



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways and Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

Bicycle and Pedestrian Facilities Advisory Committee

Wednesday, February 7, 2024

****6:00 PM****

MEETING LOCATION

55-B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room

Members of the public & non-voting members may join meeting online at:

<https://us02web.zoom.us/j/990276709?pwd=QXBRbWF6ajh6M3dOR3hnbGloRlhRZz09>

OR

Via teleconference at +1 669 900 6833

Meeting ID: 990 276 709

Password: 352877

Please note: If all committee members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chair.

Please see all the special meeting instructions at the end of this agenda

1. Quorum Check - Call to Order

Call to order and self-introductions. Committee bylaws specify that quorum shall consist of a majority (9) of the number of voting memberships actually filled at the time (16); the existence of any vacancies shall not be counted for purposes of establishing a quorum.

If you are unable to attend, please contact your alternate. Your courtesy to the other Transportation Agency Committee members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. Under this item, each member of the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments

will be distributed to the Board before the meeting.

Alternative Agenda Format and Auxiliary Aids: 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 staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, 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.

3. **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 Bicycle and Pedestrian Facilities Advisory Committee Minutes for January 10, 2024.

- Maria Montiel

The draft minutes of the January 10, 2024 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

- 3.2. **APPROVE** application for the Active Transportation Support Program (ATSP) to award bike racks.

- Ariadne Sambrano

Approval by the Bicycle and Pedestrian Facilities Advisory Committee is required for Active Transportation Support Program awards. The Point Lobos Foundation has submitted an application for bike racks in order to support their efforts to facilitate secure storage for cyclists to be able to visit Carmel River State Beach.

4. **RECEIVE** presentation on the progress of the Salinas Valley Safe Routes to School Plan and the Participatory Budgeting process.

- Aaron Hernandez

The Salinas Valley Safe Routes to School Plan will include recommendations for all public K-12 schools in the cities of Gonzales, Soledad, Greenfield, and King City. The Salinas Valley Safe Routes to School Plan includes a democratic process, called Participatory Budgeting, where community members vote to decide how public funds are spent in the cities of Gonzales, Soledad, Greenfield, and King City. The Transportation Agency for Monterey County is providing up to \$250,000 to each city to

implement the highest voted projects. Greenfield and Soledad are the first two cities to complete the process.

5. **REVIEW** and **PROVIDE INPUT** on the Draft AMBAG Complete Streets Policy

- Aaron Hernandez, Regina Valentine (AMBAG)

With the passing of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law of 2021, the Association of Monterey Bay Area Governments (AMBAG) is required to conduct complete streets planning that prioritizes the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

6. **ANNOUNCEMENTS** and/or **COMMENTS**

7. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting will be held at
Wednesday, March 6, 2024 at 6:00 P.M.

1 Pendergrass Way, Sand City, California 93955
Sand City Council Chambers

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation by members of the public.

Voting members: please note that the circumstances in which you may remotely teleconference have been severely curtailed and require prior notice and only certain justifications. Click [here](#) for more details.

If you have any items for the next agenda, please submit them to:
Aaron Hernandez, Bicycle and Pedestrian Facilities Advisory Committee Coordinator
Aaron@tamcmonterey.org

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

Transportation Agency for Monterey County

www.tamcmonterey.org

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: info@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. 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 the 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.

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From:
Meeting Date: February 7, 2024
Subject: Quorum Check - Call to Order

RECOMMENDED ACTION:

SUMMARY:

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: February 7, 2024
Subject: **Draft BPC Minutes**

RECOMMENDED ACTION:

APPROVE the draft Bicycle and Pedestrian Facilities Advisory Committee Minutes for January 10, 2024.

SUMMARY:

The draft minutes of the January 10, 2024 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

FINANCIAL IMPACT:**DISCUSSION:****ATTACHMENTS:**

1. BPC Draft January 10, 2024 MINUTES

WEB ATTACHMENTS:

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee

Draft Minutes of January 10, 2024
Held at Transportation Agency Office
55-B Plaza Circle, Salinas CA 93901

