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.

**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 June 3, 2015. – Montiel

**END OF CONSENT AGENDA**
4. RECEIVE report on Pacific Grove SR 68 Corridor Study - Green
Pages 9 – 11

The Transportation Agency has launched an effort to study the State Route 68 Corridor in Pacific Grove and identify safety improvements for bicyclists and pedestrians.

5. RECEIVE report on Monterey County Bike Month 2015

PROVIDE direction to staff on future planning for Monterey County Bike Month and Bike Education – Green
Pages 12 - 13

Bike Month is a national campaign held annually in May to promote bicycling. The Agency has dedicated Transportation Development Act funds for an annual campaign over a three year funding cycle, and requests direction from the committee on planning for future campaigns.

6. RECEIVE information on Class IV Bikeways - Green

(No Enclosure)

7. 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)

8. ADJOURN

ANNOUNCEMENTS
Next Committee meeting:
Wednesday September 2, 2015
Sand City Council Chambers
1 Sylvan Park, Sand City, California 93955
Light refreshments will be provided

If you have any items for the next agenda, please submit them to:
Ariana Green, Bicycle and Pedestrian Coordinator
By Thursday, August 20, 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, August 20, 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

C1 None this month.

Reports, Meetings, Announcements and Publications

R1 None this month.
<table>
<thead>
<tr>
<th>M1</th>
<th>“We Could Car Less: Salinas lane changes are needed”, Salinas Californian (July 19, 2015).</th>
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<tbody>
<tr>
<td>M2</td>
<td>“Traffic Planners say Monterey County could get 23 roundabouts”, The Carmel Pine Cone (July 17, 2015).</td>
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### TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

Bicycle and Pedestrian Facilities Advisory Committee

**Draft Minutes of June 3, 2015**

Held at the Sand City Council Chamber
1 Sylvan Park, Sand City, CA

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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**
None this month.

3. **BEGINNING OF CONSENT AGENDA**

   | M/S/C | Petersen/Johnson/unanimous |

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of May 6, 2015.

3.2 Received information on amended bicycle related bills.

**END OF CONSENT AGENDA**
4. REGIONAL BICYCLE AND PEDESTRIAN WAYFINDING PLAN UPDATE

The Committee received an update on the Regional Bicycle and Pedestrian Wayfinding Plan project, and provided input on the proposed regional routes.

Virginia Murillo, Assistant Transportation Planner reported that the Regional Bicycle and Pedestrian Wayfinding Plan will provide standard guidelines for bicycle and pedestrian wayfinding signage throughout Monterey County. She noted that 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. She noted that 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 could incorporate into their own wayfinding signage in order to improve wayfinding across city boundaries. She noted that Transportation Agency staff has been soliciting public input on the proposed routes using the mySidewalk page: https://tamc.mysidewalk.com/ Bicycle and Pedestrian Committee members are welcome to participate in the mySidewalk discussion. In conclusion Ms. Murillo noted that the Transportation Agency will be working with Alta Planning + Design to develop a unique wayfinding sign design and update the Monterey County Bicycle Map. She noted that the visioning meeting, where the Wayfinding Plan Advisory Committee will discuss the preferred wayfinding sign design theme, is scheduled for June 4th from 1:30 p.m. to 3 p.m. Bicycle and Pedestrian Committee members, as well as members of the public are welcome to attend the meeting.

The Committee had the following recommendation on the Regional Bicycle and Pedestrian Wayfinding Plan project:

- Consider developing a list of bicycle infrastructure gaps along regional routes (to include in the TMC Bicycle & Pedestrian Master Plan update)
- Consider prioritizing routes for implementation
- Consider wayfinding signage on Arroyo seco
- Consider wayfinding from Carmel Valley Road to Greenfield
- Consider contacting Estevan Rojas for South County input
- Consider wayfinding signage on Laureles Grade
- Consider contacting Ernie Gallardo for South County input
5. TRANSPORTATION IMPROVEMENT MEASURE OUTREACH PLAN

The Committee received a presentation on the Transportation Improvement Measure Outreach Plan and Expenditure Plan; and provided input on the Transportation Expenditure Plan.

Theresa Wright, Community Outreach Coordinator/Associate Transportation Planner reported that the challenge 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. She noted that 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. She noted that 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 conclusion Ms. Wright noted that 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 Committee had the following input on the Transportation Improvement Measure Outreach Plan:

- Consider connecting the Carmel Hill bike path to the high school
- Consider adding bicyclist and pedestrians to the Holman Highway animation
- Consider all mobility needs
- Consider more frequent transit service from Monterey Salinas Transit providers
- Consider more frequent transit service at CSUMB
- Consider completion of the Monterey Bay Sanctuary Scenic Trail
- Recognize and support the development of sustainable communities

6. ANNOUNCEMENTS AND/OR COMMENTS

Mari Lynch announced that Ciclovia Salinas is in the planning process and stay tuned for future dates. She also announced the deadline of June 19, 2015 for summer youth internship applications.

Chairman Petersen noted that a debrief meeting on Bike Week is scheduled after the Bicycle and Pedestrian Committee meeting.

Committee member Bernard Green thanked everyone who attended the bicycle safety trainings at CSUMB.

Committee member D.L. Johnson noted that he has seen lot of electric bicycles in the area. He also mentioned that it seems like they are going over 25 miles per hour and expressed the need for education.

7. ADJOURNMENT

Chair Petersen adjourned the meeting at 7:31 pm
Memorandum

To: Bicycle & Pedestrian Facilities Advisory Committee
From: Ariana Green, Associate Transportation Planner
Meeting Date: August 5, 2015
Subject: Pacific Grove SR 68 Corridor Study

RECOMMENDED ACTION:
RECEIVE report on the Pacific Grove SR 68 Corridor Study.

SUMMARY:
The Transportation Agency has launched an effort to study the State Route 68 Corridor in Pacific Grove and identify safety improvements for bicyclists and pedestrians.

