

BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)

**Wednesday, May 3, 2017
6:00 PM**

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**Sand City Council Chamber, 1 Sylvan Park, Sand City
AGENDA**

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

1. ROLL CALL

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

2. PUBLIC COMMENTS

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

3. BEGINNING OF CONSENT AGENDA

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

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of April 5, 2017.

- Montiel

The Draft minutes of the April 5, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

END OF CONSENT AGENDA

4. **NOMINATE** up to three members of the Bicycle & Pedestrian Facilities Advisory Committee to serve on the TAMC Competitive Grant Application Review Committee.

- 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 are due June 1, 2017. Agency staff is seeking to establish an ad hoc committee to review and rank the applications, and provide funding recommendations.

5. **SR 68 Scenic Highway Plan:**

1. **RECEIVE** update on the SR 68 Scenic Highway Plan; and
2. **PROVIDE** comments on the draft corridor improvement concepts.

-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 bike helmet fittings and rules of the road; and **PARTICIPATE** in a bike education activity.

- Murillo

Bicycle safety education is a key component of seeing more bicyclists on our streets and roads. Staff will give presentations on proper helmet fitting, basic bike maintenance and rules of the road.

7. **RECEIVE** presentation on May 2017 Bike Month Activities.

- Murillo

Bike Month is a national campaign held annually in May to promote bicycling. TAMC is promoting local bike month events using social media, and through the Monterey County Weekly.

8. **ANNOUNCEMENTS and/or COMMENTS**

9. **ADJOURN**

ANNOUNCEMENTS

Next Bicycle & Pedestrian Facilities Advisory Committee meeting will be on
Wednesday, August 2, 2017

**Transportation Agency for Monterey County Conference Room
55-b Plaza Circle
Salinas, California
6:00 P.M.**

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.** [Bi-partisan bicycle advocacy for 'Idaho stop' law](#) (Salinas Californian, March 30, 2017)
- M 2.** [Braking Bad: In China, Many Share Bikes Meet Grisly Fates](#) (Wall Street Journal, April 4, 2017)
- M 3.** [Cities to receive millions in funds from transportation bill](#) (King City Rustler, April 14, 2017)
- M 4.** [Debbie Hale, Carl Sedoryk: Legislators deliver for the traveling public with SB 1](#) (Monterey Herald, April 15, 2017)

Reports

- R 1.** [Tactical Urbanism and Safe Routes to School](#) (Safe Routes to School National Partnership, 2017)



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: May 3, 2017
Subject: **Bicycle and Pedestrian Facilities Advisory Committee minutes of April 5 2017**

RECOMMENDED ACTION:

Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of April 5, 2017.

SUMMARY:

The Draft minutes of the April 5, 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 April 5, 2017 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

ATTACHMENTS:

- ▣ BPC Draft April minutes

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

Voting Members	AUG 16	SEP 16	OCT 16	NOV 16	JAN 17	FEB 17	MAR 17	APR 17
Eric Petersen, District 1, Past Chair	P	P	P	P	P	P	P	P
Jerry Ramos – District 2	-	-	E	-	-	E	-	E
Vacant – District 3								
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	P(A)	P	P	P	P	P	P	P(A)
Jeff Lindenthal, District 5 <i>(Geof Tibbitts)</i>	E	P	P	E	P	E	-	P
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	P	E	P
Vacant, Marina, <i>(Debra Daniels)</i>			-	-	-	-	-	-
Monterey - Vacant,	-	-	-	-	-	-	-	-
Linda Petersen, Pacific Grove <i>(Tony Prock)</i>	P	P	E	P	E	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	P	E	P
Bill Boosman, Velo Club of Monterey <i>(Vera Noghera)</i>	P(A)	P(A)	P(A)	P	P	P	P	P
Mary Israel, FORA <i>(Jonathan Brinkmann)</i>	-	-	P	P	P	P	P	P
N. County Recreation & Park District - Vacant	-	-	-	-	-	-	-	-
James Serrano, Salinas Public Works	-	-	-	-	-	-	-	-
Raul Martinez – County Public Works	E	P	-	P	P	E	P	-
Caltrans - District 5	-	-	-	-	-	-	-	-
–AMBAG <i>(Sasha Tepedelenova)</i>	-	-	-	-	-	-	-	-
Vacant, Pebble Beach Company	-	-	-	-	-	-	-	-
Brian Cook, CSUMB <i>(Matthew McCluney)</i>	P	P	P	E	P(A)	P	P	P

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

	JUN 16	AUG 16	SEP 16	OCT 16	NOV 16	JAN 17	FEB 17	MAR 17
TRANSPORTATION AGENCY STAFF								
Debbie Hale, Executive Director	E	-	-	E	E	E	-	E
Todd Muck, Deputy Executive Director	E	P	-	P	E	P	P	E
Ariana Green, Associate Transportation Planner	P	E	E	E	E	E	-	P
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 - Alternate Ralph Wege Seaside - Alternate

- 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.

- BEGINNING OF CONSENT AGENDA**

M/S/C

Petersen/ LeBarre /unanimous

Abtain: Lisa Rheinheimer, Vera Noghera, Jeff Lindenthal and Frank Henderson

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

END OF CONSENT AGENDA

- MARINA BICYCLIST IMPROVEMENTS**

The Committee received a report on the City of Marina’s Imjin Parkway and 9th Street projects.