Voting Members	JUN 23	JUL 23	AUG 23	SEP 23	OCT 23	NOV 23	DEC 23	JAN 24
Eric Petersen, District 1	C	N	P	C	P	P	N	P
Victor Tafoya– District 2 <i>(David Tavarez)</i>	A	O	-	A	E	-	O	P
Mike Novo – District 3, Vice Chair	N	M	P	N	P	P	M	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	C	E	P	C	P	P	E	P
Martin Wegenstein, District 5, Chair <i>(Jeff Lindenthal)</i>	E	E	P	E	P	P(A)	E	P
D. L. Johnson, Carmel-By-The Sea	L	T	P	L	P	-	T	P
Del Rey Oaks - vacant	L	I	-	L	-	-	I	-
Gonzales - Vacant	E	N	-	E	-	-	N	-
Ernest Gallardo, Greenfield	D	G	P	D	P	P	G	P
King City – vacant			-		-	-		-
Marina - Vacant			-		-	-		-
Gino Garcia, Monterey <i>(Abby Ostovar)</i>			P		E	P		E
Katie Stern, Pacific Grove <i>(Jung Hwa Kim)</i>			P		E	P		E
Chris Flescher, Salinas <i>(Mark Lasnik)</i>			P		P	P		P
Elizabeth (Libby) Sofer, Sand City			P		E	P		P
Ralph Wege, Seaside <i>(Jan Valencia)</i>			-		P	P(A)		P
Soledad - Vacant			-		-	-		-
Marzette Henderson, Monterey Salinas Transit			P		P	P		P
Mark Chaffey, Velo Club of Monterey <i>(Alex Capelli)</i>			P		P	P		P
N. County Recreation & Park District - Vacant			-		-	-		-
Salinas Public Works - Vacant			-		-	-		-
Monterey County Public Works – Vacant			-		-	-		-
Caltrans - District 5 - Vacant			-		-	-		-
AMBAG <i>(Will Condon)</i>			-		-	-		P(V)
CSUMB -vacant			-			-		-

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

TRANSPORTATION AGENCY STAFF	JUN 23	JUL 23	AUG 23	SEP 23	OCT 23	NOV 23	DEC 23	JAN 24
Todd Muck, Executive Director			-		P	E		E

Ariana Green, Principal Transportation Planner			-		-	-		-
Maria Montiel, Administrative Assistant			P		P	P		P
Mike Zeller, Director of Programing and Project Delivery			P (VC)		-	-		-
Laurie Williamson, Senior Engineer			-		-	-		-
Christina Watson, Director of Planning			P		-	P		P
Janneke Strause, Associate Transportation Planner			P		P	P		P
Aaron Hernandez, Transportation Planner			-		-	-		-
Alissa Guthier, Transportation Planner			P		-	-		-
Doug Bilse, Principal Engineer			P (VC)		-	-		-
Ariadne Sambrano, Transportation Planner					P	P		P
OTHERS PRESENT:								
	Hans Hoffman Jr.	Public		Nathalie Gomez	Public			
	Robin Lee	Public		Jackson Silva	Public			
	Mari Lynch	Public		Berry Jones	Public			
	Elias Rodriguez	Public						

1. Chair Wegenstein called the meeting to order at 6:00 p.m. A quorum was established, and Maria Montiel took roll call.

2. **PUBLIC COMMENTS**

Committee member Libby Sofer announced that the Sand City was awarded funding and is looking into a multi-use trail near Canyon Del Rey to La Plaza.

Mari Lynch, member of public, announced that the new California bike laws are posted at bikemonterey.org in (English/ Spanish).

Committee member Ernie Gallardo announced that Hector Chavez is closing his doors and retiring after 40 years.

3. **BEGINNING OF CONSENT AGENDA**

M/S/C

Novo/Wriedt

Abstain: DL Johnson and Martin Wegenstein

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of November 1, 2023.

END OF CONSENT AGENDA

4. **MONTEREY COUNTY BICYCLE MAP**

The Committee received a presentation and provided input on the proposed distribution plan for the 2023 Monterey County Bicycle Map.

Ariadne Sambrano, Transportation Planner reported on the distribution plan for the 2023 Monterey County Bicycle Map. She noted that the distribution plan is a strategic effort to promote bicycling as a sustainable mode of transportation. Sambrano noted that in addition to conventional distribution, a promotional campaign is planned to enhance the map's visibility. She noted that engaging youth and bicyclists in this campaign, particularly through volunteer opportunities, will add a dynamic element to our outreach efforts, fostering a sense of community involvement and responsibility.

In conclusion Ms. Sambrano noted that the distribution plan will be monitored by tracking the number of maps distributed. She noted that gathering user feedback will be a crucial aspect of this process, and providing strategic partnerships and promotional efforts, will ensure the map remains valuable and up-to-date resources for the Monterey County community. She shared an updated bike map list with new location added since 2015. The committee was asked to review and provide edits to the attached distribution list.