FINANCIAL IMPACT:
The project budget is $150,000, utilizing a $120,000 Caltrans Partnership Planning for Sustainable Transportation grant and budgeted $15,000 funding from the Agency public outreach program. The City of Pacific Grove is also contributing $15,000 to the project. In June 2015 the TAMC Board approved a contract with consulting firm Eisen/Letunic to assist with the study.

DISCUSSION:
The purpose of the State Route 68 Corridor Study through Pacific Grove is to identify projects to improve pedestrian and bicycle safety in this corridor, to a level of detail sufficient for the City of Pacific Grove to pursue funding opportunities to further develop and construct improvements. This study also presents an opportunity to partner with Caltrans to implement “complete streets” projects and advance regional sustainable transportation initiatives.

The study area includes State Route 68 between the Pacific Grove city limits and Asilomar Boulevard, and is divided into three distinct segments: 1) Forest Avenue between the City limits and Sunset Drive, 2) Sunset Drive to the end of State Route 68 at 17 Mile Drive; and 3) Sunset Drive to Asilomar Boulevard. Each segment has different land uses, features and needs.

Following a competitive bidding process, approved by the Board at the March 2015 meeting, staff received four proposals. Three firms were interviewed by the review committee on June 10, 2015. The firm Eisen/Letunic, based in Berkeley, CA was selected as the most qualified based on the firm’s qualifications developing bicycle and pedestrian plans and corridor plans for other public agencies; their project approach emphasizing public engagement and implementation; and their overall cost proposal. Eisen/Letunic’s sub-consultants Fehr & Peers and Mark Thomas & Company have local experience including the West Broadway
Urban Village in Seaside, Monterey Citywide Transportation Plan and East Market Street Safe Routes to School in Salinas.

The consultant scope of work includes the following:
- Document existing conditions and plans governing development of the corridor,
- Identify pedestrian and bicycle safety needs and infrastructure gaps;
- Engage the community and stakeholders throughout the process;
- Develop conceptual designs for improvements needed to address the gaps identified; and
- Develop an implementation strategy that includes a matrix matching proposed projects to potential funding sources;
- Produce draft and final reports.

The Pacific Grove SR 68 Corridor Study is expected to take 13 months to complete. The project schedule and scope of work are attached.

Approved by: [Signature]
Debra L. Hale, Executive Director

Date signed: 7/30/15

Regular Agenda

Attachments: Project Schedule

Web Attachment: Project Scope of Work
Proposed approach

Project understanding

The Eisen|Letunic team proposes to conduct a corridor study for State Route 68 through Pacific Grove that addresses the needs, concerns and objectives of residents, the City, TAMC and agency partners related to walking and biking. Based on our understanding of the request for proposals, below are what we see as the key project and client objectives:

- A study that, at its heart, identifies a set of prioritized projects to make walking and biking in the corridor—including for school students and disabled individuals—safer, easier and more popular, as a way of advancing broader livability and sustainability goals.

- A thorough planning process that comprises an inventory of existing conditions; an assessment of needs, concerns, opportunities and constraints; conceptual design alternatives for focus areas along the roadway; and steps to facilitate implementation of improvements, namely cost estimates, prioritization of projects and phasing and funding strategies.

- A robust outreach and participation process that engages stakeholders and the broader public through a range of opportunities and channels, including meetings, hearings, workshops, online surveys and a project webpage.

- Close coordination and cooperation, and shared credit and responsibility, among the consultant team, TAMC staff and partner agencies, particularly the City of Pacific Grove, with monthly meetings and conference calls to discuss the project’s progress and to plan upcoming tasks and activities.

- As the final project deliverable, a concise, accessible and attractive document that is easy to read, interpret and follow; and that serves as an effective advocacy document to inspire and engage the City’s residents and to attract outside grant funds.

- Longer-term, a project that the community is proud of and that serves as a complete streets model for other corridors in Monterey County and other Caltrans corridors.

Proposed work plan

Below is our team’s proposed task-by-task work plan for carrying out the State Route 68 Corridor Study. For each task, we describe our proposed approach and outline the deliverables to be provided. Our work plan includes all the services and activities required in the project RFP, though organized differently. The correspondence between the tasks in the RFP and our proposed tasks is explained in more detail near the end of this...
document in the section on “Exceptions and Deviations” (page Error! Bookmark not defined.).

Task 1 | Project launch

This task constitutes the launch of the project with the consultant on board. It incorporates Task 2.1 from the RFP (“Consultant Kick-off Meeting”) and parts of RFP Tasks 1 and 3 related to the project’s start-up phase.

1.1 | Kick-off meeting

Key members of the consultant team will attend an initial project meeting with TAMC staff and invited representatives of partner agencies at TAMC’s offices. The purpose of the meeting will be three-fold: (i) discuss and confirm goals, objectives, expectations for the planning process, and also requirements; (ii) confirm or refine the project work plan, schedule and budget; and (iii) discuss in more detail the approach to the project’s launch-related outreach (Tasks 1.2 and 1.3).

Based on the meeting discussion, Eisen|Letunic will refine, add detail as necessary and produce a final version of the project work plan, schedule and budget contained in this proposal. We will also set up an FTP site or file-sharing folder on Dropbox or similar service for use by the project team.

Deliverable(s)

D1.a Meeting-related materials (agenda, handouts, meeting summary notes)
D1.b Formal project work plan, schedule and budget
D1.c File-sharing folder or website

1.2 | First round of presentations to decision-making bodies and stakeholder groups

Eisen|Letunic will make our first round of presentations to four decision-making bodies—the Pacific Grove City Council, Planning Commission and Traffic Safety Commission, and the TAMC Board of Directors—and at least six stakeholder groups (to be identified by TAMC and the partner agencies, including those on the list on page 3 of the RFP). We will be primarily responsible for the scheduling of, and logistics for, the presentations to the stakeholder groups, with assistance from staff at the partner agencies as appropriate. The reverse will be true for the presentations to the decision-making bodies.

