



TECHNICAL ADVISORY COMMITTEE

Thursday, April 5, 2018
9:30 AM

Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas
Transportation Agency 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. According to Transportation Agency and Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee. If you are unable to attend, please contact the Committee coordinator. Your courtesy to the other 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

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

- 3.1 **APPROVE** the draft Technical Advisory Committee Minutes for March 1, 2018.

- Zeller

END OF CONSENT AGENDA

4. **RECEIVE** a presentation on the Senate Bill 1 2018 Local Streets and Roads Reporting Guidelines.

- Zeller

Senate Bill 1 dedicated approximately \$1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. To promote accountability and transparency in the delivery of local transportation programs, Senate Bill 1 established basic annual project reporting requirements for cities and counties associated with these new revenues.

5. **RECEIVE** update on the Traveler Information/Rideshare Program (Go831).

- Green

The Go 831 Traveler Information/Rideshare Program seeks to reduce traffic, improve air quality and promote health by encouraging alternatives to driving alone. Staff anticipates a public launch of the program in spring 2018.

6. **RECEIVE** update on the Monterey County Active Transportation Plan; and **PROVIDE** input on the projects for development into conceptual design.

- Murillo

The Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan. The focus of the 2018 Plan update is to meet the State Active Transportation Program guidelines, incorporate innovative bicycle facility designs, and promote high priority projects. Staff will present the draft Active Transportation Plan.

7. ANNOUNCEMENTS

8. ADJOURN

**Next Committee meeting will be on
Thursday, May 3, 2018 at 9:30 a.m.
TAMC Conference Room
55-B Plaza Circle, Salinas**

REMINDER: If you have any items for the next Committee Agenda, please submit them to: Transportation Agency for Monterey County; Attn: Hank Myers; 55-B Plaza Circle, Salinas, CA 93901, **email:** hank@tamcmonterey.org

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.

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**

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, and REPORTS - No items this month



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: April 5, 2018
Subject: **Draft Technical Advisory Committee Minutes - March 1, 2018**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for March 1, 2018.

ATTACHMENTS:

- Draft TAC Minutes - March 1, 2018

TECHNICAL ADVISORY COMMITTEE MINUTES

**Meeting Held At
Transportation Agency for Monterey County
Conference Room 55-B Plaza Circle, Salinas**

Minutes of Thursday, March 1, 2018

COMMITTEE MEMBERS	APR 17	MAY 17	JUN 17	AUG 17	SEP 17	OCT 17	NOV 17	JAN 18	FEB 18	MAR 18
R. Harary, Carmel-by-the-Sea (S. Friedrichsen)	C		C	P	P	P	C	P		P(A)
D. Pick, Del Rey Oaks	A	P	A	P	P		A	P		
P. Dobbins Gonzales Chair (R. Mendez, J. Lipe)	N	P	N	P		P	N	P	P	P
M. Steinmann, Greenfield	C	P	C				C		P	
O. Hurtado, King City (S. Adams)	E	P	E	P	P	P	E	P	P	P
B. McMinn, Marina, Vice Chair (E. Delos Santos)	L	P	L	P	P	P	L	P	P	P
A. Renny, Monterey (F. Roveri)	L	P	L	P	P	P	L	P(A)	P	P(A)
D. Gho, Pacific Grove (M. Brodeur)	E	P	E	P	P	P	E	P	P	P
J. Serrano, Salinas (V. Gutierrez)	D	P	D	P	P	P	D		P	P
T. Bodem, Sand City				P	P				P	
R. Riedl, Seaside (L. Llantero)		P		P	P(A)			P	P	P
D. Wilcox, Soledad (M. McHatten)								P		
E. Saavedra, MCPW		P		P	P	P			P	P
Vacant , Monterey County Economic Development										
H. Adamson, AMBAG (S. Vienna)		P(A)			P(A)	P(A)		P(A)	P(A)	P(A)
O. Ochoa-Monroy, Caltrans (K. McClendon)		P(A)		P(A)	P(A)				P(A)	P(A)
A. Spear, CSUMB (M. McCluney)				P		P(A)			P(A)	
A. Romero, MBUAPCD										
J. Brinkmann, FORA (P. Said)										
L. Rheinheimer, MST (M. Overmeyer)		P(A)		P(A)	P	P		P	P	P

STAFF	APR 17	MAY 17	JUN 17	AUG 17	SEP 17	OCT 17	NOV 17	JAN 18	FEB 18	MAR 18
D. Hale, Exec. Director										
T. Muck, Dep. Exec. Director		P		P	P	P		P		
H. Myers, Sr. Transp. Planning Engineer		P		P		P		P	P	P
M. Zeller, Principal Transp. Planner				P	P	P		P	P	P
C. Watson, Principal Transp. Planner								P		
V. Murillo, Asst. Transp. Planner					P					P
Theresa Wright, Public Outreach Coordinator				P	P	P				
G. Leonard, Transportation Planner		p		P				P		
Rich Deal, Principal Engineer									P	P

Garin Schneider, Caltrans District 5
 Lisa Bayer, ALTA Planning
 Gus Alfaro, Caltrans District 5

1. ROLL CALL

Chair Enrique Saavedra, County of Monterey, called the meeting to order at 9:33 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

2. PUBLIC COMMENTS

None.