Brian McMinn, City of Marina Public Works Director reported that the City of Marina is adding new bikeways along Imjin Parkway and 9th Street that will cyclists and pedestrians to the Monterey Bay Sanctuary Scenic Trail and the Ford Ord Dunes State Park. He reported that bike and pedestrian access from Imjin Parkway will permanently closed, for safety reasons, as part of the upcoming interchange improvements at Highway 1. He noted that the Imjin Safety & Traffic Flow Improvements are part of the Marina-Salinas Multimodal Corridor. He noted that the project proposes to add a bike and pedestrian path along Imjin Parkway between Reservation Road and Imjin Road. The City of Marina is currently leading the environmental review for this project, which is expected to begin design in 2018.

Committee member Lisa Rheinheimer noted that Monterey-Salinas Transit has been working with the City of Marina on accommodating the bus stops.

Committee member Eric Petersen noted that the City of Marina should follow the Caltrans highway design manual.

Committee alternate Ralph Wege asked if the Caltrans trail adjacent to Highway 1 would be closed. Ariana Green noted that it is a well-used trail and will not be closing it any time soon. She noted that the City of Marina should consider installing signage to direct cyclists to the new access points.

Brian McMinn announced that the ribbon cutting for the Del Monte Blvd & Beach St roundabout is scheduled for April 20th and encouraged Committee members to attend.

5. **MONTEREY VISION ZERO**

The Committee received a report on the City of Monterey's bike and pedestrian safety program and plan.

Stefania Castillo, City of Monterey reported that the City of Monterey launched Walk & Bike Safe in Monterey, an interactive public education program focused on teaching children to be safe pedestrians and bicyclists using a \$110,000 grant from the California Office of Traffic Safety (OTS) in November 2015. She noted that a classroom presentation, pedestrian and bicycle skills obstacle courses (rodeos), and educational booths at community events and schools were all part of the program.

Ms. Castillo also reported that the City of Monterey is developing a city-wide Vision Zero Plan to identify strategies and projects to reduce bike and pedestrian injuries and fatalities. The Vision Zero Plan is funded by a \$74,000 grant from OTS, which also continues the traffic safety program and public awareness campaign for another year. This plan focuses on preventing and reducing fatalities and serious injuries caused by traffic collisions and promotes safety for all modes of transportation. She noted that the Vision Zero approach relies on collaborative commitment with city officials, city departments and community members working together and committing to create safer environments.

Committee member Eric Petersen expressed that the Vision Zero data resources templates should be shared with the City of Salinas and others to pursue.

6. **GOLDEN HELMET AWARD**

M/S/C Rheinheimer/ LeBarre /unanimous

The Committee received the Golden Helmet Award winner(s) for recognition by the Transportation Agency Board of Directors.

Virginia Murillo, Transportation Planner reported that the Transportation Agency received 20 nominations for the Golden Helmet Award. She noted that Chair Flescher and Committee members Valencia and Johnson, the sub-committee members, and TAMC staff met and discussed the nominees. The award recipients will be honored at the TAMC April 26th Board meeting. She reported that the Award Ranking Criteria were the following: bicycling is part of everyday life, best riding practices, and advocacy & inspiration to others. She also noted the four award categories: Adult individual, youth, group/ organization and program/ event. Ms. Murillo reported that the sub-committee members recommend the following as the Golden Helmet Award winners:

- Adult Individuals: Mike Baroni & Mari Lynch (a tie hard deliberation)
- Youth: Salinas High School Cowboys
- Group/ Organization: Families of Color Monterey County
- Program/ Event: Take a Kid Mountain Biking Day

Chairman Chris Flescher noted that on the adult individual's category it was very difficult to choose from great candidates.

Committee member D.L. Johnson expressed that recognizing a school team will hopefully encourage other schools to support bicycling.

Committee member Eric Petersen noted that the Salinas High School Cowboys are very courteous on trails, and practice safe cycling.

7. **ANNOUNCEMENTS AND/OR COMMENTS**

Committee member Lisa Rheinheimer announced that MST now has a smartphone Transit App that lets passengers know when the next bus is coming, find nearby stops, and receive bus stop schedule alerts. She noted that you can view the full schedule for a route and set alarms to remind you of the schedule for your bus.

Committee member D.L. Johnson noted that he was in China recently, and reported that China has a new bicycle share program. The bicycles do not have to be returned to a kiosk, are accessible through a phone app and are very inexpensive to use.

Eric Petersen noted that Assembly Bill 1103 Bicycles: yielding that is referred to Idaho Stop. He noted that it would authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping. He also announced that both the San Jose 2017 Silicon Valley Bikes Festival and the Salinas Criterium will be on May 7th.

Virginia Murillo passed out the 2017 Bike month poster and asked Committee members to assist in promoting and distribute the printed posters to the local shops in Monterey County.

Ariana Green noted that if anyone knows of any Bike events happening in the month of May to please contact Virginia or Ariana with details to add information to the bicycle website. In conclusion Ms. Green noted that Monterey County Weekly will be posting 2 profiles that have every two weeks during the month of May.

8.

ADJOURNMENT

Chair Flescher adjourned the meeting at 7:11 p.m.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle & Pedestrian Facilities Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: May 3, 2017
Subject: **Competitive Grants - Review Committee**

RECOMMENDED ACTION:

NOMINATE up to three members of the Bicycle & Pedestrian Facilities Advisory Committee to serve on the TAMC Competitive Grant Application Review Committee.

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 are due June 1, 2017. Agency staff is seeking to establish an ad hoc committee to review and rank the applications, and provide funding recommendations.