The Committee had the following comments and input on the 2023 Monterey County Bicycle Map:

- Consider distributing in the area you represent (Committee members)
- Consider having a flyer with QR code to the online map for easy access
- Consider coffee shops
- Consider the Crossroads, Carmel
- Consider REI they are expecting a few bike maps
- Consider libraries in Castroville and Hartnell College
- Consider "Next Door" platform
- Consider sending an updated list
- Consider distributing at the "First Friday"
- Consider maps at Monterey-Salinas Transit bus stops
- Consider the Chamber of Commerce
- Consider Visitor Centers
- Consider the Big Sur library
- Consider High School libraries and City Halls
- Consider the Salinas Sport Centers

5. BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE BYLAWS

The Committee received a presentation from the Bicycle and Pedestrian Advisory Committee Bylaws Subcommittee on proposed changes to the Committee Bylaws and provided input on the Bylaws Subcommittee recommendation.

Janneke Strause, Associate Transportation Planner reported that the Transportation Agency established a Citizens Advisory Committee for Bicycle and Pedestrian Facilities to act as its discretion, in response to State and federal requirements for citizens' participation.

Chair Martin Wegenstein reported that he discussed with the subcommittee, and they came up with a suggested draft of the Bicycle and Pedestrian Advisory Committee that was presented.

In conclusion Ms. Strause noted that the agency staff will prepare a revised draft of the bylaws based on feedback from the Committee and bring the item back at a future meeting for consideration and recommendation to the TAMC Board.

M/S/C Wriedt/Wege/unanimous

Committee member Wriedt motioned to take to updated Bicycle and Pedestrian Advisory Committee Bylaws to the TAMC Board for approval the motion was seconded by committee member Ralph Wege.

6. SCENIC ROUTE 68 CORRIDOR IMPROVEMENT PROJECT UPDATE

The Committee received an update on the Scenic State Route 68 Corridor Improvement project and provided input.

Doug Bilse, Principal Engineer reported that Caltrans is proposing to improve traffic operations and reduce collisions and connect wildlife habitats on an approximately nine-mile stretch of State Route 68 in Monterey County by modifying the design of nine intersections from Josselyn Canyon Road to San Benancio Road and providing five new underground wildlife crossings animals can use to cross under the highway.

In conclusion, Mr. Bilse reported that two build alternatives are being evaluated in the Project Approval and Environmental Document phase. Alternative 1 would convert nine intersections into roundabouts: eight single-lane roundabouts and one two-lane roundabout (at the intersection of SR 218). He noted that alternative 2 would include expanded signalized intersections with adaptive signal control technology and enhanced lane channelization to provide auxiliary through lanes and additional right and left turn lanes. He noted that both alternatives would provide improved bicycle and pedestrian facilities and replacement lighting where necessary.

The Committee had the following comments and input on the Scenic State Route 68 Corridor Improvement project:

- Consider education on how to navigate on the roundabout for all users
- Don't use walkways
- Consider signage "Share the road"

7. ANNOUNCEMENTS AND/OR COMMENTS

Janneke Strause announced that staff is finalizing a grant application to update the Active Transportation Plan and is seeking letters of support. She also noted that it will be her last meeting before her maternity leave and will be back in August.

8. ADJOURNMENT

Chair Wegenstein adjourned the meeting at 7:52 p.m.

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariadne Sambrano, Transportation Planner
Meeting Date: February 7, 2024
Subject: **Active Transportation Support Program Application Approval**

RECOMMENDED ACTION:

APPROVE application for the Active Transportation Support Program (ATSP) to award bike racks.

SUMMARY:

Approval by the Bicycle and Pedestrian Facilities Advisory Committee is required for Active Transportation Support Program awards. The Point Lobos Foundation has submitted an application for bike racks in order to support their efforts to facilitate secure storage for cyclists to be able to visit Carmel River State Beach.

FINANCIAL IMPACT:

The Point Lobos Foundation has requested \$1,013.56 for two bike racks, each accommodating seven bikes, costing \$463.87 each, plus sales tax of \$85.82. The requested \$1,013.56 will be covered by funding budgeted for the Active Transportation Support Program.

DISCUSSION:

This is the first application the Bicycle and Pedestrian Committee has received from this applicant for the Active Transportation Support Program, and staff recommends approving this request to cover the cost of bike racks at the Carmel River State Beach.

