

# **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)**

**Wednesday, August 2, 2017  
6:00 PM**

## **TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC) TAMC Conference Room AGENDA**

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

### **1. ROLL CALL**

Call to order and self-introductions. Committee bylaws specify that a quorum shall consist of a majority (7) of the number of voting memberships actually filled at that time (13); the existence of any vacancies shall not be counted for purposes of establishing a quorum. If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to assure a quorum is appreciated.

### **2. PUBLIC COMMENTS**

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

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### **3. BEGINNING OF CONSENT AGENDA**

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of Transportation Agency and Executive Committee. Comments on items on today's agenda may be given when that agenda item is discussed.

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

**- Montiel**

*The Draft minutes of the May 3, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.*

**END OF CONSENT AGENDA**

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

- Zeller

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

5. **RECEIVE** update on the SR 68 Scenic Highway Plan.

-Leonard

*The SR 68 Scenic Highway Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements, and the potential for wildlife connectivity enhancements.*

6. **RECEIVE** presentation on Monterey-Salinas Transit's RealTime advertising campaign.

- Rheinheimer

*Monterey-Salinas Transit's RealTime is a set of tools (text, phone, app and maps) that allow transit passengers to obtain real-time information about the arrival of their next bus. MST staff will present information about the RealTime program to the Committee.*

7. **RECEIVE** report on Monterey County Bike Month 2017, and **PROVIDE** direction to staff on future planning for Monterey County Bike Month and Bike Education. - *No Enclosure*

- Murillo

*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 and events.*

8. **ANNOUNCEMENTS and/or COMMENTS**

9. **ADJOURN**

## ANNOUNCEMENTS

Next Bicycle & Pedestrian Facilities Advisory Committee meeting will be on  
**Wednesday, September 6, 2017**  
**Sand City Council Chamber**  
**1 Sylvan Park, Sand City, California, 93955**

*Light refreshments will be provided*

**If you have any items for the next agenda, please submit them to:**  
**Virginia Murillo, Bicycle and Pedestrian Coordinator**  
[virginia@tamcmonterey.org](mailto:virginia@tamcmonterey.org)

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

**Transportation Agency for Monterey County**  
**55-B Plaza Circle, Salinas, CA 93901-2902**  
**Monday thru Friday 8:00 a.m. - 5:00 p.m.**  
**TEL: 831-775-0903**  
**FAX: 831-775-0897**

The Committee Agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

*If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.*

## CORRESPONDENCE, MEDIA CLIPPINGS, & REPORTS

**Correspondence - No items this month.**

### **Media Clipping**

- M 1.** Bike Month Profiles: Transportation Champions (Monterey County Weekly, May 2017)
- M 2.** [Golden Helmet Award \(Salinas Californian, May 25, 2017\)](#)
- M 3.** [Commission reviews top Salinas intersections needing signals \(Salinas Californian, June 14, 2017\)](#)
- M 4.** [SB 1 - How Can the New Gas Tax Improve Bicycling and Build Healthy Communities in California? \(CalBike, June 30, 2017\)](#)
- M 5.** [Older drivers: What to do if you cannot drive anymore \(Salinas Californian, July 20, 2017\)](#)

### **Reports**

- R 1.** [California Bicycle Safety Facts \(UC Berkeley, June 2017\)](#)



## *Memorandum*

**To:** Bicycle and Pedestrian Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** August 2, 2017  
**Subject:** **Bicycle and Pedestrian Facilities Advisory Committee minutes of May 3, 2017**

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### **RECOMMENDED ACTION:**

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

### **SUMMARY:**

The Draft minutes of the May 3, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

### **FINANCIAL IMPACT:**

This item has no financial impact.

### **DISCUSSION:**

The draft minutes of the May 3, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

### **ATTACHMENTS:**

- BPC Draft May minutes

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**  
**Bicycle and Pedestrian Facilities Advisory Committee**  
**Draft Minutes of May 3, 2017**

Held at the Transportation Agency for Monterey County  
Sand City Council Chamber, 1 Sylvan Park, Sand City

Voting Members	SEP 16	OCT 16	NOV 16	JAN 17	FEB 17	MAR 17	APR 17	MAY 17
Eric Petersen, District 1, Past Chair	P	P	P	P	P	P	P	P
Jerry Ramos – District 2	-	E	-	-	E	-	E	E
Vacant – District 3	-	-	-	-	-	-	-	-
Jeff Wriedt, District 4 ( <i>Frank Henderson</i> )	P	P	P	P	P	P	P(A)	P
Jeff Lindenthal, District 5 ( <i>Geof Tibbitts</i> )	P	P	E	P	E	-	P	E
D. L. Johnson, Carmel-By-The Sea	P	P	E	-	P	P	P	-
Del Rey Oaks - vacant	-	-	-	-	-	-	-	-
Gonzales - Vacant	-	-	-	-	-	-	-	-
Greenfield - Vacant	-	-	-	-	-	-	-	-
Michael LeBarre, King City	P	P	P	P	P	E	P	P
Vacant, Marina, ( <i>Debra Daniels</i> )	-	-	-	-	-	-	-	-
Monterey - Vacant,	-	-	-	-	-	-	-	-
Linda Petersen, Pacific Grove ( <i>Tony Prock</i> )	P	E	P	E	P	P	P	P
Chris Flescher, Salinas, Chair ( <i>Mark Lasnik</i> )	P	P	P	P	P	P	P	P
Sand City - Vacant	-	-	-	-	-	-	-	-
Jan Valencia, Seaside ( <i>Ralph Wege</i> )	P	P	-	P	P	P	P	P
Soledad - Vacant	-	-	-	-	-	-	-	-
David Craft, MBUAPCD	P	P	P	-	-	P	-	P
Lisa Rheinheimer, Monterey Salinas Transit - Vice Chair	P	P	P	P	P	E	P	P
Bill Boosman, Velo Club of Monterey ( <i>Vera Noghera</i> )	P(A)	P(A)	P	P	P	P	P	P(A)
Mary Israel, FORA ( <i>Jonathan Brinkmann</i> )	-	P	P	P	P	P	P	P
N. County Recreation & Park District - Vacant	-	-	-	-	-	-	-	-
James Serrano, Salinas Public Works	-	-	-	-	-	-	-	-
Raul Martinez – County Public Works	P	-	P	P	E	P	-	P
Caltrans - District 5	-	-	-	-	-	-	-	-
–AMBAG ( <i>Sasha Tepedelenova</i> )	-	-	-	-	-	-	-	-
Vacant, Pebble Beach Company	-	-	-	-	-	-	-	-
Brian Cook, CSUMB ( <i>Matthew McCluney</i> )	P	P	E	P(A)	P	P	P	P
<b>E – Excused</b>	<b>VC – Video Conference</b>							
<b>P(A) – Alternate</b>	<b>TC – Teleconference</b>							

	SEP 16	OCT 16	NOV 16	JAN 17	FEB 17	MAR 17	APR 17	MAY 17
<b>TRANSPORTATION AGENCY STAFF</b>								
Debbie Hale, Executive Director	-	E	E	E	-	E	E	E
Todd Muck, Deputy Executive Director	-	P	E	P	P	E	E	E
Ariana Green, Associate Transportation Planner	E	E	E	E	-	P	P	E
Virginia Murillo, Transportation Planner	P	P	P	P	P	P	P	P
Maria Montiel, Administrative Assistant	P	P	P	P	P	P	P	P

**OTHERS PRESENT:**

Matthew McCluney CSUMB Sue Benjaram MORCA

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

- PUBLIC COMMENTS**

None this month.

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- BEGINNING OF CONSENT AGENDA**

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

Abstain: Jeff Wriedt

- 3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of April 5, 2017 with the following correction on item 4: Eric Petersen noted that, in his opinion, the City of Marina should have followed the Caltrans highway design manual on past projects.

**END OF CONSENT AGENDA**

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- COMPETITIVE GRANTS – REVIEW COMMITTEE**

The Committee was asked to nominate up to three members of the Bicycle and Pedestrian Facilities Advisory Committee to serve on the TAMC Competitive Grant Application Review Committee.

Virginia Murillo, Transportation Planner, reported that the Transportation Agency Board approved a new cycle of competitive grants at its March 2017 meeting. She noted that the Regional Surface Transportation Program is a federal program that provides states and local jurisdictions with funding that can be used for a wide range of eligible transportation projects. The Transportation Agency receives an annual apportionment of Regional Surface Transportation Program funding, passed through the State. The portion of Regional Surface Transportation Program funds that has been set aside for the competitive grants program is \$6.95 million. In conclusion Ms. Murillo noted that Agency staff is seeking to establish an ad hoc committee to review and rank the applications, and provide funding recommendations. She noted that the ad hoc committee would meet on June 23, 2017 and June 26, 2017 to discuss the initial scoring of applications and finalize the recommendations.

**M/S/C** LeBarre/L. Petersen /unanimous

The following committee members were nominated to serve on the TAMC Competitive Grant Application Review Committee:

1. Lisa Rheinheimer
2. Mary Israel
3. Vera Noghera

## **5. SR 68 SCENIC HIGHWAY PLAN UPDATE**

The Committee received an update on the SR 68 Scenic Highway Plan, and provided comments on the draft corridor improvements concepts.