3. BEGINNING OF CONSENT AGENDA

Motion to approve the Consent Agenda

M/S/C McMinn / Riedl / unanimous

3.1 APPROVE the minutes of the Technical Advisory Committee meeting of February 1, 2018.

END OF CONSENT AGENDA

4. SALINAS VALLEY EXPRESS TRANSIT CORRIDOR STUDY

The Committee received a presentation from Lisa Rheinheimer, Monterey-Salinas Transit, on the Salinas Valley Express Transit Corridor Study.

Ms. Rheinheimer presented that approximately 67,000 people live in the rural South County incorporated cities and unincorporated communities. The same area is expected to

see the population increase by over 45% by 2035 (2035 Metropolitan Transportation Plan/Sustainable Communities Strategy, AMBAG 2014). Existing transportation infrastructure is limited and needs to be improved to keep pace with growth in the area.

MST's Line 23 is the primary transit bus service connecting rural communities in southern Monterey County to Salinas where passengers can transfer to buses with connections to other parts of the region. Line 23 supports nearly 200,000 passenger boardings annually. The 69-mile route has over 75 bus stops, and it can take over 2.5 hours to travel from one end to the other. A more direct route with limited stops is needed to provide rural South County residents with a more efficient way to access employment, education, and medical appointments in the more urbanized areas of the county.

MST's Salinas Valley Express Transit Corridor Study will analyze this corridor to identify key locations for technology and infrastructure improvements that will facilitate a much-needed express bus service along the Salinas Valley. This study is needed to outline a path to improve transit service in a way that is equitable and will meet the transportation needs of the growing population. MST staff will present an overview and scope of the study.

Kelly McClendon, Caltrans District 5, asked is the Air Sage data that will be used in the study will look at all riders or just vehicles. Ms. Rheinheimer responded that it would be all riders.

Octavio Hurtado, King City, asked if Monterey-Salinas Transit will be looking at changing existing transit stops. Yes, they will be looking at strategic placements to improve service.

5. MONTEREY COUNTY ACTIVE TRANSPORTATION PROGRAM

The Committee received a presentation from Virginia Murillo, Transportation Planner, and provided input on the draft Measure X Safe Routes to School Program.

Ms. Murillo presented that the Active Transportation Plan will identify high priority bicycle and pedestrian projects in accordance with the State guidelines. In addition, this effort will also focus on analyzing key gaps in the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility design, and designating areas for enhanced regional and local connectivity.

TAMC staff collected stakeholder and public input from Spring 2016 to Winter 2016. In May 2016, Committee members from the Bicycle and Pedestrian Committee and the Technical Advisory Committee participated in a mapping activity to identify bicycle and pedestrian improvements throughout Monterey County. In August 2016, Committee members provided input on the list of projects identified in the May mapping exercise. From September to December 2016, TAMC staff set up an online mapping public input tool. Members of the public provided feedback on: barriers to bicycling/walking, routes that they currently walk/bike, and routes that they would like to bike/walk if improvements were made. Approximately 300 people submitted 430 comments via the Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their

Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop for the Plan in December 2016.

Staff has developed draft project list rankings for the proposed active transportation plan improvements. An interactive map of the projects as well as draft ranked project lists for the cities of Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City and Soledad are posted on the Active Transportation Plan website.

Staff requests Committee input on these draft ranked lists, and the proposed high-priority projects. The purpose of the ranking exercise is to identify high-priority projects. TAMC recently contracted with Alta Planning + Design to develop conceptual designs for up to 15 high-priority projects throughout the County. Alta Planning + Design will also develop cost estimates for these projects, and for the remaining projects in the Plan.

Brian McMinn, City of Marina, asked when staff would like comments. Staff responded that comments are due by March 23rd.

Lisa Rheinheimer, MST, asked where does connection to transit fit in to the study. Staff responded that it is covered in the connectivity section.

Rick Riedl, City of Seaside, asked if the Active Transportation Program application will define these criteria better. Staff responded that yes, the idea is that this will give you the information that you need to put together an application.

6. CALTRANS UPDATES

Garin Schneider, Caltrans District 5, presented the Committee with updates on Caltrans' Permit Engineering Evaluation Report (PEER) process; and the State Highway Operation and Protection Program (SHOPP) project list.

Mr. Schneider presented that all projects funded by local agencies or private entities between \$1 million and \$3 million of encroachment within the State highway rights of way and that are not major State-funded projects will comply with the new streamlined PEER procedures. For purposes of this process, a Permit Engineering Evaluation Report may be used as the project approval document for projects that meet these specific criteria.

Lisa Rheinheimer, MST, asked if there is any discussion at the District of making the threshold higher? Mr. Schneider responded that the District acknowledges that there's not a log of project that can be done for under \$3 million, but that is what is in the guidelines.