ATTACHMENTS:

1. TAMC Grant Application Bike Racks - Point Lobos Foundation
2. PLF TAMC Bike Rack Grant Site Photos and Map
3. Point Lobos Foundation Email

WEB ATTACHMENTS:



October 20, 2023

Transportation Agency for Monterey County
Bicycle Secure Program
55-B Plaza Circle
Monterey, CA 93901
Attn: Alissa Guther

Dear Ms. Guther,

The Point Lobos Foundation is a local nonprofit that serves as a Cooperating Association for four Carmel Area State Parks, including Point Lobos State Natural Reserve and Carmel River State Beach. Point Lobos Foundation is a membership organization and grant-seeking organization to fund educational programs, habitat restoration projects and infrastructure projects within the four Carmel Area State Parks.

We have established a community-based Carmel River State Beach Committee to identify and fund infrastructure and habitat restoration projects at all units of Carmel River State Beach, which includes Carmel River Beach and Lagoon, Ribera Beach (also known as Middle Beach) and Monastery Beach. California State Parks and the community identified a need for bike racks at two locations within Carmel River State Beach. The number of individuals who are biking to the Carmel River Lagoon Beach and Ribera Beach has increased dramatically, especially with the growing use of electric bikes. Currently there are no bike racks at any of the beaches within this unit. California State Parks will install and maintain the two proposed bike racks.

The Point Lobos Foundation is submitting a grant application to support our efforts to facilitate secure storage for cyclists to be able to enjoy the beauty of these two beaches. We would like to purchase two 7 bike racks from MADRAX, each with a cost of \$ \$463.87 each, sales tax is \$85.82, so the total grant request is for \$1,013.56. Attached is a map of the two proposed locations for the bike racks. Residents from the surrounding communities and visiting public will be able to utilize the back racks and each location serves two distinct communities.

Please do not hesitate to contact me if you have any questions.
Sincerely,

Kathleen Lee
Point Lobos Foundation
Executive Director

ACTIVE TRANSPORTATION SUPPORT PROGRAM APPLICATION

Business / Agency Name: Point Lobos Foundation

Address: 80 Garden Court, Suite 106, Monterey, CA 93940

Contact Person: Kathleen Lee, Executive Director Phone: 866-338-7227 Fax: _____

Email Address: Kathleen@PointLobos.org

Nature of Business / Agency: Cooperating Assoc. for CA State Parks (education & habitat restoration)

Number of Employees: 3

Please specify reasons for requesting Active Transportation Support funds:

A. Who will use the services, training, or materials provided (e.g., employees, patrons, students):

Bike racks will be placed at two locations serving high-volume coastal areas with beach access and will be used by local residents as well as the visiting public. Carmel Lagoon River Beach and Ribera Beach. CA State Parks will install & maintain racks.

B. For what services will you be requesting funding (check all that apply):

- | | |
|---|--|
| <input type="checkbox"/> Roll Repair

<input type="checkbox"/> Bike Kit | <input type="checkbox"/> LCI Training

<input checked="" type="checkbox"/> Racks and Lockers |
|---|--|

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

Rack / Locker / Repair Station	Style	Quantity
MADRAX Bike Rack	Galvanized, 7 bikes	2 @ \$463.87
	46" H, 3" W	Tax \$85.82
	Total	\$ 1,013.56



Please indicate the type of tools requested, the item letter, and number desired. If you require assistance identifying the appropriate type of tools, contact TAMC staff at (831) 775-0903.

Bike Kit / Roll Repair Kit Tool

Quantity

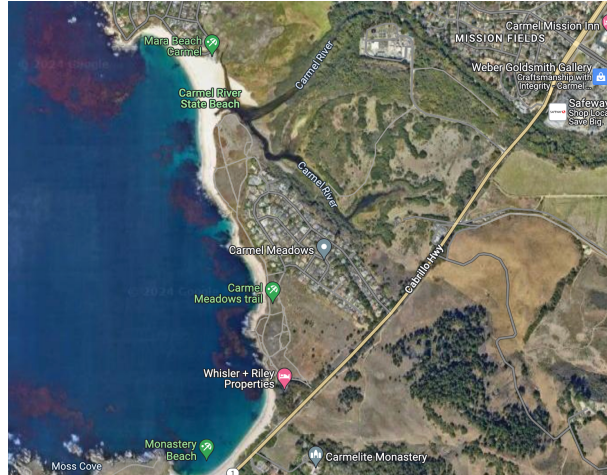
Please be sure that the following items are enclosed to make this application complete:

- 1. Completed agreement to place and maintain parking facilities and repair stations and provide pre-installation and post-installation photographs.
- 2. Photograph and site map of proposed parking facilities and repair station locations in relation to location of buildings, auto parking, etc.
- 3. Documented property owner's permission (a letter) or public permit, if necessary, to install parking facilities and repair stations.