Grant Leonard, Transportation Planner noted that TAMC received a Caltrans Sustainable Communities Planning Grant to evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements, and the potential for wildlife connectivity enhancements. He noted that in the spring of 2016, the Transportation Agency conducted a round of public outreach to determine what the public viewed as the most critical needs for the corridor. The outreach included a public workshop, meetings with local jurisdictions and stakeholder groups, and an interactive online forum for people to provide comments. He noted that the findings of the analysis are included in technical memoranda that are available for public review at <http://www.sr68sceniccorridorstudy.com>. In conclusion Mr. Leonard noted that the project team has been developing three corridor concept alternatives for consideration:

- Alternative 1: installation of roundabouts at major intersections (cost estimate \$48 million)
- Alternative 2: selective signal widening with intersection improvements (cost estimate \$110 million)
- Alternative 3: integrated corridor management (adaptive signalization; cost estimate \$34 million)

All three corridor alternatives would have impacts for cyclists and pedestrians.

Committee member Jeff Wriedt asked about maintenance responsibility for the proposed improvements. Mr. Leonard said that Caltrans will be responsible for maintenance.

Committee member Michael LeBarre commented that investment in wildlife and bike and pedestrian improvements is crucial.

Committee member Lisa Rheinheimer noted that highway travel time reliability is very important for transit service. Monterey-Salinas Transit will coordinate with TAMC on the stops that might be impacted as improvements are built.



6. **HELMET FITTING & BIKE SAFETY**

The Committee received a presentation on bike helmet fitting, rules of the road, and participated in a bike education activity.

Virginia Murillo, Transportation Planner noted that bicycle safety education is a key component of seeing more bicyclists on our streets and roads. She noted that engineering, enforcement and education are all part of a unified strategy for promoting bicycling and walking in our communities. She noted that TAMC works with local cities and the county to plan, design and fund transportation improvements that incorporate the needs of bicyclists and pedestrians. Local police departments and the California Highway Patrol enforce the rules of the road. The Transportation Agency and other community partners are involved in educating the public on how to walk and bike safely. In conclusion Ms. Murillo noted that bike safety can be broken down to three steps:

1. First, do you're A- B- C quick check to make sure your bike is mechanically sound and ready to ride: Check the air in your tires, check your breaks and your chain.
2. Next, check yourself: make sure your helmet fits properly and wear visible clothing.
3. And, finally, remember to make yourself visible and predictable.

Committee member Jan Valencia, noted that you need to keep your helmet in a cool place so that it lasts longer and noted that helmets have expiration dates.

7. **ANNOUNCEMENTS AND/OR COMMENTS**

Virginia Murillo, Transportation Planner reported that TAMC has bike month posters available for distribution. She also noted that TAMC is partnering with the Monterey County Weekly to profile bicycle and pedestrian programs and projects during the month of May. She also announced that on May 24th the TAMC Board will present the 2017 Golden Helmet Awards.

Committee member Lisa Rheinheimer announced that Monterey-Salinas Transit will celebrate the 15th anniversary of service to South County this year by providing free bus service on line 23 in South County on Thursday, May 4. She noted that on that day, bus riders can enjoy free rides on bus line 23, connecting King City and Salinas, with stops in Greenfield, Soledad, Gonzales, and Chualar. In conclusion Ms. Rheinheimer noted that MST staff will have booths at certain locations giving away prizes and KLOK 1170-AM radio will also be broadcasting from Gonzales from 10 a.m.-noon.

Committee member Eric Petersen announced the 22<sup>nd</sup> annual Salinas Valley Criterium that will be held on May 7<sup>th</sup> at the Salinas Airport off Moffett in Salinas.

Virginia Murillo, Transportation Planner announced that the June meeting is cancelled and the next meeting will be held on August 2<sup>nd</sup> at the TAMC office.

8. **ADJOURNMENT**

Chair Flescher adjourned the meeting at 7:19 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Michael Zeller, Principal Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **2017 Competitive Grants Program of Projects**

**RECOMMENDED ACTION:**

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

**SUMMARY:**

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

**FINANCIAL IMPACT:**

At their March 22, 2017 meeting, the Transportation Agency Board voted to use \$6.95 million of Regional Surface Transportation Program funds from the Transportation Agency's FY 2017/18, 2018/19 and 2019/20 allocation for a new round of competitive grants.

**DISCUSSION:**

In establishing the Regional Surface Transportation Program Competitive Grants program, the Transportation Agency is seeking to fund projects that advance the goals of the Transportation Agency Board. These include delivering projects of regional significance that improve safety, provide maintenance for existing facilities, or support the development of a multimodal transportation network utilizing the principles of Complete Streets. Fair geographic balance in distributing the funds and the cost effectiveness of the proposed projects are also taken into consideration when awarding grant

funds.

The grant application is comprised of four sections, each with 25 available points, for a total possible application score of 100 points. The four categories are Project Information & Regional Significance, Complete Streets, Project Readiness & Cost Effectiveness, and Regional Transportation Plan Consistency. The scoring for the application was designed and approved by the Transportation Agency Board to favor projects that improve regional routes with high traffic volumes, include bicycle and pedestrian facilities and safety enhancements, can be completed within the three year funding window, and support the performance measures included in the 2014 Regional Transportation Plan.

In May 2017, the Technical Advisory and Bicycle & Pedestrian Committees nominated committee members to the grants review committee to review and score the applications:

- Sean Vienna, AMBAG
- Vera Noghera, BPC Member
- Orchid Ochoa-Monroy, Caltrans
- Mary Israel, Fort Ord Reuse Authority
- Lisa Rheinheimer, Monterey-Salinas Transit,
- Virginia Murillo, TAMC Staff
- Mike Zeller, TAMC Staff

The Transportation Agency received thirteen completed grant applications, totaling over \$14.3 million in requested Regional Surface Transportation Program grant funding. Each application was reviewed and scored four times by the committee. The attached summary sheet provides an overview of the projects submitted for consideration, and how the applications were scored by the review committee. After considering the scores and factoring in geographic equity and cost effectiveness, the following projects are recommended by Agency staff for grant funding:

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

With this recommendation, staff made one adjustment from the overall scoring of the projects. First, the City of Marina's Reservation Road Roundabouts project ranked fifth in the total scoring, but was seeking a total of \$4,005,000 of grant funding for a \$4,500,000 project. Due to the high amount of requested funding, the limited amount of grant funding available, low matching funds for the project, and overall geographic equity, Agency staff is not recommending funding for this project at this time.

In addition, the City of Soledad submitted grant applications for two projects, with the East Street / Metz Road Roundabout Project as their first choice for funding, and the Metz Road Traffic Calming Project as the second. However, their second choice project scored higher and is currently recommended for funding.

Finally, in past grant cycles, the Transportation Agency has included Transportation Development Act 2% funds with the Regional Surface Transportation Program funds to increase the total competitive grants amount. For this cycle, the Transportation Agency Board approved programming the Transportation Development Act 2% funds to the Fort Ord Regional Trail and Greenway Project, subject to the Agency receiving a Federal Lands Access Program grant for the project. Agency staff is now recommending to program the \$900,000 of Transportation Development Act 2% funds to the Fort Ord Regional Trail and Greenway Project in advance of potential receipt of the federal grant in order to begin the project.

ATTACHMENTS:

- 2017 Competitive Grants - Staff Recommendations

**Transportation Agency for Monterey County**  
**Regional Surface Transportation Program**  
**Competitive Grant Summary**

App ID	Applicant	Project	Total Project Cost	RSTP Grant Funding Requested	RSTP Grant Funding Recommended	Total Points
MRY01	Monterey	North Fremont Bike and Pedestrian Access and Safety Improvements	\$8,600,000	\$1,933,000	\$1,933,000	358.5
SOL02	Soledad	Metz Road Traffic Calming Project	\$568,800	\$516,800	\$516,800	327.0
MCO01	County of Monterey	State Route 1 Climbing Lane	\$5,866,000	\$600,000	\$600,000	322.0
SAL01	Salinas	Downtown Complete Streets	\$5,920,100	\$2,970,000	\$2,970,000	317.5
MAR02	Marina	Reservation Road Roundabouts	\$4,500,000	\$4,005,000	\$0	316.5
PCG01	Pacific Grove	Transforming Pacific Grove Highway 68 into a "Complete" Corridor	\$16,266,980	\$502,268	\$502,268	310.0
CAR01	Carmel	Rio Park/Larson Field Shared Use Trail	\$900,000	\$760,000	\$0	306.0
SOL01	Soledad	East St/Metz Rd Roundabout Project	\$1,030,500	\$869,000	\$0	304.5
KCY01	King City	Downtown Streetscape	\$1,750,000	\$900,000	\$0	271.0
SAL02	Salinas	Alvin at El Dorado Roundabout	\$2,565,000	\$170,000	\$0	264.5
MCO02	County of Monterey	Gonzales River Road Bridge Superstructure Replacement	\$13,750,000	\$750,000	\$0	258.0
DRO01	Del Rey Oaks	Complete Streets Plan	\$140,000	\$140,000	\$0	201.0
MAR01	Marina	Downtown Vitalization Specific Plan	\$150,000	\$150,000	\$0	194.0
			<b>\$62,007,380</b>	<b>\$14,266,068</b>	<b>\$6,522,068</b>	



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

**Memorandum**

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Grant Leonard, Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **SR 68 Scenic Highway Plan**

**RECOMMENDED ACTION:**

**RECEIVE** update on the SR 68 Scenic Highway Plan.

**SUMMARY:**

The SR 68 Scenic Highway Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements, and the potential for wildlife connectivity enhancements.