The presentations will have several purposes:

- Introduce the consultants;
- Introduce the project by laying out the upcoming planning process;
- Announce the upcoming round of public and stakeholder outreach;
- Solicit initial input, guidance and direction on the study; and
- Answer questions.

One important consideration is that decision-making bodies and other organizations tend to meet less frequently during the summer months, particularly in August. For this reason the presentations should be scheduled, to the extent possible, in June (or early July). Also, to reduce travel expenses, we will schedule presentations to stakeholder groups on as few different days as possible.

Deliverable(s)

D1.d Presentation-related materials for all the hearings and meetings (handouts, slide show, boards, assistance to City
1.3 | Other launch-related outreach

In this task, Eisen|Letunic will develop materials related to the project launch for purposes of public outreach, engagement and participation. In formulating the materials, we will take into account input from the decision-making bodies and stakeholder groups presented to earlier. Materials will include:

- Email distribution list for disseminating information, announcements and materials about the study stakeholder list. The email list will be compiled with the help of the agency partners and through a web-based form where the public can sign up.

- Content for the websites of TAMB, the City and other interested partner agencies. This includes a description of the project; outline of tasks; project timeline; announcements; public deliverables; contact information; and helpful links. Eisen|Letunic will update content as appropriate throughout the duration of the project.

- Mailer to property owners and residents along the corridor (using a list of addresses provided by the City).

- Article or press release for the local media.

- In addition, we will help TAMB staff set up and update the mySidewalk page for the project as necessary.

Task 2 | Existing conditions

This task expands RFP Task 2.2, and incorporates subtasks from RFP Task 3 (“Public Outreach”) related to public and stakeholder review of the existing conditions analysis.

2.1 | Monthly project team meeting (July 2015)

Eisen|Letunic will organize a conference call for members of the consultant team, TAMB staff and interested representatives of partner agencies. The purpose of the meeting will be several-fold: (i) debrief on work to date; (ii) review the status of the project schedule and budget; and (iii) discuss the approach to the initial subtasks related to existing conditions (Tasks 2.2 to 2.4).

Deliverable(s)

D2.a Meeting-related materials (agenda, handouts, meeting summary notes )
materials and data for the State Route 68 corridor in Pacific Grove. (To help us assemble materials, we will submit a data request to TAMC, the City and the partner agencies for information that is most likely to reside with those agencies.) We will focus our review and analysis on the following areas:

- Recent traffic volumes, which we understand will be provided by Caltrans.
- Number and location of collisions, serious injuries and fatalities involving pedestrians and cyclists, using data from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) and any other available sources.
- Existing and planned land use patterns, specifically activity centers and other key destinations for pedestrians and cyclists such as schools, parks, commercial areas, residential neighborhoods, civic buildings and other community facilities and places of assembly.
- Any locally available information on pedestrian and bicycle counts and mode split.
- Transit service.
- Programs and activities in place related to transportation demand management; traffic education and enforcement; and pedestrian and bicycling safety and encouragement.

No deliverables (the information gathered will be incorporated into the report on existing conditions)

2.3 | Review and summarize related plans
Eisen|Letunic will collect, review and summarize the planning documents listed on page 12 of the RFP as well as any additional relevant plans concerning land use and transportation in the project area that are suggested by agency partners. In particular, we will pay attention to capital infrastructure improvements and land use developments proposed for the corridor, and also policies and design standards guiding the evolution of the corridor.

No deliverables (information will be incorporated into the report on existing conditions)

2.4 | Conduct walking field survey
Eisen|Letunic, with help from Fehr & Peers, will organize and conduct a day-long walking audit, or field survey, of the corridor for TAMC and City staff and representatives of partner agencies and stakeholder groups. (We could consider opening the field survey to a limited number of members of the public at large on a first-come-first-served registration basis.) The survey will cover the stretch of State Route 68 from the City limits north to Asilomar Boulevard, an approximately 1.8-mile segment.

We will convene in the morning at a set location. Participants will be briefed on the purpose of the survey and will be given maps of the corridor and a checklist of issues to look for during the walk; refreshments will be provided. The field survey will focus on the following areas:

- Roadway width and allocation of the right-of-way.
- Existence and condition of pedestrian and bicycle facilities.
- Traffic movements, patterns and behaviors.
- Gaps, obstacles and challenges to walking and biking.
• Areas and opportunities for improvement and constraints to making such improvements.

Participants will be encouraged to voice their observations and ideas. We will photograph conditions and write-up findings of the field survey for the administrative draft report on existing conditions (see Task 2.7)

**Deliverable(s)**

D2.b Materials for the survey participants: area map, checklist, supplies (clipboards, pens, name tags, refreshments, etc.)

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2.5 | Monthly project team meeting (August 2015)

As in Task 2.1, Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing the report on existing conditions (Task 2.7).

**Deliverable(s)**

D2.c Call-related materials (agenda, advance handouts, meeting summary notes)

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2.6 | Prepare corridor map

Fehr & Peers, assisted by Eisen|Letunic, will prepare an existing conditions map of the corridor, broken down into the three segments specific on pages 12–13 of the RFP. The map will show conditions gleaned from Tasks 2.2, 2.3 and 2.4, such as existing and planned land uses; key destinations and activity centers; collisions; physical gaps, obstacles and barriers; and opportunity areas.

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2.7 | Administrative draft report on existing conditions

Eisen|Letunic will prepare an administrative draft version of the existing conditions report. The report will compile the information developed in Tasks 2.2, 2.3 and 2.4 and the map prepared in Task 2.6. During this task TAMC and partner agency staff will have the opportunity to review the report and provide comments on it. We anticipate that TAMC staff will distribute the plan to the partner agencies and solicit their feedback; collect and compile any feedback provided; and offer direction on which comments to incorporate and how (especially in the case of conflicting comments).

**Deliverable(s)**

D2.d Administrative draft report on existing conditions

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2.8 | Monthly project team meeting (September 2015)

We propose that this monthly team meeting be in person rather than over the phone, and that it be combined with one of the regular partner agency meetings convened by TAMC. The primary purpose of the meeting would be
to receive feedback on the administrative draft report on existing conditions.