FINANCIAL IMPACT:

The portion of Regional Surface Transportation Program funds that has been set aside for the competitive grants program is \$6.95 million. At the March 22, 2017 meeting, of the estimated three-year Regional Surface Transportation Program funds of \$13.2 million, the Transportation Agency Board voted to reserve 10% for agency use. Of the remaining \$10.5 million, the Board voted to program \$3.6 million of this funding on a fair share basis to the jurisdictions to be distributed by population and lane miles, with the remaining balance reserved for the competitive grants program.

DISCUSSION:

The 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. A few recent examples include constructing new roundabout and signalized intersections, adding bicycle lanes to existing roads, street rehabilitation and adding

sidewalks along streets. TAMC receives an annual apportionment of Regional Surface Transportation Program funding, passed through the State.

With the grant application deadline set at June 1, 2017, staff is seeking to establish an ad hoc committee made up of members of the Bicycle & Pedestrian Committee, Technical Advisory Committee, partner agencies, and Transportation Agency staff to review and rank the applications, and provide funding recommendations. The schedule for the competitive grants program is as attached.

ATTACHMENTS:

- RSTP Competitive Grants Schedule

Transportation Agency for Monterey County
Regional Surface Transportation Program
2017 Competitive Grant Schedule (Three-Year Program Covering 2017, 2018, and 2019)

Tasks	Schedule
TAMC Board Action	
Grant application approval	March 22, 2017
Call for projects	March 27, 2017
Establish Review Committee	
Bicycle & Pedestrian Committee nominates committee members	May 3, 2017
Technical Advisory Committee nominates members	May 4, 2017
Grant Applications Due	
Applications due to TAMC	June 1, 2017
Review Committee Scores Applications	
Review committee members complete initial scoring of applications	June 23, 2017
Review Committee meets to finalize recommendations	June 26, 2017
Review of Committee Recommendations by Standing Committees	
Bicycle and Pedestrian Committee will review the committee recommendations and provide input to the Technical Advisory Committee	August 2, 2017
Technical Advisory Committee will recommend approval of projects for funding to the Board	August 3, 2017
Draft Resolution to TAMC Board	
Finalize legal review and staff report	August 15, 2017
TAMC Board Approval	
Board approves projects for Competitive Grants via resolution	August 23, 2017



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle & Pedestrian Facilities Advisory Committee
From: Grant Leonard, Transportation Planner
Meeting Date: May 3, 2017
Subject: **SR 68 Scenic Highway Plan Update**

RECOMMENDED ACTION:

SR 68 Scenic Highway Plan:

1. **RECEIVE** update on the SR 68 Scenic Highway Plan; and
2. **PROVIDE** comments on the draft corridor improvement concepts.

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 memoranda that are available for public review at:

<http://www.sr68sceniccorridorstudy.com>.

Since January of 2017, the project team has been developing three corridor concept alternatives for consideration. The corridor alternatives are listed below and details of each alternative will be presented at the May 3, 2017 committee meeting:

- Alternative 1: Installation of Roundabouts at Major Intersections
- Alternative 2: Selective Segment Widening with Intersection Improvements
- Alternative 3: Integrated Corridor Management (Adaptive Signalization)

All three corridor alternative would have impacts for cyclists and pedestrians. For the Roundabout alternative, the impacts are most notable at the intersections because of the changes to roundabout control. Similarly, for the Adaptive Signalization alternative, most of the changes for cyclists and pedestrians will be at the intersections due to modifications to accommodate for the improved signals. Alternative 2, the selective widening option, would have the most significant impacts for cyclists and pedestrians as it would widen multiple short sections of the existing road from two lanes to 4 lanes.

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 alternative. Going forward, the project team will begin a second phase of public outreach, which will include a public workshop on May 4th, meeting with community groups and stakeholders individually, and promotion of the interactive project website. This public feedback will be used to help draft final recommendations for the SR 68 Scenic Highway Plan. The current project schedule calls for a draft plan to be presented to Agency Board on June 28, 2017, with approval of the final plan at the Board meeting on August 23, 2017.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: May 3, 2017
Subject: **Helmet Fitting & Bike Safety**

RECOMMENDED ACTION:

RECEIVE presentation on bike helmet fittings and rules of the road; and
PARTICIPATE in a bike education activity.

SUMMARY:

Bicycle safety education is a key component of seeing more bicyclists on our streets and roads. Staff will give presentations on proper helmet fitting, basic bike maintenance and rules of the road.

FINANCIAL IMPACT:

There is no financial impact associated with this action. Bike safety education is incorporated in TAMC's Transportation Development Act 2% funds for bicycle and pedestrian activities.

DISCUSSION:

Engineering, enforcement and education are part of a unified strategy for promoting bicycling and walking in our communities. 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. TAMC and other community partners are involved in educating the public on how to walk and bike safely.

Proper helmet fitting, basic bike maintenance and being visible and predictable on the road all promote bike safety. Bike safety can be broken down to three steps:

1. First, do your 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. Scan the road, use your hand signals, be aware of your surroundings – use your bell if needed, stop at stop signs. Remember, you're in a two-wheel vehicle. And, of course, as a two wheel vehicle remember: ride with traffic!

Staff will host an interactive session for Committee members to learn how to properly fit a helmet, and refresh their bike safety knowledge using the **attached** exercise. These are good skills for Committee members to have as community advocates and volunteers.

ATTACHMENTS:

- Bike Safety Quick Quiz

Bike Riding Dangers

Pretend you are the person riding the bicycle at the bottom of the picture.
Can you see all the things that put you at risk as a bicyclist?
There are 13 bike riding dangers in all.