**FINANCIAL IMPACT:**

The Monterey-Salinas Scenic Highway 68 plan is funded with a \$270,970 Caltrans Sustainable Transportation Planning Grant (federal funds), matched with an additional \$176,686 of state and local funds for a total project cost of \$447,656. Measure X includes \$50 million for implementation of improvements along the Highway 68 corridor between Salinas and Monterey.

**DISCUSSION:**

In 2015, the Agency received a California Department of Transportation (Caltrans) Sustainable Communities Planning Grant to evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of affordable mid-term operational and capacity improvements in the SR 68 corridor in context to other planned regional improvements, and the potential for wildlife connectivity enhancements.

In December 2015, the Agency approved two contracts for consultant services to complete the plan, one to conduct the wildlife connectivity analysis, and the other to conduct the travel analysis and

evaluate concepts for improving travel through the corridor. In spring of 2016, the Agency conducted a round of public outreach to determine what the public viewed as the most critical needs for the corridor. The outreach included a public workshop, meetings with local jurisdictions and stakeholder groups, and an interactive online forum for people to provide comments.

Through the summer and fall of 2016, the project team completed a detailed analysis of the existing conditions along the corridor. The findings of the analysis are included in technical memorandums that are published on the project website for public review at: [www.sr68sceniccorridorstudy.com](http://www.sr68sceniccorridorstudy.com).

Since January of 2017, the project team has been developed three corridor concept alternatives for consideration. The corridor alternatives are listed below and details of each alternative were presented at the April 26, 2017 Board meeting:

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

In addition to the corridor alternatives, the project team has produced a list of recommended improvements for wildlife connectivity which will be included in the final adapted corridor plan.

Since the April 26th Board meeting, the project team has been engaged in a second phase of public outreach to gather public input on the three alternatives. This outreach has included a public workshop on May 4th, meetings with community groups and stakeholders individually, and promotion of the interactive project website and online survey about the alternatives.

To date, more than 200 individuals have taken part in the online survey, and dozens more have participated in the survey during the May 4th workshop and in subsequent community presentations. This public feedback was used to help inform final recommendations for the SR 68 Scenic Highway Plan. Some of the key findings of the outreach include:

- Strong support for roundabouts in general and for roundabouts on Highway 68
- Support for keeping Highway 68 a scenic roadway
- Strong opinions for and against widening Highway 68 to four lanes
- A lack of support for Alternative 3

Based on the technical analysis and the public comments, Agency staff is recommending a slightly modified Concept 1 as the recommended option for inclusion in the SR 68 Scenic Highway Plan. The modified concept also recognizes the already approved plans for the Ferrini Ranch development, the Scenic Highway Plan notes that some widening may occur as a result of the approved Ferrini Ranch Development (currently in litigation). Finally, the modified concept recommends further studying the possibility for widening between San Benancio Road and Corral De Tierra Road as a design element of the future roundabouts to improve operations at that location.

The current project schedule calls for SR 68 Scenic Highway Plan to be released for public review in late July and presented to Agency Board for approval on August 23, 2017. Following adoption by the Board, the SR 68 Scenic Highway Plan will progress into the project development phase with

Caltrans, which entails further analysis and refining the conceptual designs. Once the plan is further developed it will go through the Environmental Impact Review (EIR) process, and once the EIR is finalized TAMC and our partner agencies can begin a phased implementation of the Scenic Highway Plan.





***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **MST RealTime Campaign**

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**RECOMMENDED ACTION:**

**RECEIVE** presentation on Monterey-Salinas Transit's RealTime advertising campaign.

**SUMMARY:**

Monterey-Salinas Transit's RealTime is a set of tools (text, phone, app and maps) that allow transit passengers to obtain real-time information about the arrival of their next bus. MST staff will present information about the RealTime program to the Committee.

**FINANCIAL IMPACT:**

This item has no financial impact to the TAMC budget.

**DISCUSSION:**

A staff report with information about Monterey-Salinas Transit's RealTime campaign is **attached**.

**ATTACHMENTS:**

- ▢ MST RealTime staff report



August 2, 2017

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To: TAMC Bicycle and Pedestrian Advisory Committee  
From: Lisa Rheinheimer, MST Director of Planning and Marketing  
Subject: MST RealTime Advertising Campaign

**RECOMMENDATION:**

Receive presentation on MST's RealTime advertising campaign.

**FISCAL IMPACT:**

The RealTime advertising campaign has a budget of \$45,000.

**POLICY IMPLICATIONS:**

MST's menu of tactics under Strategic Goal #2 (Provide Quality Transit and Mobility Management Services) adopted by the MST Board in June of 2016 includes the following: "Upgrade and enhance technologies to enhance customer experience." In addition, the FY 2017 MST Action Plan, also adopted by the MST Board, includes installation of an interactive voice response telephone system, which is an integral part of the MST RealTime customer information package.

**DISCUSSION:**

People hate waiting for things, whether at the grocery checkout line or at the bus stop. At least at the checkout line, people can visually see their ultimate goal – the checkout process. Studies have shown that waiting for the bus, on the other hand, is particularly frustrating because a passenger cannot see where the bus is located until it's within sight. This wait anxiety is now something of the past with new technologies which provide immediate information in real-time about when the next bus will arrive.

In fact, a study from the University of Washington showed people's perception of their wait time for the next bus was 50 percent longer than what it actually was. Once technology was introduced which provided real-time bus arrival information, people

perceived their wait time closer to reality, and, it is hoped, much more satisfied with the bus service provided.

Over the last several years, MST has been working on bringing instant bus arrival information to our passengers to help ease the stress of waiting for the bus. The first such external deployment was the electronic passenger information signs at the various JAZZ Bus Rapid Transit stops on the Peninsula. The new technologies to be more widely deployed will allow virtually all MST passengers to receive GPS-based bus arrival information at their fingertips no matter which bus line they are waiting for. Branded together as a package, staff has named these technologies “MST RealTime.” Whether by text, phone, app, or Google maps, MST RealTime is real easy.

There are 4 different ways to receive RealTime information: text message, phone call, smart phone application, and Google Maps.

By text, a passenger can send MST a text message by sending the word “Next” with their 4-digit bus stop number to 25370. Within 30 seconds, MST will automatically send the passenger estimated or scheduled bus arrival times.

By phone, a passenger can call MST at 1-888-MST-BUS1 and provide a 4-digit bus stop number to hear voice automated estimated or scheduled arrival times for that bus stop.

By smart phone application, a passenger can install the Transit App for free and receive information about bus routes and times near them.

By Google Maps, individuals can use their desktop or use the Google Maps app on their smart phone for up-to-date arrival information.

How it works: Installed on all MST vehicles is an Automatic Vehicle Locator (AVL) which communicates location information to MST Communications Center through a program called TransitMaster. TransitMaster is used by the Communication Center to monitor all buses in service.

This vehicle location information is used to send predicted bus arrival information for our passengers by text, phone, app, or Google Maps. The information is refreshed and updated every 30 seconds, so the accuracy of bus arrival information is exceptional.

Now that these technologies are ready and in use, MST will be launching an advertising campaign to bring awareness to the options available for bus arrival information. A number of ads have been created including a TV spot with 60 second, 30 second, and 15 second versions. A brochure was created and printed. The MST website will be updated to include a new RealTime page centered on how to use the four different technologies for bus arrival information.

The launch of the ad campaign will be timed with the August back-to-school season including colleges and universities. Advertising will include the following:

- Interior and exterior bus ads
- Brochures on all buses, at transit centers, and at local businesses/organizations
- Rider's Guide full page spread for September 2<sup>nd</sup> edition
- MST website – includes brochure and TV ad
- Monterey County Weekly full page ad
- Pop-up booths at customer service locations upon launch
- Paid social media ads
- Paid TV ads
- Press release

In developing the RealTime materials and advertising methods, staff referred to the 2016 Rider and Community Surveys Final Report to ensure that the marketing materials match how our passengers learn about MST services. In this regard, riders hear about MST services through these forms of media:

- Onboard the bus from drivers or written notices - 43.2%
- Signs at transit centers or bus stops – 10.3%
- MST Rider's Guide – 21.4%
- MST website – 7.5%
- Local newspaper – 2.2%
- Google Transit – 8.6%
- MST customer service phone line - .9%
- Social media – 1.4%
- Family/friends – 1.0%
- Other – 3.4%

After the marketing campaign is complete, staff anticipates a reduction in the number of calls received about when the next bus will arrive. And, while not entirely predictable, greater customer satisfaction as well as potential increases in ridership and the fare revenue and associated grant funding levels would be additional positive outcomes for the agency and its annual operating budget.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **Bike Month Profiles: Transportation Champions (Monterey County Weekly, May 2017)**

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**RECOMMENDED ACTION:**

Bike Month Profiles: Transportation Champions (Monterey County Weekly, May 2017)

**ATTACHMENTS:**

- ▢ Bike Month Profiles: Transportation Champions (Monterey County Weekly, May 2017)



# TRANSPORTATION CHAMPIONS



## FAMILIES OF COLOR

Laurn Ricigliano and her son Asante are a familiar fixture biking around the Monterey Bay area. What began as a way to run errands or go to the park has blossomed into a full fledged community empowerment program.