**Deliverable(s)**

**D2.e** Meeting-related materials (agenda, handouts, meeting summary notes)

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### 2.9 | Public draft report on existing conditions

Based on feedback from TAMC and partner agencies, Eisen|Letunic will revise the administrative draft report. The revised report will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAMC and the City.

**Deliverable(s)**

**D2.f** Public draft report on existing conditions

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### 2.10 | First round of community workshops

In this task, Eisen|Letunic will organize (in consultation with TAMC and City staff) and facilitate the first round of community workshops on the corridor study. Recognizing that there are different constituencies and interests along the corridor, there will be two workshops, one for the corridor’s commercial shopping center and the other geared toward students, parents and residents. We will begin the workshop by presenting key findings from the existing conditions inventory. We will then engage participants through a variety of tools and methods so as to elicit input on needs, concerns and opportunities that will inform the development of design alternatives. Tools will include a slide presentation, a trade-offs exercise, large-scale maps and discussion stations. The workshop will be publicized through the project email list and agency websites. As part of this task we will also develop an online survey (using SurveyMonkey or a similar service) as an additional way of canvassing the public on both general and specific needs and concerns.

**Deliverable(s)**

**D2.g** Workshop-related materials and supplies (slide presentation, boards, large-scale maps, flipcharts, sign-in sheets, name tags, refreshments, meeting summary notes, etc.)

**D2.h** Online survey on design alternatives

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### Task 3 | Conceptual design alternatives

This task expands RFP Task 2.3, and incorporates subtasks from RFP Task 3 (“Public Outreach”) related to public and stakeholder review of the conceptual design alternatives.

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### 3.1 | Monthly project team meeting (October 2015)

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to developing the conceptual design alternatives (Task 3.2).

**Deliverable(s)**

**D3.a** Call-related materials (agenda, advance handouts, meeting summary notes)
3.2 | Administrative draft report on conceptual design alternatives

This task will be a team effort among the three firms on our team. Based on input received during Task 2 on the community’s needs and concerns, Fehr & Peers will prepare visuals showing three design alternatives for one focus area in each of the three study segments, for a total of nine visuals. The designs will explore ways to make walking and biking in the corridor safer and more convenient; to improve the aesthetics of the corridor; and to have the first stretch of the corridor serve as an attractive gateway into Pacific Grove. The designs will need to balance trade-offs and competing interests along the corridor. This will be especially true over the use of public right-of-way for such amenities as sidewalks, bike lanes, on-street parking and street trees and landscaping.

The format of the visuals—to be determined based on input from TAMC and partner agencies—will be plan views representing a typical block with a cross section; or renderings, photo simulations and visualizations of potential changes and improvements to the roadway.

The design alternatives will incorporate, as appropriate: sidewalks, bulb-outs and other intersection improvements for safer pedestrian crossings, disabled-access improvements, bike lanes and paths, improved shoulders, signage, striping and markings, street furniture and improved lighting. In turn, Mark Thomas & Company will incorporate drainage and underground utility improvements, landscaping and, to the extent feasible, “green infrastructure” treatments and measures such as bioswales and permeable-pavement areas. Mark Thomas & Company will also prepare cost estimates for proposed improvements. As an optional task, Fehr & Peers can produce a detailed conceptual design layout for the full corridor based on the preferred alternative and a qualitative operations analysis using available data.

Eisen|Letunic, with assistance from our teammates, will develop a methodology for evaluating the alternatives and prioritizing specific projects within them. To help the public formulate their opinions, alternatives and projects will be compared on such criteria as the potential to improve safety, the potential to encourage a mode shift, technical feasibility and likelihood of attracting funding. Importantly, the methodology will be designed to position projects to compete well for outside funding, particularly under the State’s Active Transportation Program.

Lastly, Eisen|Letunic will compile the administrative draft report. The report, which will include the visuals, will document and compare how each design alternative addresses needs and takes advantage of
opportunities along the corridor to improve access and connectivity for pedestrians and cyclists.

**Deliverable(s)**

*D3.b*  Administrative draft report on the conceptual design alternatives, including visuals

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**3.3 | Monthly project team meeting**

(November 2015)

We propose that this monthly team meeting be in person rather than over the phone, and that it be combined with one of the regular partner agency meetings convened by TAMC. The primary purpose of the meeting would be to receive feedback on the administrative draft report on the conceptual design alternatives.

**Deliverable(s)**

*D3.c*  Meeting-related materials (agenda, handouts, meeting summary notes)

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**3.4 | Public draft report on conceptual design alternatives**

Based on feedback from TAML and partner agencies, Eisen Letunic will revise the administrative draft report. The revised report will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAML and the City.

**Deliverable(s)**

*D3.d*  Public draft report on the conceptual design alternatives

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**3.5 | Second round of stakeholder meetings**

Eisen Letunic will make a second round of presentations to at least six stakeholder groups (to be identified by TAML and the partner agencies, including those on the list on page 3 of the RFP). The purpose will be to present and solicit feedback on the conceptual design alternatives developed in Task 3.2 and refined in Task 3.4. To help the stakeholders formulate their comments, we will focus on inherent trade-offs in the design alternatives, and the pluses and minuses of each one. We will be primarily responsible for the scheduling of, and logistics for, the presentations, with assistance from staff at the partner agencies as appropriate.

**Deliverable(s)**

*D3.e*  Presentation-related materials for all the meetings (handouts, slide show, boards, etc.)

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**3.6 | Second round of community workshops**

Eisen Letunic will organize and facilitate the second round of two community workshops. The purpose of the workshops will be to present and solicit feedback on the conceptual design alternatives (see Task 2.10 for more detail on how the workshops would be and structured). As part of this task we will also develop an online survey (using SurveyMonkey or a similar service) as an additional way of canvassing the public on the design alternatives.
Deliverable(s)

D3.f Workshop-related materials and supplies (slide presentation, boards, large-scale maps, flipcharts, sign-in sheets, name tags, refreshments, meeting summary notes, etc.)