Reprinted with permission: John Williams



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: May 3, 2017
Subject: **Bike Month Activities**

RECOMMENDED ACTION:

RECEIVE presentation on May 2017 Bike Month Activities.

SUMMARY:

Bike Month is a national campaign held annually in May to promote bicycling. TAMC is promoting local bike month events using social media, and through the Monterey County Weekly.

FINANCIAL IMPACT:

The budget to support Bike Month is from Transportation Development Act 2% funds for bicycle and pedestrian activities and 511 Ridesharing funds.

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 2017

As part of Bike Month, TAMC is helping to promote bicycling community events around the County, such as the Salinas Criterium on May 7, and Seaside Balance Bike Camps. TAMC is also partnering with the Salinas Cesar Chavez Library and the King City Library

to do bike safety presentations and a bike lock giveaway. All events are listed on the **web attachment** bilingual bike month poster, listed on the TAMC website and promoted via the TAMC Facebook page. Additionally, Bike Month events are promoted in the Monterey County weekly's publications and online page.

As part of this year's bike month activities, TAMC is profiling bike and pedestrian projects, programs, partnerships and local advocates. These profiles will appear in the May issues of the Monterey County Weekly. Profiles during the month of May will include:

- Grassroots Programs: Families of Color Monterey County's family bike rides and balance bike camps for kids, and Bay View Academy's Walk & Roll Program
- Grassroots Projects: Fort Ord Regional Trail & Greenway and Pacific Grove Highway 68 Corridor Study
- Partnerships: Via Salinas Valley active transportation project partnership between the Monterey County Health Department, cities in the Salinas Valley and TAMC to make bicycling and walking in Salinas, Gonzales, Soledad, Greenfield and King City safer and easier.
- Major Projects: North Fremont Bicycle & Pedestrian Safety Improvements and Castroville Crossing Project.

WEB ATTACHMENTS:

[Bike Month Events & Poster](#)

Bi-partisan bicycle advocacy for 'Idaho stop' law

MACGREGOR 'GOYA' EDDY 5:04 p.m. PT March 30, 2017



(Photo: The Salinas Californian)

California Assemblyman Jay Obernolte is a Republican from a rural area (his 19th district includes Hesperia and Barstow) and Phil Ting is a Democrat from an urban area, San Francisco. Obernolte and Ting are co-sponsoring Assembly Bill 1103 that would allow cyclists to legally treat stop signs as yield signs.

AB 1103 would authorize a person on a bicycle to yield the right of way at a stop sign, and cautiously make a turn or proceed through the intersection without stopping, unless it is unsafe to do so. It would also require a bicycle rider to signal an intention to turn.

Obernolte emphasizes that bicyclists would be allowed to go through a stop sign only when it is safe. The cyclist must slow down to assess the safety while approaching the intersection with a stop sign.

"It's intentionally vague because it's left up to the discretion of the bicyclist," Obernolte said.

This practice is called the "Idaho Stop," because Idaho implemented this policy in 1982. Research in Idaho found a decline in bike-related injuries after the law was enacted.

"It's pretty compelling that the data supports this kind of change in the law," Obernolte said. "Their (the cyclists') loss of momentum causes them to spend a substantially longer amount of time in the intersection."

The longer it takes for a bicyclist to pass through an intersection, the greater likelihood that they'll get hit by an oncoming vehicle, he said.

If AB 1103, (also called "Stop as Yield") becomes law bicyclists would still have to stop at red lights, Obernolte said. This might motivate them to take less-traveled side roads rather than main roads with traffic signals.

The California Bicycle Coalition supports AB 1103, stating that it will "eliminate unnecessary enforcement, and allow people on bikes to keep their momentum moving forward. When people on bikes cross more safely at intersections and traffic flows more smoothly, it is a win-win for everyone." See http://www.calbike.org/ca_stop_as_yield

It is refreshing to see such two different politicians work together to decrease car/bicycle crashes and promote a smoother flow of traffic at intersections. The bill is also co-sponsored by Richard Bloom (D-Santa Monica), Rocky Chavez (R-Oceanside), Kevin Kiley (R-Rocklin), and Sen. Scott Wiener (D-San Francisco).

Bike share feasibility Plan

In 2013 the Transportation Agency for Monterey County (TAMC) received detailed study "Monterey County Bicycle Sharing Feasibility and Implementation Plan." The study was rejected by the TAMC board.

"Despite efforts to work with the bike rental businesses," TAMC associate transportation planner Ariana Green emailed me, "the study became political, which is why the TAMC Board decided not to formally adopt the Bike Share Feasibility Study."

Green stated that "the study was funded through an AB 2766 grant administered by the Air District. The total cost of the study was \$57,000."

Although the TAMC board did not adopt the bike share plan, Salinas, for example, could use the detailed information provided in the study to help launch a bike share program. There are no bike rental companies in Salinas to oppose a bike share plan. The \$57,000 has already been spent, let's use the information.