When Asante was born, Ricigliano looked for a way to exercise that involved her young son and doubled as a mode of transport for their one car family. Biking seemed to meet their needs, but living in Seaside, Ricigliano found it difficult to access the bike path, and traffic could be treacherous if they wanted to take a longer ride out to Asilomar.

Frustrated with what Ricigliano refers to as a lack of "dedicated infrastructure" in Seaside, Ricigliano and her partner, Adisa Vaughn, decided they needed to do something for the community that would encourage other families to start biking within a supportive and nurturing environment. Vaughn became a certified League Cycling Instructor (LCI), and during the course, he noticed the lack of diversity in the LCI group. The couple wanted their program to include and introduce families of color to biking and so they started Families of Color Monterey County (FoCMC) in October 2016. Since then, the organization has grown organically and through social media and has spawned the Facebook group Family Biking Monterey County. Today the Family Biking group has 321 members.

FoCMC's mission is to work through community building and advocacy to make biking affordable and accessible for all families regardless of ethnicity or economic background. FoCMC has held three balance bike camps (November, January and March) where young riders attend with parents and caregivers to learn biking techniques, have helmets fitted, and learn road safety. Their 3 year old son Asante who has become FoCMC's unofficial mascot, likes to set up the orange cones and is always eager to demonstrate his growing skills on a balance bike to participants.

Registration is limited to 20 participants so Vaughn and Ricigliano ensure everyone leaves well educated. Additionally, FoCMC has organized a Black History Month Family Ride and Womxn's History Month Family Ride, with National Bike Month Family Ride scheduled for May 6.

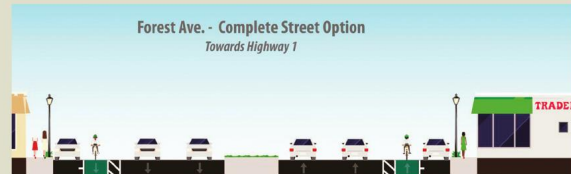
In the future, Ricigliano would like to see more infrastructure for family friendly bike riding. "We don't want to drive to Santa Cruz with our bikes on a rack in order to go biking," she says. Ricigliano and Vaughn have been encouraged by the positive reception they've received in the community and plan to make FoCMC a nonprofit organization to continue their work.

For more information on upcoming activities visit [facebook.com/FoCMC](https://facebook.com/FoCMC)



## PACIFIC GROVE HIGHWAY 68

In 2015, Virginia Smith, a young mother, spoke at a city council meeting in Pacific Grove about her frustration over not being able to walk her son to school from her home on Sunset Avenue. City council member Robert Huitt knew it was time to respond. "I couldn't keep turning people away and saying there is nothing we can do. We had to at least look into the possibilities," he recalls.



Huitt reached out to the Transportation Agency for Monterey County (TAMC) and Caltrans, and the three agencies agreed to partner on a study exploring how to improve safety and access along the Highway 68 Corridor in Pacific Grove. The Pacific Grove Highway 68 Study focused on 1.8 miles of Sunset Drive and Forest Avenue (from Sunset Drive to Pacific Grove city limits through the Forest Hill neighborhood). The primary question: how could the Highway 68 Corridor better serve all users of the roadway including walkers and cyclists?

The 13 month study, funded through the Sustainable Transportation Planning Grant Program included community workshops, presentations to stakeholder groups, online surveys and corridor-wide mailers to residents and property owners to answer this question.

Study results showed 20% of Pacific Grove residents use the corridor, with the primary concern being safety. Between the curvy road, lack of sidewalks, bike lanes and distracted driving, fear of being hit by a car as a bicyclist or pedestrian on Forest Avenue or Sunset Drive isn't unfounded. During an 11-year period from 2004 through 2014, there were ten collisions with motor vehicles in the corridor that resulted in a pedestrian or cyclist fatality or injury.

The study concluded the ideal plan for safety enhancements and construction would involve transforming the corridor into a "complete street"; a street that's safe for people, not only cars. Existing traffic lanes would be reconfigured and one or two roundabouts potentially included to help manage incoming and outgoing traffic to Pacific Grove.

Huitt reports the concept of making Highway 68 a complete street has been well received. "We believe that if we created a safe place, people would come and use the corridor," he says.

With Measure X now a reality, there is more money for funding the project, and although Huitt knows it could be a decade before the construction is finished, he's adamant about making sure the project doesn't turn into a survey that's put on the backburner. The Study was adopted last fall and staff is preparing to move to the next phase: design and environmental review.



## MAY IS BIKE MONTH

LEARN MORE AT [TAMCMONTEREY.ORG](https://TAMCMONTEREY.ORG)





# TRANSPORTATION CHAMPIONS



## FORTAG

Scott Waltz and Fred Watson sit comfortably in camping chairs alongside a small overgrown trail behind the Marina Equestrian Center. If their hard work and planning comes to fruition, they're surveying the future. Here among the chaparral will one day wind a 30 mile paved recreational trail connecting Fort Ord, the Coastal Recreation Trail, Cal State University Monterey Bay, Seaside and Del Rey Oaks. Their project: Fort Ord Recreational Trail and Greenway, better known as FORTAG.

FORTAG began as a collaboration between Waltz and Watson, both professors at CSUMB, about four years ago. Both men are avid bikers, "although Fred races and I just ride," adds Waltz. They wanted to find a way to provide access to the breathtaking open space left over from the closing of Fort Ord and create a permanent asset for the region.

The fully envisioned FORTAG is made up of three loops: The proposed northern loop of the FORTAG trail is a 13 mile route that encircles Marina, and includes three miles of the existing Coastal Recreational Trail. A central loop encircles CSUMB and the 15 mile southern loop of FORTAG circles the city of Seaside and connects Del Rey Oaks and the Coastal Recreation Trail.

FORTAG's official vision is to "connect people to open-space from their homes and workplaces...and act as an artery from which to launch numerous other recreational activities..." Waltz and Watson also imagine the new trail system will be "a green space experience." The trail would open up currently unaccessible vistas winding through various ecosystems and reveal panoramic vistas that even locals aren't aware of.

The advantage to FORTAG, both men agree, is that the land isn't being used and in that sense, they're setting their sights high. "Many people knew about this space, but we were willing to step forward, draw up maps and meet with city councils, TAMC and other partners to make the project happen," says Waltz. Watson's daughter grew up using the Recreational Trail and he hopes that FORTAG will become as familiar and well-used as the Rec Trail. FORTAG has secured \$20 million in funding through Measure X which was approved by Monterey County voters in November 2016. In total, the project is estimated at \$40 million, and could take ten years or more to complete, but Waltz and Watson are hopeful, buoyed by the enthusiastic response they've gotten from the community. FORTAG is full of possibilities to improve quality of life for residents and boost the local economy.



Watson and Waltz are currently working with TAMC to apply for federal funds to construct the first segment of trail.

**For project information, contact [fortag.org](http://fortag.org)**

**For Measure X funding information contact [tamcmonterey.org](http://tamcmonterey.org)**

## BAY VIEW ACADEMY WALK AND ROLL PROGRAM

On Fridays at 7:30am, rain or shine, a group of kids, teachers and parents gather on bicycles at Fisherman's Wharf in Monterey. Parents do a quick homework check and then kiss their kids goodbye. When it's raining, kids wear ponchos to protect their backpacks and the youngest riders steer their bikes gleefully into puddles. Students range in age from kindergarten to fourth grade, and at the helm of this operation is Mindy Surrat. Now known as Bay View Academy's Walk and Roll Program, the group ride began when Surrat started taking her daughter, Siara, and her best friend, Lyla, to Bay View by bike when the girls were in kindergarten. "I didn't want my kids to start expecting car rides, and we've been biking since they were small," she says. "We only have one car, so it just made sense for us to bike."

The Surrat family lives in New Monterey, so their ride to school at Casa Verde and Del Monte is just long enough to get some exercise without being tedious. Soon enough, word caught on about the family's commute, and students started showing up ready to roll on Friday mornings. (The Surrat family bikes 5xs a week). It's been five years and Walk and Roll continues as a weekly tradition.



Once teachers joined, Surrat reports the group doubled in size. "Some kids thought it was mandatory, like a field trip," she says with a laugh. Now about half the Lower School teachers ride to Bay View.

From Fisherman's Wharf to Bay View Academy, is about 1 mile, so with Surrat leading the group, and a few volunteer moms running behind, the kids are safely ushered down the Recreation Trail, crossing Del Monte. Surrat is vigilant about teaching safe riding practices and the kids are trained well to stop when prompted. The group often passes students biking in the other direction towards the Upper Campus.

In October, Surrat hosted a Pedestrian Rodeo at Bay View, including a pedestrian safety course, stickers, tattoos, and raffle prizes. A Bike Rodeo is scheduled for May 5 at the Lower School and May 12 at the Upper School which will include a bike safety presentation, basic bike maintenance, bike registration, bike fitting, helmet fitting, and bike-power blended smoothies.