D3.g Online survey on design alternatives

Task 4 | Draft corridor study

This task expands RFP Task 2.4, and incorporates subtasks from RFP Task 3 related to review and comment of the administrative and draft versions of the corridor study.

4.1 | Monthly project team meeting
(December 2015)

Eisen Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing the administrative draft of the corridor study (Task 4.2).

Deliverable(s)

D4.a Call-related materials (agenda, advance handouts, meeting notes)

4.2 | Administrative draft corridor study

Eisen Letunic will prepare an administrative draft version of the corridor study. The study will compile the information developed in Task 2 (existing conditions) and Task 3 (conceptual design alternatives). The draft study will also include an implementation strategy, with a prioritized and phased list of recommended improvements, suggested “next steps” and a matrix of potential funding sources matched up to the recommended improvements eligible under each funding source. A key aim of the implementation strategy will be to facilitate the preparation of competitive grant-funding applications. The strategy will reflect the fact that implementation will be led by the City of Pacific Grove.

During this task TAMC and partner agency staff will have the opportunity to review the study and provide comments on it. Ideally, the draft study will be ready in time to advance projects for funding consideration by TAMC under grant opportunities in spring 2016. The study will also be used to inform the formulation of projects under Pacific Grove’s long-range sidewalk improvement program.

Deliverable(s)

D4.b Administrative draft corridor study

4.3 | Monthly project team meeting
(February 2016)

Eisen Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss in more detail the approach to preparing and submitting for review the public draft of the corridor study (Tasks 4.4 and 4.5).
4.4 | Public draft corridor study

Based on feedback from TAMC and partner agencies, Eisen|Letunic will revise the administrative draft of the corridor study. The revised study will constitute the version to be made available to the public. The public draft will be distributed through the project email list and will be posted on the websites of TAMC and the City.

Deliverable(s)

- D4.c Call-related materials (agenda, advance handouts, meeting summary notes)

5.1 | Monthly project team meeting (March 2016)

Eisen|Letunic will organize a conference call for the project team to debrief on work to date; review the status of the project schedule and budget; and discuss the approach to preparing the final corridor study and submitting it for approval and acceptance (Tasks 5.2 and 5.3).

Deliverable(s)

- D5.a Call-related materials (agenda, advance handouts, meeting summary notes)

5.2 | Prepare final corridor study

Based on feedback received from the agencies, decision-making bodies, stakeholders and the public, Eisen|Letunic will revise the public draft of the corridor study. The revised study will constitute the final corridor study.

Deliverable(s)

- D5.b Final corridor study

5.3 | Study approval and acceptance

The final corridor study prepared in Task 5.2 will be submitted to the Pacific Grove City Council for approval. If necessary, Eisen|Letunic will make a final presentation...
on the project to the City Council. Lastly, the final corridor study will also be forwarded to the TAMC Board for acceptance as part of the Board’s consent calendar.

**Deliverable(s)**

*D5.c  Presentation-related materials for City Council hearing, if necessary (handouts, slide show, boards, assistance to City staff in preparing staff reports)*

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**5.4  |  Revise final corridor study**

Following approval of the corridor study, we will make any needed revisions to the final version to address any final comments by the City Council and to reflect final action taken on the document.

**Deliverable(s)**

*D5.d  Revised final corridor study*
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee

From: Ariana Green, Transportation Planner

Meeting Date: August 5, 2015

Subject: Monterey County Bike Month

RECOMMENDED ACTION:

1. RECEIVE report on Monterey County Bike Month 2015; and
2. PROVIDE direction to staff on future planning for Monterey County Bike Month and Bike Education.

SUMMARY:

Bike Month is a national campaign held annually in May to promote bicycling. The Agency has dedicated Transportation Development Act funds for an annual campaign over a three year funding cycle, and requests direction from the committee on planning for future campaigns.

FINANCIAL IMPACT:

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

DISCUSSION:

The League of American Bicyclists has designated the month of May as National Bike Month. The purpose of Bike Month is to increase public awareness of bicycling as a form of transportation, as well as to generate enthusiasm for bicycling in general. One of the findings of the 2014 Alliance Benchmarking Report prepared by the Alliance for Biking and Walking, which examines nationwide bicycling and walking data, is that more people bike and walk to work in communities with strong bicycling and pedestrian advocacy.

Monterey County Bike Month 2015

2015 Bike Month activities included the Salinas Criterium Bike Race, 4th Annual Bicycling Monterey Intergenerational Ride, Monterey Hostel Bike Travel 101, Salinas Community Ride, Bike Skillz training and Bike to School week events at several elementary schools. The Transportation Agency also contracted with Ecology Action who leveraged TMC funds to secure additional funding from the Monterey Peninsula Foundation and the Community Foundation of Monterey County. In total, Ecology action conducted bicycle safety trainings at 17 schools in Monterey County reaching 303 students. 87%
of students reported that they will ride more safely after the training and 71% said they would ride more often.

Future Planning

Staff is now proposing to allocate eligible funds to support a more robust public outreach campaign during Bike Month and provide additional bicycle safety training opportunities over the next two years. In the past, the Bike Week/Month campaigns were planned and funded by the Agency, with support from the committee. Staffing for that effort, which required a half person year to execute annually, is no longer available in the Agency budget. Staff is instead proposing to support Bike Month in the future as a funding partner and promoter of events that occur throughout Monterey County.

Staff is requesting that the committee provide direction on a proposal for Bike Month and bike education beginning in 2015. The staff recommended approach focuses on supporting bicycle safety trainings for children and adults, hosting a seminar in Monterey County so that others in the community may become certified bicycle safety training instructors, and promoting bicycling events during Bike Month.

Bicycle Safety Trainings (Children): Over the past few years, TMC has contracted with Ecology Action to conduct bicycle safety trainings at elementary schools. In 2015 Ecology Action leveraged TMC funds to expand the scope of their work from trainings at 2 schools to trainings at 17 elementary schools in Monterey County. Staff recommends contracting with Ecology Action to provide additional safety trainings in Monterey County in 2016.