Enrique Saavedra, County of Monterey, asked if the threshold is the total project cost or just the work in the State right of way? Mr. Schneider responded that it's just the work in the State right of way.

Virginia Murillo, Transportation Planner, asked if it matters what phase of the project you are in? Mr. Schneider responded no.

Patrick Dobbins, City of Gonzales, asked what is the timing of the work plan? Mr. Schneider responded that the timing is April / May and that jurisdictions will want to make sure your projects are listed so that you don't lose time and Caltrans has the resources to work on the project.

For the SHOPP presentation, Mr. Schneider announced that Caltrans is responsible for maintaining and operating about 50,000 lane-miles of the state highway system. This includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies and system analysis. The SHOPP is funded through the State Highway Account supporting the State's priority for preserving the existing infrastructure.

Caltrans identifies the highest priority projects for SHOPP funding to meet its performance objectives. For projects in Monterey County that are currently programmed in the SHOPP as of January 2018, and for projects currently under development for the 2020 SHOPP, see the attachments included in the meeting agenda packet.

7. ANNOUNCEMENTS

Hank Myers, Sr. Transp. Planning Engineer, announced that he will be retiring as of April 30th.

8. ADJOURN

The meeting was adjourned at 10:30 am.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: April 5, 2018
Subject: **2018 Local Streets & Road Reporting Guidelines**

RECOMMENDED ACTION:

RECEIVE a presentation on the Senate Bill 1 2018 Local Streets and Roads Reporting Guidelines.

SUMMARY:

Senate Bill 1 dedicated approximately \$1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. To promote accountability and transparency in the delivery of local transportation programs, Senate Bill 1 established basic annual project reporting requirements for cities and counties associated with these new revenues.

FINANCIAL IMPACT:

The Road Repair and Accountability Act of 2017 provides \$5.2 billion annually and is a significant investment in California's transportation infrastructure. The bill provides \$15 billion for local streets and roads over the next ten years. Monterey County's share of the local streets and roads funding is approximately \$4.4 million in fiscal year 2017/18, increasing to \$12.9 million in fiscal year 2018/19.

DISCUSSION:

On April 28, 2017 the Governor signed Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), which is known as the Road Repair and Accountability Act of 2017. To address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system, Senate Bill 1: increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years.

Beginning November 1, 2017, the State Controller deposits various portions of this new funding into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this new RMRA funding is apportioned by formula to eligible cities and counties for basic road maintenance,

rehabilitation, and critical safety projects on the local streets and roads system.

Prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the California Transportation Commission a list of projects proposed to be funded with these funds. All projects proposed to receive funding must be adopted by resolution by the applicable city council or county board of supervisors at a regular public meeting. The list of projects must include a description and the location of each proposed project, a proposed schedule for the project’s completion, and the estimated useful life of the improvement. This report is due to the California Transportation Commission by May 1st of each year.

In addition to the project list report, for each fiscal year in which RMRA funds are received and expended, cities and counties must submit documentation to the California Transportation Commission that details the expenditure of all RMRA funds, including a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement. This report on expenditures is due to the California Transportation Commission by October 1st of each year.

A city or county receiving an apportionment of RMRA funds is also required to sustain a maintenance of effort by spending at least the annual average of its general fund expenditures during the 2009–10, 2010–11, and 2011–12 fiscal years for street, road, and highway purposes from the city’s or county’s general fund.

The following schedule lists the major milestones for the Local Streets and Roads Funding Annual Reporting Program:

Cities/counties submit their project lists to the California Transportation Commission	May 1 st each year
California Transportation Commission adopts initial list of eligible cities and counties	June Commission meeting each year
California Transportation Commission submit initial list to the State Controller	No later than June 30 th each year
California Transportation Commission adopts subsequent list of eligible cities and counties	August Commission meeting each year
Cities/Counties submit their Annual Reporting of Fiscal Year Expenditures to the California Transportation Commission	October 1 st each year

To promote statewide consistency in the content and format of project lists and expenditures submitted to the California Transportation Commission, and to facilitate transparency within the Local Streets and Roads Funding Program, a standard project list format and online submittal tool is currently in development and must be used. Instructions on how to create an account and use the online project submittal tool are included as **Web Attachment 1**. Local jurisdictions should begin preparing their project lists for submittal and receiving governing body approvals now, using the format outlined in the draft Local Streets and Roads Funding 2018 Annual Reporting Guidelines, which are included as **Web**

Attachment 2.

WEB ATTACHMENTS:

1. [SB1 Programs Intake Tool User Guide](#)
2. [Local Streets and Roads Funding Annual Reporting Final Amended Guidelines](#)



Memorandum

To: Technical Advisory Committee
From: Ariana Green, Associate Transportation Planner
Meeting Date: April 5, 2018
Subject: **Go 831 Traveler Information/Rideshare Program**

RECOMMENDED ACTION:

RECEIVE update on the Traveler Information/Rideshare Program (Go831).

SUMMARY:

The Go 831 Traveler Information/Rideshare Program seeks to reduce traffic, improve air quality and promote health by encouraging alternatives to driving alone. Staff anticipates a public launch of the program in spring 2018.