Surrat believes once a program like hers is established, it's self sustaining. The evidence seems to bear out her optimism. When the kids get to Bay View, they park their bikes at the rack and head in to start their days. When the final bell rings, they'll jump back on their bikes to make the journey home. **For information on how to start a Walk and Roll program visit [tamcmonterey.org](http://tamcmonterey.org)**



# MAY IS BIKE MONTH

LEARN MORE AT [TAMCMONTEREY.ORG](http://TAMCMONTEREY.ORG)





# TRANSPORTATION CHAMPIONS



## NORTH FREMONT BIKE AND PEDESTRIAN ACCESS SAFETY IMPROVEMENT PROJECT

Andrea Renny, a 35-year old mother of two, is an associate civil engineer with the City of Monterey but admits that even she was hesitant to bike North Fremont with her young children. Inspired by transportation alternatives from her native Rio de Janeiro, Renny had a hunch that median bike lanes might work in Monterey. Constructed down the center of the street yet completely separate from traffic these median bike lanes would be ideal for the highly trafficked North Fremont Street. "It was my crazy idea. I got out my colored pencils and started sketching. I was interested in attracting that 60% of people who don't bike. I knew if we made it safe, people would come," says Renny.

Officially known as North Fremont Bike and Pedestrian Access Safety Improvement Project, the median bike lanes are about to become a reality by virtue of a \$6.48 million dollar grant received from the State Active Transportation Program.

In addition to a Class IV median bike lane, which allows bike traffic in both directions, a new sidewalk will be installed on the north side of North Fremont. The improvements include bike signals at the intersections, along with curb extensions and American Disabilities Act compliant curb ramps to improve pedestrian access along North Fremont.



Audio pedestrian signals will be added, which are especially important for the visually impaired attempting to cross the street safely.

Renny imagines that for events like Monterey County Fair's Kids Day,

families will be able to walk or bike to the event together. The separate bike lane will run from Casa Verde Way to Casanova Avenue. Local businesses along North Fremont are looking forward to attracting more customers by foot and bicycle.

Renny's design for the median bike lane is innovative, and she hopes improvements will not only enhance the Seaside/Monterey area, but will act as a showcase for other cities in terms of urban planning.

Renny also plans for North Fremont to be outfitted with a bus queue jump lane, cutting down commute time for MST buses by allowing a separate lane for buses to bypass cars. The hope is that all traffic will flow more easily on Fremont, no matter which mode of transport is being used.

Renny has been busy meeting with Monterey and Seaside residents to explain the project and get their input. Construction began in December of last year and will be done June 2018. Although the construction may require patience of those living and working in the area, Renny reports that people are excited about the improvements.

## CICLOVIA SALINAS

Ciclovia Salinas, a youth-led grassroots initiative to promote healthy lifestyles, stimulate the local economy and unite a diverse community began in 2012. Inspired by the Ciclovia in Bogota, Colombia, where city streets are closed to cars for the event and opened to bicyclists, walkers, runners, roller skaters, and skateboarders, the local group felt the event would unite the divided sides of Salinas while dispelling myths about youth violence. Led by teenagers who were fed up with the narrative about their community being a place of gangs and unhealthy lifestyle choices Ciclovia Salinas wanted to rewrite that story.

Young people wanted a chance to show the community they were healthy and active, and that they cared deeply about making Salinas a better place for themselves and future generations. So began Ciclovia Salinas: Where The Streets Are Yours!



Now in its fifth year, Ciclovia happens in October and last fall over 6,000 people attended. Organized by some forty teenage interns with assistance from coordinator Alejandra Silva and Building Healthy Communities, the group starts work in June to plan the event. On Sunday of the Ciclovia weekend Alisal Street is closed to vehicle traffic for 1.5 miles from Main Street to Sanborn Road. People are able to visit local businesses along Alisal, as well as see different fitness opportunities like zumba classes exhibited along the way. Last year the event kicked off with a 5k race.

For a city that suffers from overcrowded housing and lack of open space, Ciclovia Salinas is a day where the streets are open to pedestrians, bicyclists, runners, dogs, families, children, musicians, dancers, skaters and artists. Gaby Stores, a sophomore at Alisal High School, has returned for her second year with Building Health Communities. Stores says Ciclovia gives kids a reason to come back to Salinas. She plans to remain part of the program as she continues through school, and thinks even when she graduates she'll come back home to help. "Some people have never even visited Alisal, and Ciclovia gives them a chance to see all the good in Salinas," she says proudly. Stores enjoys the leadership role she's found herself in, while coordinator Silva emphasises that the internships instill a sense of confidence in students that they can carry into their future professional endeavors.

Ciclovia has also called attention to the lack of infrastructure for pedestrians and bicyclists along Alisal, and as a result, Salinas has embarked on the Alisal Vibrancy Plan. City Transportation Planner James Serrano reports of plans for restriping streets and buffered bike lanes with construction projected for completion in July 2018.



### MAY IS BIKE MONTH

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# TRANSPORTATION CHAMPIONS



## CASTROVILLE CROSSING

Retired North Monterey County High School band teacher DL Johnson is finally seeing years of planning, collaboration and persistence pay off. Castroville Crossing, a new bicycle and pedestrian overpass that will cross the train tracks next to the high school is well on its way to becoming a reality. The project will close a crucial safety gap for the Castroville community.

Eight years ago, Johnson was horrified when he realized approximately 200 of his students were walking home from North Monterey High School by cutting through the artichoke fields and then crossing the Union Pacific Railroad tracks. Since North Monterey High students were unable to walk safely on Highway 156, they were forced to take alternative routes home. The railroad tracks were notoriously dangerous, and Johnson wanted to give his students a chance to commute to school in an active way. "Castroville is so good about using their current bike and pedestrian trails, I see groups of people out there every day," he says. "I knew if we had a bridge, it would get kids riding their bikes to school," Johnson reports.

First as a concerned teacher, but second as a member of the TAMC bicycle and pedestrian advisory committee, Johnson brought the issue of crossing the fields and the Union Pacific Railroad tracks to TAMC's attention. Working with TAMC, Caltrans, and former County Supervisor Lou Calcagno, Johnson pushed relentlessly for the bridge to be built. The project experienced a range of potential setbacks and detours from threatened de-funding to dealing with farmers who were worried about spraying their fields at access points students were using to get to school. At one point an underground tunnel was even considered, but old infrastructure and safety issues made an overpass crossing more attractive.

The pedestrian bridge will be approximately 1400' long, including 900 feet of pathway on each end, and will connect to the existing trail network. Additionally, a 2000-foot long extension of the bike trail was recently added to the project. The project is underway with pillars clearly visible; giving passers-by an indication of the safety improvements to come. One of the other positive impacts of this project, is that the Castroville Crossing will become another important part of the coastal trail system allowing bikers from Elkhorn Slough or Marina to continue their ride uninterrupted, without having to get off and walk bikes across the fields or brave Highway 156. The second is that the pedestrian crossing is going to have a less than 5% grade, thereby making it multimodal, and welcoming people in wheelchairs or the elderly to use to bridge, too.

In January 2016, TAMC was successful in securing \$6.6 million dollars from the State and the County of Monterey was able to move forward with the project. Now as workers are busy building the new bridge, DL Johnson and students at North County High are looking forward to riding over the bridge late next year.



## VIA SALINAS VALLEY

Via Salinas Valley is a collaborative health initiative between TAMC and Monterey County Health Department designed to provide healthy transportation options for communities in five Monterey County cities: Salinas, Soledad, Gonzales, King City, and Greenfield. As the slogan advertises: "Pathways to Health through Active Transportation," Via Salinas Valley works towards the goals of building pedestrian and bike friendly roads with a strong emphasis on safe routes to school. This \$4.6 million project, which began in 2014, marks the first of its kind in terms of a partnership amongst multiple contributors from public works departments, engineers, project managers, TAMC and Monterey County Health Department all coming together to reach a common goal. It is funded through an Active Transportation Program State grant.



Carmen Gil, Health in All Policies Manager at Monterey County Health Department was inspired by the enthusiasm and cohesion she saw between all the moving parts, "As we kept moving forward, everyone involved started to appreciate the project from a health perspective," she says. "We have so many people who are in a one car family and they just get stuck sometimes," Gil says. "We wanted to get the communities moving, and facilitate opportunities for pedestrians and bikers."

Gonzales, a town that's often overlooked in development opportunities, hit the ground running when the funding came through and started construction last May, aiming to complete as many street improvements as they could before school started in August. Since all three public schools in Gonzales are centrally located, the City knew improvements to the sidewalks would make an immediate difference. Before the improvements it was common to see moms pushing strollers or young kids walking dangerously close to cars. Construction was focused in old town Gonzales, where many of the streets, built in the 1950s and 60s, didn't have access ramps. The City of Gonzales now has 80 new sidewalk access ramps, thanks to Via Salinas Valley.

Salinas and Greenfield broke ground on their construction projects a few weeks ago. Salinas efforts are focused on East Market Street between Williams and Sanborn. The four lane thoroughfare will be trimmed down to two lanes with a center left turning lane to cut down on the distance pedestrians have to cross, along with curb extensions, new traffic lights and buffered bike lanes. These improvements will ensure the safety of schoolchildren at Alisal Middle School and Fremont Elementary School. Construction is slated to be complete as soon as July 2017.

By constructing new infrastructure in these communities, automobile speeds and traffic volumes will be reduced, and more active lifestyles can become a regular part of life in the Salinas Valley. From a health perspective, everyone is hopeful that through the Via Salinas Valley health initiative obesity and diabetes rates will lessen as more families turn to walking and biking for their daily transportation.