Bike, Pedestrian panel meets

The TAMC Bicycle and Pedestrian Committee will meet at 6 p.m. Wednesday at 55 Plaza Circle, Salinas. The public is welcome. For details, see the TAMC website <http://www.tamcmonterey.org> or call 775-0903

Send your comments to MacGregor (Goya) Eddy at wecouldcarless@gmail.com





TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: May 3, 2017
Subject: **Braking Bad: In China, Many Share Bikes Meet Grisly Fates**
(Wall Street Journal, April 4, 2017)

RECOMMENDED ACTION:

[Braking Bad: In China, Many Share Bikes Meet Grisly Fates](#) (Wall Street Journal, April 4, 2017)

ATTACHMENTS:

- Braking Bad: In China, Many Share Bikes Meet Grisly Fates

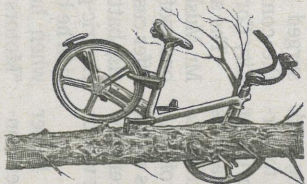
Braking Bad: In China, Many Share Bikes Meet Grisly Fates

Park-it-anywhere systems give vandals, pranksters a lift; Mr. Sun to the rescue

By TREBOR MOSS

SHANGHAI — They've been stripped bare, thrown in dumpsters, hung in trees, set on fire, wrenched out of shape, tossed in cars and piled in mangled heaps outside of town.

In one video, a young man trundles to the riverfront in the northern city of Tianjin and flips one casually into the water. In others, a pack of children vandalize them with delight, and an old woman blud-



geons hews with a hammer. The moral of this story: If you're some-how reincarnated as a share bike, pray you don't end up in China. More than two dozen bike-share startups have put millions of cheery-hued yellow, blue, green or orange two-wheelers on Chinese streets during the past year. The hugely popular bikes cost just a handful of U.S. cents to rent per hour after users sign up, usually putting down a deposit of between

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Please see **BIKES** page A12

IN DEPTH

THE WALL STREET JOURNAL.

BIKES

Continued from Page One
\$15 and \$45.

Unlike programs in the U.S. and Europe, however, these bikes don't have docking stations—bikes can be left anywhere and renters use smartphone apps to unlock their built-in locks.

London and New York, where bikes can be picked up or dropped off only at docking stations, have about 23,000 share bikes between them. Shanghai alone has half a million—and the sheer number of bikes, their often isolated and haphazard parking locations, and the age-old scourges of thievery, petty vandalism and general mischief-making have led many to meet grisly fates.

The abuse has become so widespread that several hundred Good Samaritans across the country have taken up the cause. “I can’t bear to see this behavior,” said 26-year-old Sun Shiyue, who works for a unit of Coca-Cola Co. in Shanghai by day, and patrols his neighborhood by night with a flashlight looking for damaged or misused bikes from Mobike, one of China’s largest share programs. He reports problems via the Mobike app, moves badly parked bikes and tapes a small notice—which he made himself—to the bike’s saddle re-
bucking the previous user for irresponsible behavior. “They are the prey, and I am the hunter,” he said of the saboteurs.

Before China began opening up in the late 1970s, bicycles conferred prestige. They were one of the four status symbols Chinese newbies aspired to own—the others being a watch, a radio and a sewing machine. Bicycles lost their glow to cars as China’s economy took off, but as traffic and congestion became a problem, bikes became trendy again.

In recent months, investors have plowed \$1 billion into Chinese bike-share companies.

The bright yellow, single-gear bikes from Ofo, another of the nation’s largest operators, cost under \$60 apiece, making them relatively unattractive to thieves, said Chief Operating Officer Zhang Yanqi. But their



Dozens of bike-sharing programs in China don't use docking stations, leaving bikes at the mercy of vandals and thieves. Above, vandals created this pile in Shenzhen.

SIPA/ZUMA PRESS

locks are simple and security is rudimentary, a strategy Mr. Zhang said helps keep costs low. Users receive a code for a bike’s combination lock after inputting the bike’s ID number into the Ofo app.

Ofo has lost 1% of its bikes since it launched in September 2015—a small share but still a large number; Ofo is set to have 20 million bikes on the street by the end of 2017, Mr. Zhang said. Mobike, Ofo’s orange rival, has taken a different tack: Its higher-end bicycles cost up to \$400 each to build; users unlock them by scanning a QR code on the bike with their smartphone. They are bristling with security measures, including GPS tracking and an alarm system. That makes Mobike’s loss rate “negligible,” said spokesman Martin Reidy.

Nevertheless, tech-savvy

thieves have begun producing fake QR codes for Mobikes and sticking them over the genuine codes. When users scan the bogus codes they end up, in some cases, transferring money to the scammers. Two men in the coastal cities of Ningbo and Fuzhou were charged with committing such a fraud in March, state media reported.

Bikes stolen from various programs—and repaired—have turned up for sale in countryside shops.

A man in Chengdu was arrested last month after being caught red-handed, surrounded by the dismantled parts of numerous shared bikes. Stealing the bikes and reselling them whole was too unprofitable, the man told police, local media said, so he was breaking the bikes down and jumbling the parts together to form new ones.

Some people are so fond of the bikes they have taken to hoarding them, so one is always handy. It is common to see bikes stashed inside offices, or cached in stairwells. In February, two Beijing nurses were arrested for allegedly locking up shared bikes with their own locks, for which they spent five days locked up themselves, local media reported.

In January, hundreds of shared bikes were found dumped in a huge pile in the southern city of Shenzhen by unknown saboteurs. In other jobs, ranks of bikes have had their brake lines severed. Vandals have also taken to scratching off Ofo bikes’ ID codes, making locked bikes unusable.

Some of the vandalism is just old-fashioned mischief. Li, a 12-year-old Shanghai middle-school student, and his friends

have a game: seeing how many Ofo bikes they can unlock by exploiting a weakness in the company’s system. People often neglect to jumble up the lock’s combination at the end of their ride, enabling someone to flip open the lock free of charge.