FINANCIAL IMPACT:

The program has a personnel budget of \$275,590 and direct budget of \$92,000 for a total of \$367,590 in Fiscal Year 2017-2018. Funding is provided through a combination of money from the Local Transportation Fund (LTF) in the amount of \$175,590 and Service Authority for Freeway Emergencies (SAFE) in the amount of \$192,000.

DISCUSSION:

The Traveler Information/Rideshare program will use the latest technology and robust communications to help travelers find alternatives to driving to work, school or special events. The primary goal of the program is to reduce traffic congestion in Monterey County by encouraging carpools, vanpools, use of transit, biking, walking, staggered work schedules, and telecommuting. These strategies are also known as "travel demand management" because they reduce the demand for new travel lanes by making more efficient use of the existing road network.

After a competitive Request for Proposals process, the TAMC Board authorized the Executive Director to negotiate contracts with Moxxy Marketing to develop a brand and marketing strategy for the program, and with RideAmigos to provide access to a ridesharing software platform and mobile application during the September 27, 2017 Board meeting. Both contracts were fully executed in

October and notices to proceed were issued.

The program will be launched to the public in Spring 2018 and rolled out in three phases targeting distinct types of trips. The first phase will focus on reducing traffic during the peak commute hours and concentrate outreach to major employers. The second phase is expected to kick-off in Fall 2018 and address congestion and safety issues related to trips to K-12 schools. The third phase of the program is anticipated to roll out in Spring 2019 and concentrate on improving transportation options for agricultural workers and reduce special events traffic on the Peninsula.

In preparation for the public launch in Spring, TAMC staff met with 15 major employers/partner agencies to discuss what is offered through membership to the program and gauge interest.

Membership to the 511/Rideshare program is free and includes:

- Access to the RideAmigos software platform including trip-matching tool and trip-tracking mobile application;
- Commuter surveys and employee trip reduction planning services;
- Employee commute program human resources materials such as "new hire" packets with information about local transportation options and commuter tax benefits;
- Participation in countywide challenges and incentives;
- Data Reporting;
- Monthly e-Newsletters; and
- Improved access to the TAMC Emergency Ride Home Program

The result of initial meetings with major employers and partner agencies has been overwhelming interest to participate in the program, and willingness to help "beta test" the RideAmigos software tool and provide feedback to TAMC in advance of the public launch. The "beta testing" will kick-off with an orientation training hosted by RideAmigos in December and will continue through January and early February.

While the RideAmigos software platform undergoes testing by local employers and employees, TAMC staff will develop the program website and work with Moxxy Marketing to develop a program brand and marketing strategy.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: April 5, 2018
Subject: **Draft Active Transportation Plan**

RECOMMENDED ACTION:

RECEIVE update on the Monterey County Active Transportation Plan; and **PROVIDE** input on the projects for development into conceptual design.

SUMMARY:

The Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan. The focus of the 2018 Plan update is to meet the State Active Transportation Program guidelines, incorporate innovative bicycle facility designs, and promote high priority projects. Staff will present the draft Active Transportation Plan.

FINANCIAL IMPACT:

The Plan will position high priority projects to be more competitive for grant funding, such as the State's Active Transportation Program. The upcoming ATP cycle funding estimate is \$438 million for FY2019/20 to FY2022/23.

Staff time for the development of the Plan is included in the TAMC budget under work element 6145 (Bike/Ped Plan - Active Transportation Plan). Alta Planning + Design's contract of \$124,891 is included in the TAMC budget under work element 6550 (Complete Street Project Implementation).

DISCUSSION:

In addition to creating an Active Transportation Plan that will meet the State's guidelines, and identifying high priority bicycle and pedestrian projects, this effort will also focus on analyzing key gaps in the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility design, and designating areas for enhanced regional and local connectivity.

In May 2016, Committee members from the Bicycle and Pedestrian Committee and the Technical Advisory Committee participated in a mapping activity to identify bicycle and pedestrian improvements throughout Monterey County. In August 2016, Committee members provided input on the list of projects identified in the May mapping exercise. From September to December 2016, TAMC staff set up an online mapping public input tool. Members of the public were able to provide feedback on: barriers to bicycling/walking, routes that they currently walk/bike, and routes that they would like to bike/walk if improvements were made. Approximately 300 people submitted 430 comments via the Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop for the Plan.