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: Kathleen Lee, Executive Director, Point Lobos Foundation
Signature: Kathleen Lee Date: 10/25/23





Proposed Locations would be at the Lagoon parking lot (near Mara Beach Carmel pin above, photo below) off Scenic Road. Second location is off Ribera Road in Carmel Meadows (just above the Carmel Meadows trail pin.) The second location off Ribera Road is at the top of the stairs that access the lower trail and beach access.



Area at top of stairs to Carmel Meadows Trail off Road.

Re: Active Transportation Support Program Grant Application

Kathleen Lee <kathleen@pointlobos.org>

Fri 1/26/2024 10:45 AM

To:Ariadne Sambrano <ariadne@tamcmonterey.org>

 1 attachments (6 MB)

PLF TAMC Bike Rack Grant Photos.pdf;

Ariadne,

Thank you for reviewing our application. I'm sorry the Google Drive link did not work, so I have created an attachment with the site map and photos as a pdf.

The Foundation, as a California State Parks Cooperating Association, purpose is to provide equipment, materials and occasionally contract labor to support projects within the four Carmel Area State Parks, which includes, Carmel River State Beach and Point Lobos State Natural Reserve. For this project, CA State Parks identified the proposed location, the Carmel River State Beach Committee approved the location and grant application and the application was submitted. Once the bike racks are approved, the items are given to California State Parks.

If you need more information than this, please let me know and I can work with CA State Parks to get that additional information.

Thank you again for your help in processing our grant application.

Sincerely,

Kathleen Lee

Executive Director

80 Garden Court, Suite 106

Monterey, CA 93940

Telephone: (866) 338-7227, ext. 101



Support Point Lobos by [making a gift](#), [shopping our store](#), or [becoming a member](#) today. Follow us on [Facebook](#) and [Instagram](#) for up to date information on the Reserve and upcoming events, and visit us [online](#).

On Thu, Jan 25, 2024 at 3:09 PM Ariadne Sambrano <ariadne@tamcmonterey.org> wrote:

Hi Kathleen,

I hope you're doing well. I just wanted to follow up in regard to your application to the Active Transportation Support Program. Alissa first forwarded me your email regarding your application, which additionally included your site photos and map attached via Google Drive link. I tried going accessing them though was having trouble, could you kindly provide me with the site photos and map again? Additionally, I noticed in your application that you mentioned the state park will be in charge of the installation and the maintenance of the bike racks. Do you happen to have additional documentation stating this? Thank you once again!

Best Regards,

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Aaron Hernandez, Transportation Planner
Meeting Date: February 7, 2024
Subject: **Salinas Valley Safe Routes to School Plan and Participatory Budgeting Update**

RECOMMENDED ACTION:

RECEIVE presentation on the progress of the Salinas Valley Safe Routes to School Plan and the Participatory Budgeting process.

SUMMARY:

The Salinas Valley Safe Routes to School Plan will include recommendations for all public K-12 schools in the cities of Gonzales, Soledad, Greenfield, and King City. The Salinas Valley Safe Routes to School Plan includes a democratic process, called Participatory Budgeting, where community members vote to decide how public funds are spent in the cities of Gonzales, Soledad, Greenfield, and King City. The Transportation Agency for Monterey County is providing up to \$250,000 to each city to implement the highest voted projects. Greenfield and Soledad are the first two cities to complete the process.

FINANCIAL IMPACT:

The Salinas Valley Safe Routes to School Plan is funded through a \$664,127 Caltrans Sustainable Transportation Planning Grant and \$126,501 of Measure X Safe Routes to School Program funds as is reflected in the approved agency budget. The projects selected through the Participatory Budgeting process are funded by \$1 million (\$250,000 for four cities) in Regional Surface Transportation Program Reserve funds from the fiscal year 20/21-22/23 program cycle.

DISCUSSION:

The Participatory Budgeting process is designed to fast-track funding and implementation of safe routes to school projects that are meaningful to community members. In October 2022, a Soledad Safe Routes to School Steering Committee was formed to assist in developing the process and engaging the greater community. Eighteen community members served on the Committee and, on average, 11 members attended at least 7 of the 9 steering committee meetings.