Bicycle Safety Trainings (Adults): In May 2015, Tripwise organized a bicycle safety training at CSUMB geared toward adults. The course was taught by a League Certified Instructor and covered legal rights and duties, riding with traffic, bicycle laws and more. Staff recommends supporting a series of Bike Skillz courses in several locations in the county in late summer/early fall 2015. Those interested in becoming a League Certified Instructor must attend and pass this course before attending the League Certified Instructor Seminar.

League of American Bicyclists Instructor Certification Seminar: Currently, there are only 2 League of American Bicyclists Certified Instructors in Monterey County. Staff recommends hosting a training seminar in Monterey County and subsidizing the $300 entrance fee to encourage participation (maximum of 16 participants). The goal is to certify local bicycle advocates who would then in turn organize/teach bicycle safety trainings. The Seminar would occur in winter or spring of 2016, after the series of prerequisite adult bicycle safety trainings.

Bike to School/Work Packets: TMC will continue to fund and distribute Bike to School/Work packets and other resources to assist interested parents/school administrators/employers to organize their own Bike to School/Work event.

Salinas Ciclovía: Staff recommends that TMC contribute funds to support the Salinas Ciclovía event(s).

Bike Month Coordination and Promotion: Staff recommends resources be focused on outreach and marketing of existing community events during Bike Month and less on event planning and execution.

Approved by: Debra L. Hale, Executive Director

Date signed: 7/22/15

Regular Agenda

Web Attachments:
1. Ecology Action Bike Smart Final Report
2. 2015 Bike Month Flyer

Counsel Review: N/A
Finance/Admin Review: Yes
Ecology Action’s

Bike Smart!

Youth Bicycle Safety Training in Monterey County

Final Report

June 2015

Funded by

The Transportation Agency of Monterey County
Executive Summary:
Support from the Transportation Agency of Monterey County (TAMC) allowed Ecology Action’s Bike Smart program to conduct extensive bicycle safety training at two elementary schools in Monterey County. Funding from TAMC is leveraged by the Monterey Peninsula Foundation and the Community Foundation of Monterey County, to not only reach the two schools listed in the report, but 17 Monterey County schools in total. Financial support from TAMC was critical, as both foundations require matching funds.

Throughout the grant cycle, we trained 303 students from 11 classes at Martin Luther King, Jr. Academy and Monterey Park Elementary, both in Salinas. At Martin Luther King Jr. Academy, we worked with 2 5th grade classes and 3 6th grade classes. At Monterey Park Elementary, we trained students from 2 5th grade classes, 1 5th/6th grade class, 2 6th grade classes, and 1 SDC class (Special Day Class).

All participating students received a 1-hr bicycle safety presentation, which covered numerous bicycle safety lessons including helmet use, how to be more visible, ways to ride predictably on the street, common potential conflicts and much more. In addition, students participated in discussions about the benefits of bicycling, both with a smaller-scale individual focus, as well as the larger impact on communities and the world.

Following the in-class presentation, students participated in an on-bike training, which allowed students to physically practice the bicycle safety tips previously discussed. Bike Smart uses an intersection-based layout, which allows students to practice navigating the safety course as they would ride on real city streets. Students were able to practice riding in a straight line, riding on the right side of the road, avoiding objects in the path, crossing rail road tracks, doing a shoulder check, stopping at stop signs, completing a right turn and left turn and proceeding straight through the intersection. By organizing the rodeo in such a way so that students are crossing paths as they navigate the intersection, each student is forced to be cognizant of other road users, communicate their intentions and ride in the correct manner to avoid potential traffic conflicts.

All trainings were conducted by two League of American Bicyclists League Certified Instructors.

Evaluation:
The Bike Smart program is dedicated to delivering a high quality, effective, fun bicycle safety program. As such, the program is diligent about collecting various points of data to assess the program’s success. Bike Smart asks that all participating teachers provide an evaluation of the training components. For the presentation evaluation, teachers are asked to rate the presentation on a scale of 1 to 5 for each of the following topics: warm up activities (reasons to ride), helmet discussion, bicycle safely videos/animations, handouts, age appropriateness and the presentation skills of speaker. Overall, the teachers served throughout the course of this grant rated the presentation 4.6 out of 5, with 5 representing Excellent.

Following the rodeo, teachers are additionally asked to rate the rodeo on the following criteria:
1. Youth learned important bicycle safety skills.
2. Students improved their bicycle safety skills.
3. Youth enjoyed the activities.
4. Staff and volunteers were knowledgeable and effective.

The average rating for these rodeo evaluations was 4.9 out of 5, with 5 representing Excellent. Teachers were also encouraged to provide written feedback for both the presentation and rodeo. Some examples of teacher comments include:

- “This was a very informative activity for the students at our school.”
- “Parents were thrilled this was offered for their child.”
- “Students appear more enthusiastic about bikes and safety.”
- “Children need to know how to be safe on a bike before we can expect them to ride to school and generally use their bikes.”
- “Students learned the rules and laws of riding a bike. Everything was great!”

In addition to teacher feedback, Bike Smart also collects student data to ensure effectiveness of the program. Students are quizzed on their knowledge of bicycle safety both before and after participation. On average, across the 11 participating classes, students had a 20.6% increase in quiz score. Of all students that completed a post presentation quiz, 68% scored 100% and 96% scored above 80%. We also ask students to complete a rodeo evaluation survey. Analysis of those survey results show that 87% of students report that they will ride more safely after completing the Bike Smart program and 71% of students say they will ride more often. Additionally, 96% of students declare that the rodeo was Great/Good.

Students were also encouraged to provide written feedback for Bike Smart training. Some examples of student comments include:

- “I liked that the rodeo teaches you to be safe.”
- “I learned that we have to use a helmet.”
- “The rodeo helped me with my bike skills.”
- “I liked the rodeo because we got to ride a bike!”
- “There should be lots of bike rodeos so people can learn!”