Since the public outreach phase of this project, TAMC staff has met with city and county staff to review the comments received during the public outreach phase and to discuss city priorities. TAMC staff has also refined the project ranking criteria to develop draft ranked project lists for each of the Monterey County jurisdictions. The refined project criteria reflect input that staff obtained from both the Bicycle and Pedestrian Committee and the Technical Advisory Committee, but includes a measurement methodology and data sources as well as a refined scale for how points are distributed among these categories (**attachment**):

- Safety
- Connectivity
- Comfort
- Active Transportation Trips (Demand)
- Equity
- Complete Streets Opportunity projects
- Quality Facilities

Staff has developed draft project list rankings for the proposed active transportation plan improvements. An interactive map of the projects as well as draft ranked project lists for the cities and the County of Monterey are posted on the Active Transportation Plan website:

<http://www.tamcmonterey.org/programs/bike-pedestrian/bike-ped-plan/>

Since the last Committee meeting, staff has received input on the prioritized project lists, which is summarized in the executive summary of the Active Transportation Plan (**attachment**). Staff has also conferred with local jurisdictions on potential projects that will be submitted as candidates for the competitive State Active Transportation Program. Based on this input, the following high-priority projects will be developed into conceptual designs:

- Marina: Reservation Rd protected bike lanes/cycletrack (Salinas Ave - Del Monte Blvd)*Regional Priority
- Marina: Cardoza Ave bike lanes/cycletrack (Beach Rd – end of Cardoza Ave)
- Monterey: E. Downtown Bike Boulevard (Class III on Third and Pearl from Sloat to Van Buren
- Monterey: Hawthorne Van Buren bike connection New Monterey Bike Boulevard Class III on Laine, Hoffman, Reeside, and Hawthorne
- Pacific Grove: Sinex Ave bike lanes (Forest Ave - Asilomar Ave)

- Salinas: Class I or IV bike lanes along East Alisal Street (between Bardin and Skyway Blvd)
*Regional Priority
- Salinas: E Laurel Dr protected bike lanes/cycletrack (Adams St - Williams Rd) *Regional Priority

The intent of the conceptual designs is to advance these high-priority projects into project development and make them more competitive for ATP grant funding. Alta Planning + Design is tasked with developing 15 conceptual designs, which is enough for approximately 1 design per jurisdiction and 2-3 concepts for projects with regional significance. Staff seeks additional projects for conceptual design.

Following Committee input, staff will present the draft Active Transportation Plan to the TAMC Board of Directors on April 25, with adoption targeted for June.

ATTACHMENTS:

- ▢ Project Ranking Criteria
- ▢ Active Transportation Plan Executive Summary

**Monterey County Active Transportation Plan
Ranking Methodology**

Criteria	Measurement Methodology	Data Source	Notes
<p>Safety (20 points) Addresses a location with a high bicycle and pedestrian collision history, or addresses a location that is associated with greater cyclist or pedestrian stress such as streets with higher motor vehicle volumes and/or posted speeds.</p>	<p>UC Berkeley TIMS: 1 or more fatalities or severe injury collisions at project location (5 points); 2< collisions at the project location (4 points); 2< collisions within close proximity of the project location (3 points); 2> collision within close proximity of the project location (2 points); 0 collisions within close proximity of the project location (1 point)</p> <p>CalEnviroScreen 3.0 Traffic Density percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p>Speeds: >40 mph (5 points) >30 mph (3 points) >20 mph (2 points)</p> <p>Roadway Classification: Project is located on or crosses a major arterial (5 points); Project is located on or crosses a minor arterial (4 points); Project is located on or crosses a collector arterial (3 points); Project has no arterial crossings (2 points)</p>	<p>UC Berkeley Traffic Injury Mapping System collisions data from 2010 - 2016 https://tims.berkeley.edu/</p> <p>CalEnviroScreen 3.0 - Traffic Density https://oehha.ca.gov/calenviroscreen/indicator/traffic-density</p> <p>Speeds/Roadway Classification <u>Speed data:</u> Association of Monterey Bay Area Governments Regional Roadway Network data.</p> <p><u>Roadway classification:</u> Caltrans California Road System Maps (http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)</p> <p>The breakdown of points for the speed and roadway classifications is based on research regarding speed and injury severity for pedestrians.</p>	<p>Crash data is a historical and responsive variable, while the remaining safety data points are predictive variables for identifying locations that will improve bike and pedestrian safety.</p> <div data-bbox="1564 516 1969 933" style="border: 1px solid black; padding: 10px; text-align: center;"> </div> <p>Figure 1: Image source - Seattle Department of Transportation. (September 2010).</p>

<p>Connectivity (20 points) Fills a gap or creates access in an existing route to major destinations. Will remove a barrier or close a system gap in the active transportation network.</p>	<p>Major Destinations: Serves 2 or more major regional destinations, project located on a regional wayfinding route (10 points); Serves 1 major regional destinations, project connects to a regional wayfinding route (7 points); Serves 2 or more local destinations (5 points); Serves 1 local destination (3 points); Serves residential neighborhood only (1 point)</p> <p>Closes a Gap: Connects to 1 regional or 2 local or more bike/pedestrian facilities that are existing or planned, project located on a regional wayfinding route (10 points); Connects to 1 local existing or planned bike/pedestrian facility, project connects to a regional wayfinding route (7 points); Project connects to 2 or more local destinations (5 points); Does not connect to an existing or planned bike/ped facility (1 point)</p>	<p>Major Destinations: Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations.</p> <p>Local destinations are elementary, middle and high schools, libraries and other community centers.</p> <p>Closes a Gap: Based on 2011 Master Plan database and TAMC existing bikeways data and Regional Wayfinding Plan data.</p>	
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**Monterey County Active Transportation Plan
Ranking Methodology**