The Process:

1. Creating the Ballot - the Soledad Safe Routes to School Steering Committee, made up of residents and community advocates, worked with Safe Routes to School program partners and the City of Soledad to develop a list of projects for the community to vote on.
2. Election Kickoff - the Election kicked-off at the Thursday Farmer's Market on May 18, 2023 where the public had an opportunity to learn about the projects, ask questions, and cast their vote.

3. Voting - The public was able to vote for their favorite projects for a 1-week period (May 18 - May 25) at ballot drop-off sites or online.
4. Election Results - the winning projects were announced at the November 15, 2023 Soledad City Council meeting.

Election Results:

The ballot included 18 street safety projects on corridors that received the most comments during the Safe Routes to School Plan public outreach. During the one-week voting period, a total of 246 community members voted for their favorite projects. Of those 246 ballots, 127 ballots were in Spanish, 212 were paper and 34 were submitted online.

After the ballots were collected and counted, the Steering Committee reviewed the election results and recommended to City Council that the following projects be funded to make the most of the \$250,000 grant from the Transportation Agency (full list of projects linked below). On November 15, 2023, the Soledad City Council approved the recommendation to implement the following projects:

Project Number	Project Name	Cost Estimate	Total Votes
3	Orchard Lane and Gabilan Drive Pedestrian Improvements	\$63,000	107
6	Main Street and Gabilan Drive Intersection Improvements	\$135,250	95
5	Benito Street and Gabilan Drive Pedestrian Improvements	\$11,000	61
12	Orchard Lane Pedestrian Improvements	\$23,000	40

Online as **web attachments** are the election results and the voter guides in English and in Spanish.

ATTACHMENTS:

None

WEB ATTACHMENTS:

1. [Soledad Participatory Budgeting Election Results](#)
2. [Soledad Participatory Budgeting Voter Guide](#)
3. [Presupuesto Participativo Soledad Guia de Votacion](#)

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Aaron Hernandez, Transportation Planner, Regina Valentine (AMBAG)
Meeting Date: February 7, 2024
Subject: **Draft AMBAG Complete Streets Policy**

RECOMMENDED ACTION:

REVIEW and **PROVIDE INPUT** on the Draft AMBAG Complete Streets Policy

SUMMARY:

With the passing of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law of 2021, the Association of Monterey Bay Area Governments (AMBAG) is required to conduct complete streets planning that prioritizes the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

FINANCIAL IMPACT:

AMBAG, as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, is required to set aside a portion of the agency's Federal Highway Administration (FHWA) Metropolitan Planning Funds (PL funds) allocation to conduct complete streets planning. The Complete Streets Policy can be used by agencies to guide the development of plans, projects and associated grant applications.

DISCUSSION:

Complete streets prioritize the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

As identified in AMBAG's Overall Work Program, staff developed a Draft Complete Streets Policy in coordination with AMBAG's member agencies, including the Transportation Agency of Monterey County. Although this is a new federal requirement, complete streets planning has been a priority historically for AMBAG and the jurisdictions in the Monterey Bay region. As an example, AMBAG, the Transportation Agency for Monterey County and Santa Cruz Regional Transportation Commission jointly prepared a Monterey Bay Area Complete Streets Guidebook in August 2013. For this reason, this Complete Streets Policy serves more to memorialize the transportation planning work already being conducted in the region.

Key sections of AMBAG's Complete Streets Policy are listed and described below:

- **Introduction:** Introduction to the policy
- **Purpose and Need:** Why the policy was prepared
- **Complete Streets Definition:** AMBAG's definition of complete streets

- **Complete Streets Vision:** AMBAG’s complete streets vision for the region
- **Complete Streets Goals:** The goals of the policy
- **Principles of Complete Streets:** The key policy principles and considerations
- **Complete Streets Policy:** AMBAG’s commitment to complete streets during, “...the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, and performance monitoring.”
- **Consistency with Regulations:** The policy’s consistency with federal, state, and local regulations
- **Scope of Complete Streets Policy:** When the policy applies
- **Exceptions:** When the policy does not apply
- **Design Guidance:** Sources for design guidance, standards, and recommendations
- **Context Sensitivity:** AMBAG’s recognition that complete streets projects should be context-sensitive to a community’s physical, economic, and social setting
- **Evaluation and Performance Measures:** Suggested performance measures to evaluate the implementation of complete streets
- **Implementation and Reporting:** How AMBAG will implement and report progress on the policy
- **References:** Links to design guidance and regional complete streets initiatives

Below are upcoming key dates for developing AMBAG’s Complete Streets Policy:

- **February 2024:** Present the Draft AMBAG Complete Streets Policy to regional Advisory Committees, Planning Directors Forum, and to the AMBAG Board of Directors
- **February 1, 2024 – March 15, 2024:** Public Comment Period
- **March 2024:** Prepare the Final AMBAG Complete Streets Policy
- **April 2024:** Present the Final AMBAG Complete Streets Policy to regional Advisory Committees and Planning Directors Forum
- **May 8, 2024:** AMBAG Board of Directors will be asked to adopt the Final AMBAG Complete Streets Policy for eventual incorporation into the 2050 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS)

The Draft AMBAG Complete Streets Policy is included as Attachment 1. Committee members are asked to provide comments on the draft policy by March 15, 2024. Comments should be emailed to Regina Valentine at rvalentine@ambag.org.

ATTACHMENTS:

1. Draft AMBAG Complete Streets Policy

WEB ATTACHMENTS:



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS COMPLETE STREETS POLICY

Draft – February 2024

Table of Contents

Introduction	1
Purpose and Need.....	1
Complete Streets Definition.....	2
Complete Streets Vision.....	3
Complete Streets Goals.....	3
Principles of Complete Streets.....	3
Complete Streets Policy	4
Consistency with Regulations	5
Scope of Complete Streets Policy	6
Exceptions	6
Design Guidance	7
Context Sensitivity.....	7
Evaluation and Performance Measures	8
Implementation and Reporting.....	9
References.....	10

Association of Monterey Bay Area Governments Complete Streets Policy

Introduction

The Association of Monterey Bay Area Governments (AMBAG) has recognized the importance of multimodal streets to improve accessibility, safety, and equity for all users of the transportation system. In August 2013, AMBAG adopted its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible

active transportation network in the Monterey Bay region to meet the needs of all travel modes, ages, and abilities. Additionally, AMBAG recognizes their partner agencies and local jurisdictions have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities.

AMBAG's Complete Streets Policy will build upon these previous efforts by promoting a transportation system that is designed to be multimodal to safely and comfortably accommodate users of all ages and abilities, including, but not limited to, pedestrians, bicyclists, shared and micromobility users, motorists, transit and school bus riders, persons with disabilities, freight and commercial providers, emergency responders, and adjacent land users.

Research has shown that complete streets enhance job growth, promote economic development, improve safety, public health, and fitness, decrease vehicle emissions, and reduce the overall demand on roadways by allowing people to replace motor vehicle trips with active transportation and transit options. Furthermore, as communities integrate sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of a project, they spare the expense and complications of retrofits implemented at a later date. Proactively planning for a multimodal transportation system can promote its integration with land use policies to encourage sustainable development.

Purpose and Need

Federal, state, and local policies have emphasized the need to accommodate all users of the roadway. The metropolitan planning process specifically includes direction to increase the safety of the transportation system for motorized and non-motorized users. This requires that AMBAG plan, prioritize, promote, and implement measures to accomplish this goal. One way to do so is through adopting a complete streets policy as directed by the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) of 2021. Using the complete streets concept, AMBAG is supporting the paradigm shift from "moving cars quickly" to "providing safe access for users of all modes." This work is needed as demonstrated by the 35% increase in pedestrian

fatalities and serious injuries in the tri-county region (Monterey, San Benito, and Santa Cruz) between 2019 and 2022.¹

The adopted approach will result in the Monterey Bay region’s roadways being safer and more accessible for bicycles and pedestrians, while also being realistic and reasonable to implement. As the final approval of roadway designs to achieve safe and efficient operations of the transportation system lies with the licensed traffic engineers, this policy is not too specific regarding street design. Instead, this policy is to provide direction to the design engineers and other decision makers as to what, at a minimum, shall be required to help achieve safe mobility for all roadway users. When doing so, it supports the development of a comprehensive, multimodal transportation system and promotes integration with sustainable land use development. For this reason, AMBAG’s Complete Streets Policy is consistent with regional goals and objectives established in the adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

Complete Streets Definition

The term “complete streets” describes a transportation network that is routinely planned, designed, operated, and maintained to prioritize safety, comfort, and access to destinations for all people who use the facility. Complete streets increase the level of service for all users, rather than focusing solely on automobiles. This includes older adults, persons living with disabilities, people who walk and bike for transportation, and people who do not have access to a vehicle. Complete streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, move actively with assistive devices, and operate commercial and emergency vehicles efficiently. They also allow buses to run on time and make it safe for people to walk or move actively to and from transit hubs. This work is needed as demonstrated by a May 2023 Monterey-Salinas Transit (MST) passenger survey that found 91% of respondents walked, biked, scooted, or used a mobility aid to get to a bus stop.²

When implemented, the complete streets approach to planning streets and roads results in a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance and operations work, the street network gradually becomes safer and more accessible for travelers of all ages and abilities.