# MAY IS BIKE MONTH

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **Golden Helmet Award (Salinas Californian, May 25, 2017)**

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**RECOMMENDED ACTION:**

[\*Golden Helmet Award \(Salinas Californian, May 25, 2017\)\*](#)

ATTACHMENTS:

- ▣ Golden Helmet Award (Salinas Californian, May 25, 2017)

## Urquides wins Golden Helmet Award

MacGregor "Goya" Eddy For The Salinas Californian Published 7:54 p.m. PT May 25, 2017



(Photo: Provided Photo by TAMC staff, Theresa Wright)

Miranda Urquides, 16, smiled widely while accepting the Transportation Agency of Monterey County (TAMC) Golden Helmet Award on behalf of all 38 members of the Salinas High School Mountain Bike Team on Wednesday. This award is not given for winning races, although the team was undefeated in the regional races and placed third in the state, but for the public service that the team gives to bicycling.

“They volunteer their services with middle school students,” stated Theresa Wright, TAMC Community Outreach Coordinator, at the May 24 TAMC awards ceremony, “they build new trails and they are stewards of the trails by not skidding, they are responsible, we want to recognize them as citizens of our community.”

Fellow Cowboy Mountain Bike Team riders Anker Courtright, Alison O’Dell, and Brad Campbell were with Urquides at the award ceremony, as well as head Coach Jeff Lindenthal.

"Miranda Urquides is a real spark plug for our team, she is always willing to help out where needed," Coach Lindenthal said, "she helps with the Take a Kid Mountain Biking Day as well as our trail building work."

The above mentioned Take a Kid Mountain Biking Day, sponsored by Monterey Off Road Cycling Association (MORCA), was honored in the event category at the awards event Wednesday. This day is held every October in Toro Park as a means for kids and their families to enjoy local trails together.

Lauryn Ricigliano, who was there to accept the award for a group on behalf of Families of Color Monterey County, said that she was inspired to start family biking events when "We went to the Take a Kid Mountain Biking day, and we wondered why there weren't more events like that," Ricigliano said.

"This is a group that is dedicated to making cycling accessible and affordable," Theresa Wright said when presenting the award to Families of Color Monterey County, "they run a bike camp, offer scholarships to families that cannot afford the bike camp, and hold monthly family rides and incorporate bicycling into their daily lives." The monthly family rides often have a social justice theme. " For the family ride for Black History month [February], we had 25 in attendance, Ricigliano said, " and for Women's History month [March], we had 15."

The individual award went to Mike Baroni of Green Pedal Couriers, who provides free bike valet services at community events, thus making it safe and possible to bicycle to that event.

These are the first TAMC Golden Helmet award given in five years, since 2012, TAMC Bicycle and Pedestrian Committee revived the award as part of the celebration of May as Bike Month.

### **Bicycle Sharing Feasibility study ignored**

In 2012 consultant agencies were paid \$58K of grant money to do a study on the feasibility of implementing a Bike Share program in Monterey County. The study was funded by a grant from the Monterey Bay Unified Air Pollution Control District, and the report seems to have been forgotten by the TAMC Board.

The summary of the final report, which was present to the TAMC Board on February 8, 2013, states "TAMC has requested a Bicycle Sharing Feasibility and Implementation Plan for a bike sharing system in Monterey County that increases the use of bicycles for relatively short-range travel, reducing the negative impacts of private automobile use and encouraging a shift to other modes of transportation.." The 95 page report, rich in detail, recommends two bike-sharing systems, one in the Monterey/Pacific Grove are and one in Salinas.

When I spoke to Eric Petersen, who was chair of the TAMC Bicycle and Pedestrian Committee in 2012-13, he said the discussion of bike sharing was dropped because the private bike rental companies on the peninsula did not want a bike share program. But what about Salinas?

Lindenthal, the head coach of the Salinas High Mountain Bike Team, said about bike share "I think it is a really good idea, and well suited to our area," Lindenthal said, "I don't think it would take away from the bicycle shops, and in fact it can bring more folks to bicycling in the long run."

What use, if any, was made of this \$58,000 study?

*Send your comments and question to MacGregor Eddy (Goya) [wecouldcarless@gmail.com](mailto:wecouldcarless@gmail.com).*





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **Commission reviews top Salinas intersections needing signals (Salinas Californian, June 14, 2017)**

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**RECOMMENDED ACTION:**

[Commission reviews top Salinas intersections needing signals \(Salinas Californian, June 14, 2017\)](#)

ATTACHMENTS:

- Commission reviews top Salinas intersections needing signals (Salinas Californian, June 14, 2017)

# Commission reviews top Salinas intersections needing signals

MacGregor 'Goya' Eddy, For The Salinas Californian Published 2:52 p.m. PT June 14, 2017 | Updated 2:57 p.m. PT June 14, 2017



(Photo: Provided)

At the June 8 Salinas Traffic and Transportation Commission meeting, the Commissioners considered which intersections in Salinas should be on the top of the list to have a traffic signal installed. This is the first time the intersection signal priority list has been reviewed since 2008, due to the economic downturn.

“A traffic signal is not intended to slow down traffic,” said City Traffic Planner James Serrano, “but to indicate who should yield the right of way. A signal is needed when it is hard to tell whose turn it is.”

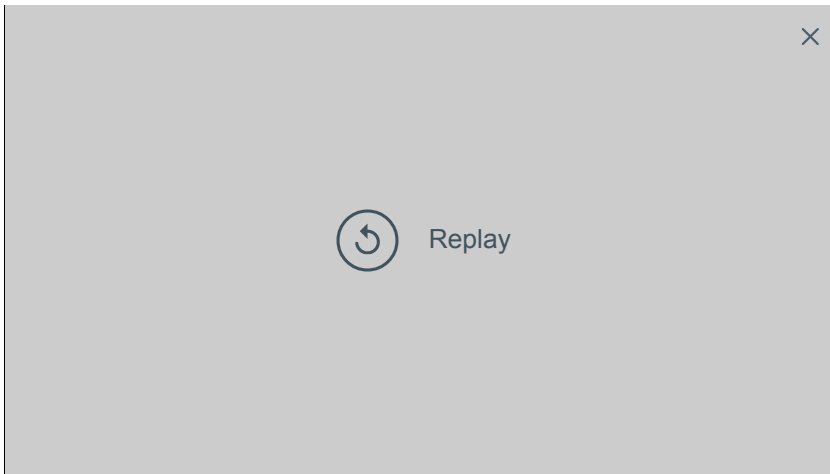
Williams and Garner, Boronda and North Sanborn and Alvin and Linwood were the top three intersections.

Other intersection traffic signals, such as three on North Main, are already funded and do not need city council approval. The North Main signal lights are part of the Harden Ranch Shopping Center expansion and the developers will pay for the new signals, which cost a cool \$400,000 each.

Several other intersection signal lights are part of state grants to improve safety near schools in Salinas, such as East Market Street near El Sausal Middle School and Fremont Elementary School. The Traffic Commission only needs to review, and approve, the ones the city will fund. The city budget only allows one traffic signal every two years, according to Serrano. “...one year to design it and one year for construction.”

The Williams Road and Garner Avenue intersection was supposed to have a traffic signal years ago, said Mary Ann Worden, a former traffic commissioner. “The money was taken, with our {Traffic Commission’s} approval, to finish Laurel, but it was supposed to be paid back. It never was.”

ADVERTISING



The Salinas City traffic engineers determine which intersections should receive a traffic signal with a point system that includes the number of collisions, traffic flow and other, sometimes subtle, factors. A new a traffic signal might cause impatient drivers to take shortcuts through residential neighborhoods, thus creating new problems. If two traffic signals are close together, it can impede the flow of traffic and increase rear end collisions.

The Boronda and North Sanborn intersection needs a signal, Serrano said, “ because it is confusing to tell which direction has the right of way.”

During the Commission’s discussion of the problems at the designated intersections, the issue of lack of police traffic enforcement was a constant theme. “ The {Salinas Police} traffic unit is zero” said Commissioner Brandon Hill a retired SPD traffic officer “It should be five. We need to tell the city council to fund the traffic unit.”

Worden commented that the statistics that report how many collisions occur at each intersection are not accurate, because “fender-bender”, accidents are not reported at all.

Hill agreed, saying “The police no longer respond to non-injury accidents, so we do not have the numbers.”

“We need to build 21st Century intersections,” said former Traffic Commissioner Eric Petersen, “We should put a roundabout at Alvin and Linwood, the 94% drop in deaths is reason enough” Since the City of Salinas is short of police officers to enforce our speed laws, roundabouts would provide enforcement through geometry and the laws of physics.

The motorcycle driver who ran a red light at 90 mph on North Main last fall, killing 17-year-old pedestrian Gabriela Beas, could not have reached that speed on a circular roundabout.

I was impressed by the hard work the Traffic and Transportation Commissioners put into considering all the contributing factors to provide safe traffic environment in Salinas. You can watch the Traffic Commission meetings on the Salinaschannel on YouTube.

### **Women in Transportation Award to TAMC**

Transportation Agency for Monterey County received the Transportation Employer of the Year from the Women in Transportation Seminar last week in Oakland. The honor was given to recognize the number of women in executive and leadership positions.