“It’s a lot of fun,” Li said. Sometimes they mix it up by locking bikes together, Li said, or by removing locks and swapping them, baffling the next user when the code they are given doesn’t work.

Authorities, until now generally supportive of the programs, are starting to get fed up with the snarl of parked share bikes blocking streets and intersections.

A vendor at Beijing’s Bawangfen long-distance bus station said thousands of shared bikes routinely block buses from entering or leaving

the station. “It causes arguments and even fights,” said the vendor, who gave only his surname, Yan. “The city sent a guy to maintain order, but he does nothing.”

Some local governments have impounded thousands of bikes, and Shanghai authorities warned bike companies not to put any more on the streets. Mobike and Ofo both said they are working with authorities to iron out these troubles.

Mr. Sun, the Good Samaritan, said bike sharing had brought too big an improvement to urban China to be fatally punctured by crooks or vandals. He said he thinks China will eventually learn to love its bikes once more, adding, “Mobike is part of my life now.”

—Junya Qian and Kersten Zhang contributed to this article.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: May 3, 2017
Subject: **Cities to receive millions in funds from transportation bill (King City Rustler, April 14, 2017)**

RECOMMENDED ACTION:

[Cities to receive millions in funds from transportation bill](#) (King City Rustler, April 14, 2017)

ATTACHMENTS:

- Cities to receive millions in funds from transportation bill

≡ KING CITY RUSTLER (/)

Cities to receive millions in funds from transportation bill

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(/tracking/social?id=6283&target=twitter)

By: Staff Report - Updated: 1 week ago

SOUTH COUNTY — The cities of Gonzales, Greenfield, King City and Soledad will receive an estimated \$15 million over the next decade for their transportation system after California legislators approved Senate Bill 1 last Friday, April 7.

Senate Bill 1, the \$52 billion state transportation bill authored by Sen. Jim Beall, will raise money by increasing gas taxes and vehicle license fees over the next three years. The package will also include a fee for electric vehicles, which are currently using the road system but not contributing through the gas tax.

Over the next 10 years, Gonzales will receive \$1.94 million, Greenfield will receive \$3.99 million, King City will receive \$3.25 million and Soledad will receive \$5.89 million. Overall, Monterey County is estimated to receive \$21 million per year through the bill.

“This is exactly the type of leveraging we were looking for when our agency began efforts to become a self-help county,” said Debbie Hale, executive director of the Transportation Agency for Monterey County. “SB 1 provides a substantial down payment on the more than \$1 billion of unfunded transportation needs in Monterey County.”

The bulk of the funds will be used for “fix it first” maintenance, such as existing county roads, city streets, state highways and bus transit.

Funding is expected to start flowing to the cities and counties in early 2018.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: May 3, 2017
Subject: **Debbie Hale, Carl Sedoryk: Legislators deliver for the traveling public with SB 1 (Monterey Herald, April 15, 2017)**

RECOMMENDED ACTION:

[Debbie Hale, Carl Sedoryk: Legislators deliver for the traveling public with SB 1](#)
(Monterey Herald, April 15, 2017)

ATTACHMENTS:

- Debbie Hale, Carl Sedoryk: Legislators deliver for the traveling public with SB 1 (Monterey Herald, April 15, 2017)

Monterey County Herald (<http://www.montereyherald.com>)

Debbie Hale, Carl Sedoryk: Legislators deliver for the traveling public with SB 1

By Debbie Hale and Carl Sedoryk, Guest commentary

Saturday, April 15, 2017



“Our transportation infrastructure is critical to California’s economy ... Every day, California drivers spend too many hours in choking traffic on deteriorating roads, while businesses face increased costs and falling productivity from congested highways.”

— Allen Zaremberg, California Chambers of Commerce

Our roads and bridges are crumbling, and it’s time to do something about it! We need better transportation for our seniors, disabled and veterans! Sound familiar? These were the rallying cries for the Measure X and Measure Q local transportation funding measures that Monterey County voters approved to start chipping away at our \$2

billion backlog of road repairs and help run more bus service to our most vulnerable citizens.

As providers of transportation in Monterey County, we are pleased that the voters recognized that the state wouldn’t help us out unless we helped ourselves. But until the Legislature acted last week, the state was not holding up its end of this funding bargain. California hasn’t raised the gas tax in 23 years. You can’t support a 21st-century transportation system with 1990’s revenues — our funding system doesn’t even recognize that electric vehicles are on the road. It is no wonder that our streets are in failing condition, and we can’t run our buses as many places, or as often, as they are needed.

But on April 6, two-thirds of the state Legislature voted to approve Senate Bill 1, by Sen. Jim Beall, to provide \$52.5 billion in guaranteed funding for transportation. We are proud to say that our Monterey Bay delegation — Sens. Monning and Cannella, Assemblymembers Stone and Caballero — unanimously voted to repair our local roads and streets, increase bus service and improve state highway safety and road conditions. The program focuses on “fixing it first,” or ongoing maintenance, but there is also strong support for making it safer to walk or bike in your neighborhood. It will cost most drivers less than \$10 a month — significantly less than the estimated \$700 per year drivers spend on vehicle repairs caused by our rough roads. And, electric vehicles will now pay for their wear-and-tear on the roads with a new \$100 annual fee.