<p>Comfort (20 points) Creates a more comfortable walking or bicycling experience for the user by using innovative bicycle and/or pedestrian treatments such as cycle tracks, bike boxes or pedestrian countdowns.</p>	<p>Treatment: Innovative and physically separated treatment (20 points); Physically separated treatment (15 points); Innovative visually separated treatment (10 points); Mixed with traffic treatment (5 points)</p>	<p>Innovative and physically separated treatment: bike boxes, cycle tracks with physical buffer</p> <p>Physically separated treatment: Sidewalk, curb extensions, shared use path,</p> <p>Innovative visually separated treatment: Pained buffered bike lane, advisory shoulder, crosswalk, high-visibility crosswalk, pedestrian countdowns, bike boulevard</p> <p>Mixed with traffic treatment: Bike routes, bike boulevards, yield roadway</p>	<p>Source: FHWA Small Town and Rural Design Guide-Facilities for Biking and Walking</p>
<p>Active Transportation Trips (15 points) Expected to generate an increase in bicycling and/or walking trips by providing a connection between or access to major destinations, such as: employment centers, shopping centers, community centers, schools and transit stations</p>	<p>Connects to 2 or more regional destinations (15 points); Connects to 1 regional destination and 1 school (13 points); Connects to 2 or more local destinations and 1 school (10 points); Connects to 1 local destination (5 points); Connects to a route, but no destination (3 points); Does not connect to a destination (1 point)</p>	<p>Destinations: Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations.</p> <p>Local destinations are elementary, middle and high schools, libraries, local civic centers and other community centers.</p>	

**Monterey County Active Transportation Plan
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<p>Equity (10 points) Serves disadvantaged communities including households living in poverty, children and the elderly, and people of color. The State’s CalEnviroScreen 2.0 Population Characteristics Indicators tool will be used to measure equity.:</p>	<p>CalEnviroScreen 3.0 percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p>Public Health Disadvantage Index percentiles: 100-76 (5 points) 75-51 (4 points) 50-26 (3 points) 25 – 0 (2 points)</p>	<p>CalEnviroScreen 3.0 - Population Characteristics https://oehha.ca.gov/calenviroscreen/population-indicators</p> <p>Public Health Alliance of Southern California - California Health Disadvantage Index http://phasocal.org/ca-hdi/</p>	<p>The Public Health Disadvantage Index includes more social equity factors, such as access to a vehicle, that are not included in the CalEnviroScreen scores.</p>
<p>Complete Streets Opportunity Projects (10 points) Integrates active transportation facilities into pre-existing or planned roadway or maintenance projects</p>	<p>Project located on a CIP street (10 points); Project connects to a CIP street (5 points); Project not on or not connected to a CIP street (1 point)</p>	<p>TAMC Measure X Safety & Investment Plan 5-year Capital Improvement Projects http://www.tamcmonterey.org/measure-x/programs-projects/</p>	
<p>Quality Facilities (5 points) Improves the quality of an existing facility with high existing usage in a way that will increase usage.</p>	<p>Yes (2 points) No (1 point)</p>		<p>This is a yes or no question. If there is an existing facility, and a new treatment at the facility is included in the Plan then the answer is YES.</p>



2018 Monterey County Active Transportation Plan

EXECUTIVE SUMMARY

The 2018 Transportation Agency for Monterey County Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan, which identified all existing and proposed bicycle and pedestrian facilities in Monterey County. This Plan identifies remaining gaps in the bicycle and pedestrian network and opportunity areas for innovative bicycle facility design. This Plan will be used to pursue grant funding and effectively use Monterey County’s Measure X investments to ensure that planned street improvements include bicycle and pedestrian improvements.

New to this update is the inclusion of protected bike lanes. Caltrans added them to their numbering scheme as Class IV facilities.

- Class 1 – Bike Path: separate from the road
- Class 2 – Bike Lane: painted strip to the right of mixed vehicle flow lanes
- Class 3 – Bike Routes: Signed shared facilities & sharrows
- Class 4 – Separated Bikeways

Protected bike lanes use curbs, planters, parked cars, or posts to separate bike and auto traffic on busy streets.

Protected bike lanes have been shown to be much more effective than conventional bike lanes. They make cycling safer, improve adjacent walking facilities, and help calm vehicle traffic.

Nationally, since the 2011 version of this plan, added emphasis has been placed on “low-stress networks” that serve people of all ages and

abilities. In addition to separate bike paths and protected bike lanes, other examples of low-stress facilities include bicycle boulevards, and bike protection at intersections. Communities who have implemented a connected network of low-stress bike facilities have experienced significant increases in cycling.

Organization of the Plan

This Plan is organized to meet the State guidelines for Active Transportation Plans:

Chapter 1. Introduction: Includes information about the current mode share, Plan vision, goals, objectives and policies, and community engagement for the development of this Plan

Chapter 2. Existing Conditions: Includes information on land use, County demographics, existing infrastructure and bike/pedestrian safety statistics

Chapter 3. Active Transportation Plans & Programs: Includes information about existing plans and programs that support biking and walking in the County.