*Send questions and comments to MacGregor Eddy (Goya) [wecouldcarless@gmail.com](mailto:wecouldcarless@gmail.com)*

Read or Share this story: <http://www.thecalifornian.com/story/news/2017/06/14/reviewing-top-salinas-intersections-needing-signals/398002001/>

A promotional banner for Hilton Honors. The background shows a cityscape at night with a prominent building illuminated in green. The text on the banner reads: "book by August 31 and earn Double Points" in white. To the right is the "Hilton HONORS" logo in white. Further right is a white button with the text "sign up" in blue. Below the button, it says "Rollover to see Hilton brands". A small play button icon is in the top right corner of the banner.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **SB 1 - How Can the New Gas Tax Improve Bicycling and Build Healthy Communities in California? (CalBike, June 30, 2017)**

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**RECOMMENDED ACTION:**

[SB 1 - How Can the New Gas Tax Improve Bicycling and Build Healthy Communities in California? \(CalBike, June 30, 2017\)](#)

ATTACHMENTS:

- SB 1 - How Can the New Gas Tax Improve Bicycling and Build Healthy Communities in California? (CalBike, June 30, 2017)



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# SB 1 - How Can the New Gas Tax Improve Bicycling and Build Healthy Communities in California?

by *CalBike Staff* / June 30, 2017



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Senate Bill 1 passed in April and was signed by Governor Brown, raising the gas tax in California for the first time since 1994 to raise \$54 billion in new transportation revenue over the next ten years. **Advocacy by CalBike and our allies resulted in some critical changes to SB 1—increased funding for public transit, walking, and bicycling projects, as well as stronger provisions to ensure that road repair projects would build complete streets and mitigate environmental impacts.** Ultimately however, our coalition opposed the bill because of some toxic language that gave the trucking industry a pass to pollute the communities of Californians who live near ports and along freight corridors.

Our coalition is now engaging deeply in the massive task of advocating to make sure the new billions will be spent effectively. We need your support to pressure the California Transportation Commission and local transportation agencies to invest in the community improvements California wants instead of simply rebuilding and repaving dangerous roads. See below for opportunities to learn more and get involved...

**Here are some of the most exciting pieces of SB 1 for bicycling, walking, fighting climate change, and improving livability and public health in communities across the state:**

- \$100 million more per year will exclusively support walking and biking projects
- \$3 billion per year--the majority of the funding--will go to repairing state- and locally-owned roads, which provides a key opportunity to build safer, complete streets
- \$750 million per year will support improving service and expanding public transit
- \$250 million per year is for a new program aimed at increasing transportation choices in highly traveled, congested corridors
- \$25 million per year for planning grants to support smart growth and development of better projects in the future

For more details, we're compiling a full analysis of SB 1 funding and programs on our website.

**Even though the new tax increase won't go into effect until November, transportation agencies across the state have begun implementation of the new funding in earnest.** As soon as Californians see gas prices go up, policymakers want to be able to point to roads

being repaired with that money to justify the extra expense to taxpayers. Applying even more pressure to the urgency policymakers are feeling is the threat of a potential measure on the 2018 ballot to repeal SB 1. A recent poll revealed that a **majority of voters are opposed to the gas tax increase.**

However, with that urgency to start putting the SB 1 money to work in mind, transportation officials would be wise to ensure that we're using the new money cost-effectively to make our transportation system safer, cleaner, more sustainable, and more efficient at moving people. **If we're just filling cracks and potholes and rebuilding the same congested roads and bridges--i.e. business as usual--without providing taxpayers other benefits and options for getting around, Californians are unlikely to be totally satisfied with the work.** **Eighty percent of Californians support a "complete streets" approach** when repaving roads according to a recent poll by David Binder Research.

Our coalition has come up with 10 guiding principles for transportation officials to embrace as they are deciding how to spend new funds, which **we submitted in a letter to the California Transportation Commission earlier this month.** The guiding principles call out key needs that support state goals including, among other things: prioritizing social equity with investment; protecting vulnerable communities from air quality, climate, safety, and housing displacement impacts; meaningfully engaging community-based groups in program and project development; promoting mode shift to walking, biking, and transit; and building complete streets on all projects.


The California Transportation Commission is leading a **series of workshops** over the next few months which are already underway and will define guidelines for the bulk of the funding. Fourteen full- and half-day workshops are on the calendar between now and December.

But these workshops aren't enough to engage broad public participation in shaping the guidelines for SB 1 programs, so in addition to participating in the CTC workshops CalBike and our allies are planning to do some additional outreach to community-based groups, especially representing underserved communities, to solicit input.

**Feel passionate about getting involved? We could use your help!**

1. Join our upcoming webinar [SB 1: Maximizing Accessibility and Community Benefits](#) to learn more about SB 1 funding and programs and opportunities to influence how funds are spent.
2. Contact [Jeanie@calbike.org](mailto:Jeanie@calbike.org) to share your ideas, concerns, and feedback on what you would like to see from this new funding, either at the statewide level or in your local community.
3. Help our coalition organize a local convening in your area to discuss leveraging SB 1 funds to address local needs, contact [Jeanie@calbike.org](mailto:Jeanie@calbike.org).
4. Finally, sign up on [CTC's website](#) to get updates directly from the state on any of the programs.
5. Support our work - [join CalBike today](#).

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### TAKE ACTION NOW

We need your voice: tell our policymakers that you care about



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

## *Memorandum*

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **Older drivers: What to do if you cannot drive anymore (Salinas Californian, July 20, 2017)**

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### **RECOMMENDED ACTION:**

[Older drivers: What to do if you cannot drive anymore \(Salinas Californian, July 20, 2017\)](#)

### ATTACHMENTS:

- Older drivers: What to do if you cannot drive anymore (Salinas Californian, July 20, 2017)

# Older drivers: What to do if you cannot drive anymore

MacGregor 'Goya' Eddy, For The Salinas Californian Published 1:21 p.m. PT July 20, 2017



(Photo: The Salinas Californian)

## Old drivers worse than teenage drivers

Are older drivers a danger to the public? That depends on what you mean by old. Drivers between 55 and 70 years of age are the safest drivers of all. These cautious, experienced drivers have the lowest rate of collisions according to data gathered by insurance companies. The same data show that after age 70 the collision rate rises, with a steep increase after age 80. Drivers over 85 cause four times more fatal traffic collisions than teenagers. However, the teenage driver will improve with time, while the over 85 driver is likely to get worse.

## Many people give up driving voluntarily

Physical changes, especially to vision, are impossible to stop or prevent with age, no matter how healthy the driver. Peripheral vision is narrowed and the ability to adjust to changes in light is slower with advancing years. My friend Andy, 68, was weakened by a heart attack. Andy recently collided with a parked car and then voluntarily gave up driving. He said, "What if I had hit a person?" Salinas's police traffic officer Sgt. Gerry Ross commends this kind of action... "Many courageous and responsible people voluntarily give up driving," Ross said.

## Getting unsafe drivers off the road

"Family members and doctors have a duty to get unsafe drivers off the road," Ross said. Anyone can submit a Request for Driver Reexamination (DS 699) to the Department of Motor Vehicles to review a person's driving qualifications. You could call DMV at 800-777-0133 to get the form, but it is much faster to download it at [www.dmv.ca.gov](http://www.dmv.ca.gov). (<http://www.dmv.ca.gov>) Confidentiality will be honored to the fullest extent possible. A restricted driver's license may be issued after the evaluation. The most common restrictions are vision-related and usually require the driver to wear glasses or corrective contact lenses. Other restrictions include: No freeway driving, driving a vehicle with an additional right side mirror or no night driving.

## How to get around without driving

Losing driving privileges is a blow to independence and mobility in a car dependent area like Monterey County. There are some local options available to get around without driving.

ADVERTISING



The Independent Transportation Network (ITN) provides more than 200 rides a week in Monterey County. ITN provides arm-through-arm service, not just door to door. Volunteer drivers, which are desperately needed, earn transportation credit for rides; the volunteer can then donate this credit to someone else or save it for their own later years.

There is a cost for the service to cover the running of the ITN program. If a person has a vehicle they can no longer drive, the ITN car trade program converts this depreciating asset into a fund to pay for rides. If you would like to volunteer as a driver or to apply for transportation services, call 831-233-3447 or online at [itnmontereycounty.org](http://itnmontereycounty.org). (<http://itnmontereycounty.org>)

## Travel Training to use the bus

Monterey-Salinas Transit will offer travel training to people who are uncertain how to use the bus. The training includes; planning a trip, understanding the maps and schedules, safety guidelines, paying fares, transfers, and purchasing bus passes. Call MST at 888-678-2871 or email at [mobility@mst.org](mailto:mobility@mst.org) or visit [mstmobility.org](http://mstmobility.org) (<http://mstmobility.org>) for more information. The same sources can also give you information about other services available to older and disabled people.

### **Car pooling**

The Transportation Agency for Monterey County (TAMC) will have a local carpool and ride matching service available by spring 2018. Until then you can try the new Google carpool app WAZE ([www.waze.com/carpool](http://www.waze.com/carpool), (<http://www.waze.com/carpool>)) which matches drivers with riders for regular trips. I do not recommend Uber since that ride service does not follow the regulations and standards required of taxi companies.

### **Future of commuter train in Salinas**

Aug. 4, from 8 a.m. to noon, The Salinas Chamber of Commerce and the Transportation Agency for Monterey County will hold a future commuter train tour. It will include a bus trip to San Jose and a return train trip to Salinas.