With local transportation sales tax measures Q and X now in place, the estimated \$213 million in state transportation revenues generated by SB 1 completes a comprehensive transportation funding package for Monterey County for the next 10 years. Even those who do not drive will benefit as thousands of daily passengers of MST will benefit from new buses and expanded services. The county of Monterey, whose roads average 40 points out of 100 in pavement condition, will receive nearly \$100 million to repave, repair and redesign safer county thoroughfares, and our cities will be able to fill potholes, build sidewalks and improve intersections. State highway repairs will get a significant boost as well, an expense that our local measures rightfully left to Caltrans. Whether you are a local resident traveling to work, school, shopping, medical appointments or a visitor traveling to experience all that Monterey County has to offer, the revenues from SB1 will help make your commute safer and more enjoyable.

Voting for taxes is a tough call — you know that because you made that decision last November. Let's thank our state legislators for investing in the Monterey Bay regional economy and voting for SB 1.

Debbie Hale is executive director for the Transportation Agency for Monterey County. Carl Sedoryk is CEO and general manager of Monterey-Salinas Transit.

URL: <http://www.montereyherald.com/opinion/20170415/debbie-hale-carl-sedoryk-legislators-deliver-for-the-traveling-public-with-sb-1>

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TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: May 3, 2017
Subject: **Tactical Urbanism and Safe Routes to School (Safe Routes to School National Partnership 2017)**

RECOMMENDED ACTION:

[Tactical Urbanism and Safe Routes to School](#) (Safe Routes to School National Partnership, 2017)

ATTACHMENTS:

- Tactical Urbanism and Safe Routes to School



Safe Routes
to School
National
Partnership

Pop-Ups for Safe Routes to School Using Tactical Urbanism to Promote Safe Routes to School Programs



The traffic cones, plants, and colorfully painted tires are arranged as a curb extension, which narrows the road in order to slow traffic and shortens the crossing distance for people walking. Photo: TrailNet

So you want to make an intersection safer? What would help you visualize that: a temporary traffic installation to show road users and community members what the street could look and feel like, or a lengthy report with diagrams and memos?

While engineering studies and reports are important pieces of traffic safety improvements, they are not the most accessible way to present new ideas to and get feedback from communities. That's why a new tool for advancing Safe Routes to School is popping up in communities across the country. Parents, advocacy groups, and engineers are installing temporary crosswalks, curb extensions, and roundabouts to show how easy it is to make changes that make it safer and more inviting for kids to walk and bicycle to school. Referred to as "pop-ups" because they may "pop-up" overnight, these temporary demonstration projects fall under the umbrella of tactical urbanism, the practice of temporarily making public spaces more walkable, bikeable, attractive, and useful. How does the process for pop-up projects work? In simplified form, a community or organization identifies a public place that could be improved. Next, the local jurisdiction grants permission for a temporary installation at the site, and an organization or city agency installs the temporary features. The public uses it, provides feedback, and, in the best case scenario, the feedback on the temporary feature informs the development of permanent improvements.

This fact sheet outlines how pop-up projects can be used to advance Safe Routes to School projects, discusses the benefits of this type of demonstration project, provides examples of communities that have used pop-ups to advance Safe Routes to School, and shares resources for helping you create pop-up Safe Routes to School projects in your community. For tips on how to create a pop-up project, see our companion fact sheet, [Where the Duct Tape Meets the Road: How to Create Pop-Up Safe Routes to School Projects](#).

What Is Tactical Urbanism?

The key hallmarks of tactical urbanism projects are that they are temporary, low-cost, and inclusive of the community in their design and implementation. Because of their temporary nature, tactical urbanism projects are made to be low-cost. They use household or construction materials to mimic permanent infrastructure, typically rely on volunteers to set up, and as such, cost markedly less than permanent infrastructure projects. Mike Lydon, an urban designer from Street Plans Collaborative, is credited with coining the term "tactical urbanism" in 2010. These days, tactical urbanism takes many forms and can be employed to accomplish a variety of ends, including, but not limited to, traffic calming, economic development, and making communities more beautiful.

Pop-Up Projects and Safe Routes to School

How can pop-up projects support kids walking and biking to school? Pop-ups can play a role in many aspects of a Safe Routes to School program. Comprehensive Safe Routes to School programs use a framework called "The Six E's" to help kids safely and conveniently walk or bike to school, and pop-up projects can address several of the Safe Routes to School E's, including education, encouragement, engineering, evaluation, and equity. (Enforcement is not particularly relevant to tactical urbanism.)

Engineering: More often than not, pop-up projects are used to demonstrate the value of and potential for improvements to street features or infrastructure, known as engineering. By using temporary installations to calm traffic and create crosswalks and protected bike lanes, among other options, pop-up projects can serve as a pilot for the kinds of engineering improvements that have been demonstrated to improve safe walking and biking to school.

Encouragement: By design, pop-up projects are typically colorful, eye catching, and spark intrigue. The novelty of new street features appearing seemingly out of nowhere tends to inspire curiosity, which can motivate kids and families to walk or bike to school out of interest in checking out this new feature near their school. These projects are often even more effective when done in concert with existing encouragement programs; for example, demonstration

projects that take place on Walk/Bike to School day, or a bike rodeo that can take advantage of temporary infrastructure. By designing colorful, attractive, unique pop-up demonstrations and conducting robust community outreach, pop-up Safe Routes to School projects can encourage people to get out and walk or bicycle to see and try out the temporary infrastructure.

Education: Educational opportunities abound with pop-up Safe Routes to School projects. Before the pop-up project gets installed, there is an opportunity to teach kids and parents about traffic safety when seeking input on developing the pop-up project. When the pop-up is up and running, there is an opportunity to teach students how to take advantage of the new and improved infrastructure to walk or bicycle to school safely.