Chapter 4. Best Practices & Benefits of Active Transportation: Outlines innovative designs, and the public health, economic and environmental benefits of biking and walking.

Chapter 5. Recommended Projects: Each jurisdiction has a chapter that includes a demographic profile, safety analysis and recommended improvements.

Chapter 6. Funding & Implementation: Includes information about available funding and the Plan’s implementation strategy.



2018 Monterey County Active Transportation Plan

Vision & Goals

Vision: Active transportation will be an integral, convenient and safe part of daily life in Monterey County for residents and visitors of all ages and abilities.



Children at the 2015 Ciclovía Salinas

To pursue this vision, this Plan emphasizes planning, designing and building bicycle and pedestrian facilities that will be used by people of all ages and abilities.

The Plan goals support this vision:

- **Active Transportation Trips:** Increase the proportion of trips accomplished by biking and walking throughout Monterey County.
- **Safety:** Improve bicycle and pedestrian safety.
- **Connectivity:** Remove gaps and enhance bicycle and pedestrian network connectivity.
- **Equity:** Provide improved bicycle and pedestrian access to diverse areas and populations in Monterey County via public engagement, program delivery and capital investment.
- **Education:** Increase awareness of the environmental and public health

benefits of bicycling and walking for transportation and recreation.

- **Quality Facilities:** Improve the quality of the bike and pedestrian network through innovative design and maintenance of existing facilities.

Recommended Projects & Prioritization

Currently, there are approximately 221 miles of bikeways throughout Monterey County. The proposed bikeway and pedestrian projects included in this Plan come from:

- projects identified in the 2011 Bicycle and Pedestrian Master Plan that have not been implemented
- local jurisdiction planning documents
- comments that TAMC received during the public outreach phase of this Plan

594.4 miles of additional bikeway improvements were identified in this Plan, including 27 miles of Class 4 protected bike lanes. Regional projects, such as the Fort Ord Regional Trail and Greenway proposed route is included in the Plan; however, that project is not ranked in this Plan.

Bikeway Improvements



Bikeway Types	Miles
<i>Class 1 - bike/ped path</i>	26.3
<i>Class 2 - bike lane</i>	286
<i>Class 3 - bike route / sharrow</i>	255.1
<i>Class 4 - protected bike lane</i>	27.0
TOTAL	594.4

Bikeway projects were ranked to identify high-priority projects. The project ranking criteria



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was developed to correspond to the Plan goals and to correspond to the State Active Transportation Program criteria. The score criteria also reflect input from the Bicycle and Pedestrian Committee and the Technical Advisory Committee. The projects were scored based on these categories:

- Safety (20 points)
- Connectivity (20 points)
- Comfort (20 points)
- Active Transportation Trips (Demand: 15 points)
- Equity (10 points)
- Complete Streets Opportunity projects (10 points)
- Quality Facilities (5 points)

Projects in this list may be sorted by criteria category; for example, the project lists can be sorted by safety based on the safety score. Following the prioritization, and consultation with local public works staff, the projects listed in **Table 1** are the high-priority projects for each city.

Castroville, Chualar, San Lucas, and San Ardo. Pedestrian intersection improvements were identified throughout the County. Pedestrian projects were unranked.

Implementation & Funding

The implementation of the projects supported by this Plan will occur over time as funding becomes available. The ability for local jurisdictions to leverage local funds with additional grant funding will be crucial for Plan implementation. Many of these projects may be implemented as part of regularly scheduled street and road maintenance improvements.

There are two main funding sources that local cities and Monterey County can use to implement the active transportation improvements in this Plan: local Measure X, State Active Transportation Program, and California Senate Bill 1 funds.

Pedestrian Improvements



Type	Quantity
Sidewalk	7.3 miles
Pedestrian Intersection Improvement	30 locations
guardrail improvements	1.3 miles

While sidewalks are continuous throughout most of the urbanized Monterey County communities, sidewalk gaps were identified in



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Table 1: Top 3 local Priority Bikeway Projects

*Regional Projects that ranked among the top 25% countywide, are called out and listed in **BOLD** in this list.

ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
CAR-10	Carmel-by-the-Sea	San Carlos St - Rio Rd Rte	Lasuen Dr	Camino del Monte Ave	1.15	3	bike route	55	\$13,855
CAR-3	Carmel-by-the-Sea	Ocean Ave	San Carlos St	Hwy 1	0.61	3	bike route	53	\$7,329
CAR-9	Carmel-by-the-Sea	8th Ave	Scenic Rd	San Carlos St	0.38	3	bike route	52	\$4,622
DRO-1	Del Rey Oaks	Canyon del Rey Blvd	General Jim Moore Blvd	Hwy 68	0.76	2	bike lane	55	\$39,660
DRO-2	Del Rey Oaks	South Boundary Rd	Gen Jim Moore Blvd	York Rd	1.73	2	bike lane	52	\$90,424
DRO-4	Del Rey Oaks	Ryan Ranch Rd	Canyon del Rey Blvd	end of Ryan Ranch	0.42	2	bike lane	49	\$21,878
GZ-6*	Gonzales	Alta St	10th St	1st St	0.64	4	protected bike lane	74	\$762,219
GZ-16*	Gonzales	Alta St	1st St	C St	0.21	2	bike lane	71	\$11,023
GZ-7	Gonzales	5th St	Alta St	Herold Pkwy	0.81	3	bike route	65	\$9,810
GR-1	Greenfield	El Camino Real	Thorne Rd	Walnut Ave	0.93	3	bike route	59	\$11,288
GR-2	Greenfield	El Camino Real	Apple Ave	Hwy 101 Ramp	0.89	3	bike route	56	\$10,775
GR-9	Greenfield	Elm Ave	4th St	3rd St	0.25	2	bike lane	54	\$13,044
KC-1*	King City	1st St	US 101	Bitterwater Rd	1.21	4	protected bike lane	71	\$1,433,640
KC-2	King City	King St	Sandringraham	Beech St	0.77	4	protected bike	66	\$919,919



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ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
			St				lane		
KC-3	King City	Beech St	San Antonio Dr	King St	0.15	4	protected bike lane/cycletrack	65	\$178,010
MAR-1*	Marina	Reservation Rd	Salinas Ave	Del Monte Blvd	1.39	4	protected bike lane	90	\$1,660,633
MAR-7	Marina	Reservation Rd	Salinas Ave	Blanco Rd	1.39	2	bike lane	71	\$72,950
MAR-6	Marina	Imjin Rd/12th St	Imjin Rd	Reservation Rd	2.72	2	bike lane	70	\$142,453
MAR-27	Marina	Cardoza Ave	Beach Rd	end of Cardoza Ave	0.49	2	bike lane	48	\$25,869
MRY-4	Monterey	Monterey Rec Trail improvements	English Ave	David Ave	3.1	1	bike path	58	\$1,307,470
MRY-46	Monterey	Pearl-Jefferson-Johnson-Skyline Route Bicycle Boulevard*	Camino Aguajito	Alvarado St	0.69	3	bike route	51	\$8,404
MRY-33	Monterey	Van Buren St Bicycle Boulevard	Madison St	Scott St	0.45	3	bike route/bike boulevard	46	\$5,426
PG-15	Pacific Grove	Forest Ave	Sinex Ave	Ocean View Blvd	0.68	2	bike lane	65.5	\$35,762
PG-1	Pacific Grove	Pine Ave	Spencer St	Alder St	1.12	4	protected bike lane	56	\$1,338,064
PG-3	Pacific Grove	Sinex Ave	David Ave	Asilomar Ave	0.96	2	bike lane	45	\$50,304
SNS-8*	Salinas	E Alisal St	N Madeira Ave	Skyway Blvd	1.16	4	protected bike lane	85	\$1,385,852



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ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
SNS-10*	Salinas	Laurel Dr	Adams St	Williams Rd	3.39	4	protected bike lane	84	\$4,050,033
SNS-6*	Salinas	Natividad Rd	Sherwood Dr	Boronda Rd	2.03	4	protected bike lane	82.5	\$2,425,241
SNS-45	Salinas	E Alisal St	Bardin Rd	Skyway Blvd	0.86	3	bike route	61.5	\$10,408
SC-7*	Sand City	La Playa Ave	Metz Rd	Noche Buena St	0.49	2	bike lane	77.5	\$25,478
SC-3	Sand City	UPRR RWT	Tioga Ave	La Playa Ave	0.22	1	bike path	74	\$165,996
SC-6	Sand City	Tioga Ave	Metz Rd	Del Monte Blvd	0.15	3	bike route	72	\$1,796
SEA-24	Seaside	Broadway	Del Monte Blvd	Mescal St	1.58	2	bike lane	75	\$82,741
SEA-18	Seaside	General Jim Moore Blvd	Divarty St	Normandy Rd	1.16	1	bike path	71	\$892,156
SEA-23	Seaside	Del Monte Blvd	Canyon del Rey Blvd	Broadway	0.20	2	bike lane	69.5	\$10,587
SOL-2	Soledad	Kidder St	Front St	Market St	0.18	2	bike lane	65	\$9,517
SOL-3	Soledad	Front St	East St	4th St	0.59	2	bike lane	62	\$30,764
SOL-4	Soledad	San Vincente Rd	Vista del Sol Rd	Hwy 101	1.00	2	bike lane	58	\$52,191
MC-77*	County	Las Lomas Dr	Hall Rd	Clausen Rd	0.75	2	bike lane	76	\$39,363
MC-125*	County	Reservation Rd	Blanco Rd	Hwy 68	5.51	2	bike lane	75	\$288,521
MC-136*	County	Salinas Rd - Hall Rd - Tarpey Rd	Porter Dr	San Juan Rd	1.73	2	bike lane	74	\$90,691
MC-79*	County	Salinas Rd	Salinas Rd	Werner Rd	0.02	2	bike lane	74	\$1,300