Overall, the program was exceptionally well received by the students and the school communities. Additionally, Bike Smart staff was profoundly impressed by the improvement in cycling skills that the students demonstrated. In all, this past spring, support from TAMC allowed us to deepen our relationship with Martin Luther King, Jr. and reach out to a new school – Monterey Park Elementary. As the Bike Smart program continues to grow and service even more schools in Monterey County, we look forward to a continued partnership with the Transportation Agency of Monterey County. With any continued financial support from TAMC, Ecology Action will continue to leverage public and private funds to be able to serve event more schools in Monterey County.
Bike Smart Rodeo Event Photos | Salinas, CA
Spring 2015

* Photos do not have parent release forms and cannot be released or promoted in public.
May is Bike Month in Monterey County, so ditch your four wheels for two and have fun at one of the Bike Month events!

CALENDAR OF EVENTS:

- **May 3**: Salinas Criterium Bike Race, Moffett Industrial Park, Salinas
- **May 5**: Salinas Bike to City Council
- **May 9**: 4th Annual Bicycling Monterey Intergenerational Ride, Fort Ord Dunes State Park
- **May 6**: National Bike to Work/School Day
- **May 6**: Bayview Elementary Bike to School Week
- **May 11-15**: Kammann Elementary Bike Week
- **May 18**: Bike Travel 101, 778 Hawthorne Street Monterey
- **May 20**: Twilight Ride, Laguna Seca
- **May 23**: Bike to Shop Day
- **May 30**: Salinas Community Ride
- **May 30**: Artichoke Festival Bike Valet

**Every Thursday**: HER Helmet Discounts at participating businesses

For more information visit tamcmonterey.org or call 831-775-0903.

Bike Month is a project of:
CONDADO DE MONTEREY
MES DE LA BICI

¡Mayo es el Mes de la Bici en Condado de Monterey, así que cambie sus cuatro ruedas por dos y diviértase en uno de nuestros eventos!

CALENDARIO DE EVENTOS:

- 3 de mayo: Carrera de bicicletas de Salinas Critérium, Moffett Industrial Park, Salinas
- 5 de mayo: Bici al Ayuntamiento de Salinas
- 6 de mayo: Día nacional de ir al trabajo/escuela en bici
- 6 de mayo: Semana de ir a la escuela en bicicleta de Bayview Elementary
- 9 de mayo: Cuarto paseo intergeneracional anual en bicicleta de Monterey – Fort Ord Dunes State Park
- 11-15 de mayo: Semana de la bicicleta de Kamman Elementary
- 18 de mayo: Taller sobre viajes largos por bici, 778 Hawthorne Street Monterey
- 20 de mayo: Paseo del anochecer, Laguna Seca
- 23 de mayo: Día de ir de compras en bici
- 30 de mayo: Paseo Comunitario de Salinas
- 30 de mayo: Festival de Alcachofa valet para bicicletas
- Todos los jueves: Descuentos de cascos para HER en tiendas participantes

Para más información, visite tamcmonterey.org o llame al 831-775-0903

El mes de las bicicletas es un proyecto de:

EN ASOCIACIÓN CON:
I received a “Jackass of the Month” award recently from an anonymous writer(s) for my June 22 column in which I advocate for narrowing street lanes in a road project slated for Salinas. Under a crude picture of a donkey was the following message, printed in capital letters: “I have lived in countries (sic) with narrow streets and they do not work well. The traffic engineers have developed the standard for streets, within Salinas after much consideration for emergency vehicles. When you have a fire with narrow streets it’s very difficult to combat fires with narrow streets. With ambulance it is total gridlock.”

This award notice was unsigned. Why this person chose to write anonymously to raise valid points about public safety, I cannot imagine.

This award refers to the topic in which I discussed new research on the width of traffic lanes. The column was not about the width of the street. The research cited in my column indicated that 12-foot-wide lanes for traffic within cities resulted in a higher accident rate and a higher death rate of the accidents. The research showed that 10 1/2 feet was shown in the studies to be the safer. The whole street would not be reduced by smaller lanes for traffic. The extra pavement could be used for bicycle lanes. It is easier for bicycles to move aside for emergency vehicles than it is for cars or trucks to make way.

The National Association of City Transportation Officials state in their Urban Street Design Guide that “Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street’s safety without impacting traffic operations.”

The Jackass award givers do not seem to have read the column. The issue of narrow streets and emergency vehicles is a valid one, and there are proposals to reduce the traffic width of specific streets in Salinas.

The Salinas-Marina Multimodal Corridor project does include narrowing the width of West Alisal Street. The project has been reviewed by the City Traffic Commission and the Salinas City Council at public meetings announced in this column (and many other places.) James Serrano, Traffic Planning engineer with the City of Salinas Public Works department, says: “The Salinas City Fire department has been involved at every stage of the Multimodal Corridor planning since 2002. Public safety is a serious concern that is taken into consideration.”

When our streets are clogged with single occupancy vehicles then it is hard for fire trucks, ambulances and trucks with goods and services to get where they need to go. The Multi-Modal Corridor would provide faster more frequent bus service and safer bicycling in order to reduce traffic congestion.

**Bike for fun, fitness:** Come laugh at me puff-puff-puffing on my bicycle at a world famous race track. Join me on Wednesday at the Mazda (Laguna Seca) Raceway off of Highway 68 for the once a month Twilight Ride. All ages are welcome, helmets are required and the fee is $10. We can wheel around freely on the legendary corkscrew racetrack between 5:30 and 7:30 pm. To see a calendar of this and other recreational bicycle events go to [http://bit.ly/BikeCalendar](http://bit.ly/BikeCalendar).

**Rio Road decision:** The Monterey County Board of Supervisors is to decide between street parking and bicycle safety on Rio Road. The beautiful Rio Road area in Carmel is enjoyed by both locals and tourists who bicycle. There have been accidents where children have been hit by cars while bicycling to school. On Tuesday, the county board will decide on the Rio Road Ordinance, which would ban on-street parking to make a safe bicycle lane; for details see [http://bit.ly/BikeRioRd](http://bit.ly/BikeRioRd). The issue of parking versus bicycles is a countywide concern.

