. Alta Planning + Design is finalizing the wayfinding sign design package, and will be providing cost estimates to assist staff in the development of the implementation strategy.

Staff will present the draft implementation strategy and the final draft of the wayfinding sign design, which may also be found online at: http://bit.ly/1IF6bD6.

Approved by: Debra L. Hale, Executive Director
Date signed: December 14, 2015

Regular Agenda
Counsel Approval: N/A
Finance Approval: Yes
The first roundabout intersection in use in Salinas is at Skyway Boulevard and East Alisal Street. Roundabouts are known to have less congestion, calmer traffic and provide a safer route for drivers, pedestrians and cyclists. By reducing speed and eliminating left turns, roundabouts reduce collisions by 75 percent.

Yulianda Vazquez works at First Five office in the Firehouse Recreation Center, situated at the intersection. “It is much better, we used to hear the screech of brakes a lot, and sometimes crashes,” Vazquez said of the circular intersection. “Now the traffic is more fluid.”

The two lanes of traffic travel in one direction -- in a circle. Traffic entering the roundabout flows to the right and exits to the right. This eliminates the potential for deadly right-angle collisions, known as T-bone impacts.

Rubi Galarza, of Building Healthy Communities, told me she felt uneasy about using the roundabout. So she tried it: while driving to the BHC office on Williams Road as I watched. The road signs were clear and there was no problem. “That was fun,” said Galarza, surprised after her car sailed through the intersection without having to come to a stop.

A roundabout has no red lights or stop signs. Approaching drivers slow down, turn right, go around the circle and then exit to the right. There is no left turn lane backing up the traffic. There are no people getting angry waiting for a light to change. This circular intersection adapts to conditions of heavy or light traffic. And unlike traffic lights, roundabouts are still operable during a power failure.

“The drivers in the circle have the right of way,” said Jesse Rivas, of Salinas Public Works, as he supervised the final touches of construction to the roundabout on Thursday. “The drivers entering the roundabout must yield to cars already inside the circle. Since the speed is low, yielding and merging is not difficult for the entering vehicles.”

Enforcement by geometry: The 15 mph speed limit does not need to be enforced by a police officer. The circular shape means that drivers cannot exceed 20 mph. The geometry of the roundabout enforces its own speed limit.

Faster vehicle speeds increase the likelihood of a pedestrian being hit, according to the Federal Highway Administration Information Center. Once hit by a car, the likelihood of death is directly linked to the speed at time of impact. The two E’s of reducing traffic speed are engineering and enforcement. Roundabout intersection engineering provides its own enforcement.

Big vehicles, no problem: While I was observing the traffic, I saw a large truck loaded with tractors go through the roundabout without a problem. James Serrano, a Salinas City planner, said he watched a double-trailer truck rig go through the roundabout using part of the truck apron. The truck apron (the outer part of the inner island) provides an area for long vehicles to let the tires ride up on the sloped curb.
Long term saving: This roundabout was expensive to build, costing $1.5 million. However; it will generate savings over time. No traffic signal maintenance is needed because there is no stoplight. The biggest savings by far is preventing deaths and injuries from collisions. The decrease in fatal accidents in roundabout intersections, when compared to right-angle intersections, is a stunning 90 percent.

Air quality is improved by roundabouts because there are no vehicles idling at red lights. Salinas was awarded a grant by the Monterey Bay Unified Air Pollution Control District in the amount of $200,000 for this new intersection.

Attend TMC meeting: Transportation Agency for Monterey County Wayfinding Plan Committee is designing countywide bicycling directional signs. The Wayfinding meeting will be 1:30 to 3:00 p.m., Thursday. It will available three ways: online, by phone or in person at the TAMC office, 55 Plaza Circle, Salinas. The agenda is online at http://bit.ly/1Y9X7JW. People can join online at https://zoom.us/j/617724260 or by telephone 415-762-9988 ID: 617-724-260. If you have questions call Virginia Murillo, 831-775-4415 in a recent column I discussed the lack of south county participants at these meetings This technology helps make countywide participation possible.

Online: salinas roundabout http://bit.ly/1kyaoOk

Follow MacGregor "Goya" Eddy on Twitter at @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 93930

Read or Share this story: http://bit.ly/1j2Qfyj
Salinas drivers ease into roundabout

http://www.thecalifornian.com/story/news/2015/11/15/salinas-drivers-eas...