The cost is \$20 and registration is required. Call the Chamber at 751-7725 or register online at [www.salinaschamber.com](http://www.salinaschamber.com) (<http://www.salinaschamber.com>)

Aug. 2. 6 p.m., 55 Plaza Circle Salinas. TAMC Bike and Pedestrian Facilities Committee will meet. Agenda at <http://www.tamcmonterey.org> (<http://www.tamcmonterey.org>)

*Send your comments and questions to MacGregor Eddy "Goya" at [wecouldcarless@gmail.com](mailto:wecouldcarless@gmail.com)*

Read or Share this story: <http://www.thecalifornian.com/story/news/2017/07/20/older-drivers-what-do-if-you-cannot-drive-anymore/497238001/>

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***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Virginia Murillo, Transportation Planner  
**Meeting Date:** August 2, 2017  
**Subject:** **California Bicycle Safety Facts (UC Berkeley, June 2017)**

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**RECOMMENDED ACTION:**

[California Bicycle Safety Facts \(UC Berkeley, June 2017\)](#)

ATTACHMENTS:

- ▣ California Bicycle Safety Facts (UC Berkeley, June 2017)



# California Bicycle Safety Facts

Thomas Rice June 2017

## INTRODUCTION

Bicycling is becoming more popular across the country. In 2015, more than 2 people were killed each day in bicycle injury collisions in the US, representing a 6% increase in bicyclist fatalities since 2006 and a 12% increase from 2014. These fatalities represent about 2% of the total number of road users killed or injured in 2015. However, numbers and rates of bicycle injury collisions might be underreported.<sup>1</sup>

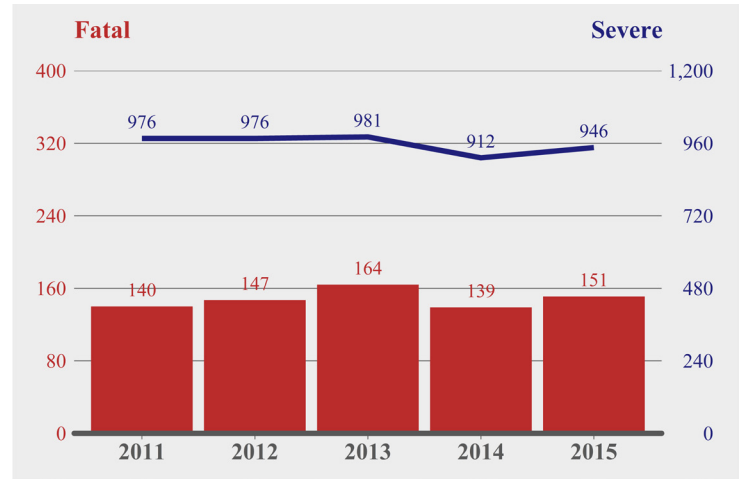
## METHODS

Collision data for years 2011-2015 were obtained from the California Statewide Integrated Traffic Records System (SWITRS), an electronic database of police-reported traffic collisions operated by the California Highway Patrol (CHP). SafeTREC queried the publicly available SWITRS files for collisions that involved a bicycle and resulted in injury to the bicycle operator or passenger, and obtained data from the collision, party, and victim data files.

## FINDINGS

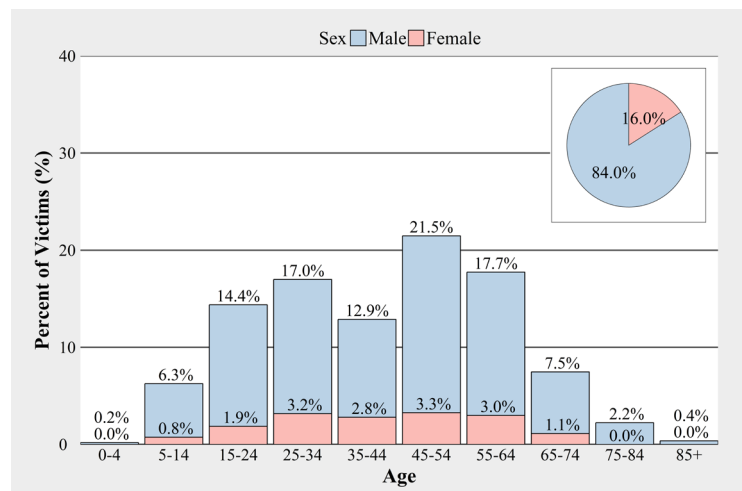
- There were 12,253 bicycle riders injured in traffic collisions in 2015, a 3% decrease compared with the 12,689 riders injured in 2014.
- Of the 12,253 injured bicycle riders, 946 were fatally injured (7.7%) and 151 were severely injured (1.2%). The number of riders with fatal or severe injured remained stable during the 2011-2015 period, ranging from 1,116 and 8.2% of all injuries to 1,097 and 9.0% of all injuries (Figure 1).
- The fatally or severely injured bicyclists were predominantly males. Less than one out of every five bicyclists was female (16%). The age distribution (Figure 2) shows a wide range of ages. Male riders aged 25-34, 45-54, and 55-64 were the largest groups, comprising 56% of all riders. The likelihood that injured riders were female was slightly greater in age groups 35-44 year. All riders aged 75 years or older were male.

**Figure 1. Fatally and Severely Injured Bicyclists, California, 2011-2015**



Source: SWITRS 2011-2015 (2014 and 2015 are provisional)

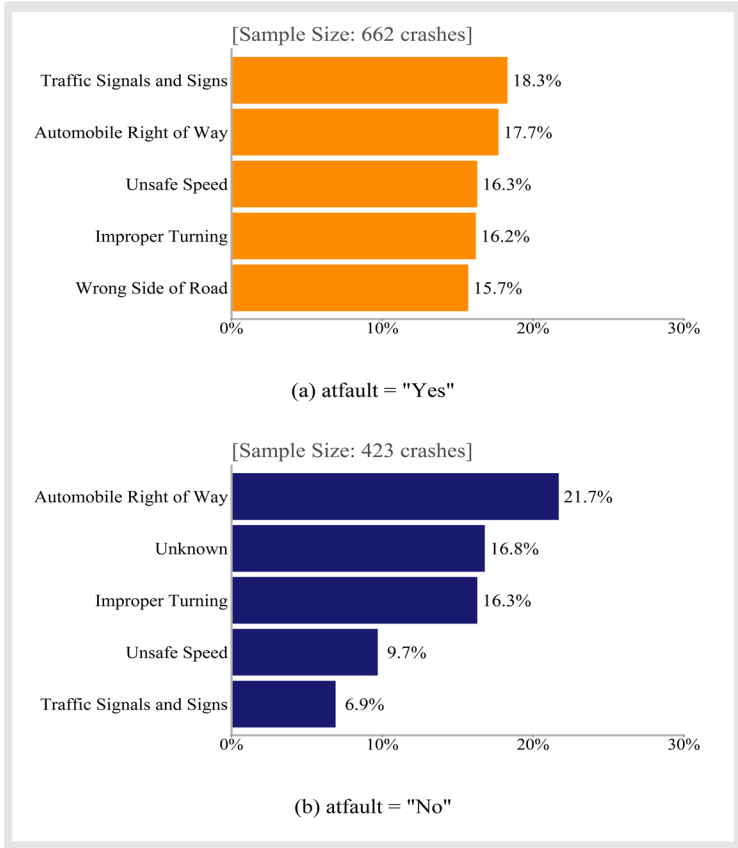
**Figure 2. Age and Sex of Fatally or Severely Injured Bicyclists, California, 2015**



Source: SWITRS 2015 (2015 is provisional)

- Men are over-represented in adult bicycling overall, not just bicycle collisions. Nationally, three-quarters of bicycle trips are made by male riders.<sup>2</sup> In California, the trend is similar - surveys in Los Angeles and San Francisco have found that only 16% and 30% of commuting bicyclists were women, respectively.<sup>3</sup>

**Figure 3. Top Causes of Fatal or Severe Injury Bicycle Collisions by Bicyclist Fault, California, 2015**



Source: SWITRS 2015 (2015 is provisional)

**Figure 4. Day and Time of Fatal and Severe Injuries (FSI) among Bicyclists, California, 2015**

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	5	2	4	1	2	8	8	30
3-6AM	6	5	3	4	2	3	4	27
6-9AM	18	22	22	46	15	13	6	142
9AM-Noon	17	14	16	17	21	32	32	149
Noon-3PM	23	21	16	31	30	34	33	188
3-6PM	32	44	34	42	37	25	25	239
6-9PM	29	31	31	29	28	36	30	214
9PM-Midnight	12	17	13	16	14	19	13	104
Unknown	2	0	1	0	1	0	0	4
TOTAL	144	156	140	186	150	170	151	1,097

FSI Total 0 1 - 3 4 - 13 14 - 21 22 - 31 32 - 46

Source: SWITRS 2015 (2015 is provisional)

- When bicyclists were at fault, they most often violated traffic signals or signs, violated a vehicle’s right of way, or were travel at an unsafe speed (Figure 3).
- When bicyclists were not at fault, bicyclists most often had their right of way violated, another vehicle improperly turned, or another vehicle was traveling too fast.
- The number of collision-related bicyclist injuries varied greatly by day of week and time of day (Figure 4). The most injurious time of day was constant across weekdays. On weekdays, the largest number of fatal and severe injuries occurred between 6 am and 9 am and between 3 pm and 9 pm. On Saturdays and Sundays, the times of highest injury risk were from noon to 3 pm and from 6-9 pm.
- When bicyclists were at fault, they most often struck other vehicles broadside, overturned their bicycles, or sideswiped other vehicles.
- When bicyclists were not at fault, the top types of collisions included broadsides, sideswipes, and another vehicle rear-ending the bicycle.

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