**South county buses:** Monterey-Salinas Transit (MST) will start expanded service to south county on Aug. 1, delayed from the planned start date of July 25. Information: email customerservice@mst.org or call 888-678-2871 for details.

Be safe.

Follow MacGregor “Goya” Eddy on Twitter at @Goya1949. Contact her by email at wecouldcarless@gmail.com or mail to: We Could Car Less, The Salinas Californian, 123 W. Alisal St., Salinas 93901.

Read or Share this story: [http://bit.ly/1JatQJV](http://bit.ly/1JatQJV)
Traffic planners say Monterey County could get 23 roundabouts

By KELLY NIX

As initial work is being done for a new $32.2 million roundabout at the intersection of Highway 1 and Highway 68, the results of a detailed study regarding nearly two dozen possible roundabouts in the county — including Pacific Grove — will be released soon.

In August, the Transportation Agency for Monterey County expects to receive the findings of a "regional roundabout study" that looks at 23 intersections throughout the county and the feasibility of turning them into roundabouts.

"The analysis will basically try to compare how a roundabout would operate compared to a traditional intersection with a signal or traffic sign," Michael Zeller, senior transportation planner with TMC, told The Pine Cone.

P.G. considered

While consultant Kittelson & Associates was paid $369,938 to study intersections in Monterey, Seaside, Marina, Salinas, South Monterey County and other areas, the intersection at First Street and Central Avenue in Pacific Grove is also being analyzed.

"In looking at the preliminary results, it seems like a roundabout would function slightly better there, operationally," Zeller said of the P.G. intersection.

Zeller said he's planning to bring a draft of the report to TMC's technical advisory committee on Aug. 6.

In Monterey, the intersections of Pearl Street and Camino El Estero, Del Monte and English avenues, and Munras Avenue and El Dorado Street are being studied, while Tioga and California avenues in Sand City, and Broadway Avenue and Del Monte Boulevard in Seaside, are also being looked at.

Although initial construction costs for roundabouts are often higher than traditional intersections, long-term costs tend to be less than intersections with traffic lights, according to TMC. And roundabouts, which are ubiquitous in Europe but still rare in most parts of the United States, are thought to be safer.

"A well-documented study found that converting 23 test intersections throughout the United States from traffic signals to roundabouts reduced fatal crashes by 90 percent and reduced all crashes by 75 percent," according to Zeller in an April memo.

The study coincides with work TMC and the City of Monterey are doing in preparation for a big roundabout at the intersection of Highways 68 and 1 in Monterey.

Safer for bicyclists, walkers

TAMC, in partnership with the City of Pacific Grove and Caltrans, has commissioned another study to find out ways to improve bicycle and pedestrian safety along Highway 68 in Pacific Grove, a state route that winds from Asilomar to about Morse Drive, but does not include the Highway 68 portion from Morse to Highway 1 known as Holman Highway.

"In the past, there have been some pedestrian collisions and people have generally complained about feeling unsafe in walking along" the Highway 68 corridor in P.G., TAMC planner Ariana Green told The Pine Cone.

Though there are bike lanes on parts of the route, the study, performed primarily by Berkeley-based consultant Eisen Lutunic, "will look at maybe connecting the bike lanes," Green said, as well as making pedestrian crossings safer.

Concerns include sidewalks that are either missing or incomplete along the route, drive-ways that present safety concerns for pedestrians in the commercial areas, and other issues.

"Despite the potential for non-motorized trips in the corridor," a project description says, infrastructure on 68 in the city "is not adequate to accommodate safe, convenient access for pedestrians and bicyclists."

The examination will be "divided into three distinct segments with different land uses, features and needs," and includes Forest Avenue between the city limits and Sunset Drive, where sidewalks and "bicycle facilities are missing;" Sunset Drive to 17 Mile Drive; and the mixed commercial and residential district from 17 Mile Drive to Asilomar.

Green said the analysis, which costs about $150,000, would be launched in late summer or early fall.

"This study will involve a lot of public participation, so there will be meetings and public workshops" for residents to ask questions and offer input, she said.

Actual construction for the large roundabout, which will be near CHOMP, is scheduled to begin in March 2016.

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If you just turned 65, or are about to, it's time to start thinking about signing up for Medicare. Aspire Health Plan (HMO) just made that easier.

✓ CHOICES? CHECK. (We have 3 plans. All include prescription drug coverage.)

✓ ALL YOUR MEDICARE COVERAGE IN ONE PLAN? CHECK. (We have 1 plan, 1 card. And with our plans, there's no need for a supplement.)

✓ LOCAL? NOT-FOR-PROFIT? CHECK. (Let us handle everything for you close to home.)

✓ DENTAL AND VISION BENEFITS? CHECK.

Call us today to request an appointment with a sales representative or to receive information by mail. (831) 574-4938

Aspire Health Plan is an HMO plan with a Medicare contract. Enrollment in Aspire Health Plan depends on contract renewal. The benefit information provided is a brief summary, not a complete description of benefits. Limitations, co-payments, and restrictions may apply. Benefits, formulary, pharmacy network, provider network, premium and/or copayments/co-insurance may change on January 1 of each year. For more information contact the plan. This information is available in an alternate format or language. You may call our Member Services Department at (831) 574-4938 or toll free at (855) 570-1600, 8 a.m. – 8 p.m., Monday through Friday to request the information in an alternate format or language. TTY users should call (831) 574-4940 or toll free (855) 332-7195. Esta información está disponible en un formato o idioma alternativo. Usted puede llamar a nuestro Departamento de Servicios para Miembros al (831) 574-4938 o al número gratuito (855) 570-1600, 8 a.m. – 8 p.m., de lunes a viernes, para solicitar la información en un formato o idioma alternativo. Los usuarios de TTY deben llamar al (831) 574-4940 o al número gratuito (855) 332-7195.