Evaluation: For most pop-up Safe Routes to School projects, the ultimate goal is to make lasting change. Pop-up projects are a chance to show that if you make it easier and safer for kids to walk and bike to school, more kids will do so. Pop-up Safe Routes to School projects create a time and place to gather data on travel mode, traffic speed, and feedback on the installation in order to make the case for permanent infrastructure investments.

Equity: Many pop-up projects try to engage community members, seeking meaningful input and participation from the parents, school administrators, and students about what would make it easier and safer for them to walk or bike to school. As such, these projects have the potential to improve equitable implementation of Safe Routes to School projects. Additionally, permanent traffic calming and street safety improvements are capital-intensive, meaning that places most in need this type of infrastructure are less likely to receive it. Pop-up projects can spur traffic safety improvements, even if temporarily, and inspire advocacy in places that need them most.



Using duct tape, these volunteers are creating a pop-up buffered bike lane in Burlington, Vermont. Photo: Street Plans Collaborative

Why Use Pop-Up Projects to Advance Safe Routes to School?

Pop-up Safe Routes to School projects yield many benefits.

- These projects help make the case for permanent infrastructure improvements by demonstrating the value of investments that make it easier, safer, and more inviting for people to walk, bike, and spend time places. Pop-up Safe Routes to School projects can show, for example, that if you make it safer for people to bike to school, more kids will bike to school.
- As temporary installations using household materials like car tires, planters, and traffic cones, pop-up Safe Routes to School projects are inexpensive, especially when compared to the cost of permanent infrastructure. For decision-makers, it's easier to say "yes" to larger permanent infrastructure investments after they've been presented to and tested by the community in the form of a pop-up project.
- Because the projects are temporary and low-cost, they are flexible. A community or school district can make changes to design much more easily when working with hay bales and paint than after concrete has been poured.
- Because of their temporary nature and emphasis on community engagement, projects can generate community interest, feedback, and support throughout the process, and can help students, parents, and decision-makers visualize what change could look like. This is critical for Safe Routes to School. One reason some parents don't allow their kids walk or bike to school is perceptions of safety, so these pop-up installations can help them see the potential.
- Pop-up projects can be effective to help make the case by gathering data – showing, for example, that if you put a crosswalk at an intersection leading to a school, more kids will walk to school.

Examples of Pop-Ups Supporting Safe Routes to School

St. Louis, Missouri

Trailnet, a St. Louis bicycle and pedestrian advocacy organization, hosted several pop-up safe streets demonstrations throughout the city of St. Louis as part of a Plan4Health grant. Trailnet worked with community partners to develop pop-up traffic calming installations, using traffic cones, plants, colorfully painted tires, and spray paint to create temporary crosswalks, roundabouts, and narrow streets to slow traffic. These traffic calming installations truly “popped-up,” lasting for ten hours or less. During the pop-up demonstrations, Trailnet staff and volunteers talked with community members walking by, getting their feedback about the installations and their ideas on what else would be needed to improve safety. One of these pop-up events was at Woodward Elementary School to improve safety for kids walking to school. As these traffic calming installations raised awareness about the potential for infrastructure changes to support walkable, healthier communities, Trailnet worked with BJC School Outreach and the City of St. Louis to design permanent infrastructure changes to increase safety for children and families walking to Woodward Elementary School. Funded by the Missouri Foundation for Health’s Healthy Schools Healthy Communities program, Woodward school now enjoys an updated crosswalk, curb ramps, bump outs, and stop lines to make it easier and safer for children to walk to school.



After a successful pop-up demonstration project, Woodward Elementary School’s now has a permanent crosswalk, bumpouts, curb ramps, and stop lines that make it safer and easier for children to walk to school. Photo: Trailnet



Hay bales, spray paint, and traffic cones are used to create curb extensions to narrow the street in order to slow traffic and shorten the crossing distance for people walking. The temporary crosswalk makes it clear that children will be crossing the street here to reach their school. Photo: Alta Planning + Design

Montclair, New Jersey

For International Walk/Bike to School Day, Walk Bike Montclair, the local bicycle and pedestrian advocacy organization in Montclair, New Jersey, partnered with the Montclair Police Department to create a pop-up protected bike lane around Edgemont School to facilitate safer passages for students arriving on bike. Volunteers used spray paint to draw images of bicycles in the lane and lined the lane with safety cones. Walk Bike Montclair first launched the pop-up bike lane in 2015 and has now re-created the installation each year on International Walk/Bike to School Day. The idea was inspired by an [article](#) on PeopleForBikes’ website encouraging organizations to copy the Minneapolis Bike Coalition’s pop-up bike lane. Since its publication, the article has launched [several copycat tactical urbanism projects](#).

Coalinga, California

The City of Coalinga, California hired Alta Planning+Design, a design and planning firm, to prepare its Active Transportation Plan. Alta wanted this plan to be informed and inspired by the needs and desires of community members. In order to engage residents, Alta decided on a tactical urbanism installation at the school as a way to reach children and parents. To make the pop up, Alta designed and installed temporary crosswalks and curb extensions to calm traffic and make it safer for children and families to walk to school. In addition to the pop-up treatment, Alta organized four Walking School Buses and hosted a community meeting to solicit input from residents. Over two hundred children walked to school the day of the pop-up installation. The treatments will be included in the city’s active transportation plan, which will hopefully lead to permanent infrastructure being installed in the future.