As communities have different context, needs, and characteristics, complete streets planning and design should be flexible and comprehensive. There is no specific design prescription; each street is unique, and its design reflects the context of the community and street network. Each street project is considered within the context of the overall transportation system. Some streets may be prioritized for pedestrian travel, others for transit, bicycling, motorists, or goods

¹ UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) SWITRS Summary, 2018 – 2022 Pedestrian Fatalities and Serious Injuries by County, <https://tims.berkeley.edu/summary.php>

² MST District Board of Directors Meeting Agenda Packet, September 11, 2023, https://mst.org/wp-content/media/Agenda_MST_202309-September-Final.pdf

movement. Some streets will have robust facilities that accommodate all modes; however, many streets might not contain all those features due to physical right-of-way constraints and other considerations.

Complete Streets Vision

AMBAG's Complete Streets Policy aims to enhance the quality of life in the Monterey Bay region through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the movement of people, balance mobility for everyone, and minimize negative impacts on the environment. This work will require coordination across disciplines and across jurisdictional lines, including when projects are located on California Department of Transportation (Caltrans) right-of-way.

Complete Streets Goals

The goals of this Complete Streets Policy are to:

1. Consider the needs of all road users, including the most vulnerable such as children, seniors, persons with disabilities, and persons of limited means, throughout the Monterey Bay region to the greatest extent possible and practicable.
2. Encourage the integration of the vision, purpose, and goals of this Complete Streets Policy into the project development process for surface transportation projects in the Monterey Bay region.
3. Create a safe, equitable, balanced, comprehensive, integrated, fully interconnected, functional, reliable, convenient, resilient, and visually attractive surface transportation network in the Monterey Bay region.
4. Promote the use of the latest and best complete streets design standards, principles, policies, and guidelines within the context of the community.
5. Support flexibility for different types of streets, communal areas, and users to enhance the access and mobility experience.
6. Plan, design, operate, and maintain a multimodal network of complete streets that supports sustainable development and provides livable, healthy, equitable, and prosperous communities.
7. Make active transportation and transit safer and more convenient to increase use of these modes of transportation.
8. Support transportation options that improve public health.

Principles of Complete Streets

The following are key principles of AMBAG's Complete Street Policy:

1. It is context-sensitive, considering economic, social, and environmental objectives.
2. Emphasizes transportation facility connectivity for all modes of travel.

3. Takes into account not only the presence of a facility, but also the level of comfort (including future average temperature rises due to climate change) and safety (based on national data for bicycles and pedestrians) that the facility provides for all users of that facility.
4. Ensures that the entire right-of-way is planned, designed, funded, and operated with consideration for safe access for all users of all ages and abilities and that all users and transportation modes are equally deserving of safe travel facilities.
5. Encourages the use of national best practice design standards.
6. Allows design flexibility in balancing user and stakeholder needs including maintenance needs.
7. Encourages that the purchase of operations and maintenance vehicles are well suited for current and proposed infrastructure.
8. Encourages consistency of transportation projects with current and future land use goals and policies of local land use plans.
9. Benefits all users equitably, particularly vulnerable users and in the most underinvested and underserved communities, including facility maintenance.
10. Actively works to consider how to preserve right-of-way for all users.
11. Encourages the prioritization of complete streets projects in areas that have the potential to serve high concentrations of vulnerable users.
12. Encourages collaboration and interagency coordination with all transportation planning agencies and partners including public health and housing.
13. Supports the involvement of local transit agencies to ensure that sufficient accommodation for transit vehicles and access to transit facilities is provided.

Complete Streets Policy

AMBAG encourages the above principles be used for the purpose of planning, designing, building, operating, and maintaining a safe, reliable, efficient, integrated, balanced, equitable and connected multimodal transportation network that will provide access, mobility, safety, and connectivity for all users. This policy is a regional commitment that future transportation projects in the Monterey Bay region will consider and value the needs of all users regardless of age, ability, income, ethnicity, or chosen mode of travel, including pedestrians, bicyclists, shared and micromobility users, motorists and transit riders, as early as practicable and throughout the transportation planning process consistent with and supportive of the surrounding communities.

AMBAG will promote the complete streets concept throughout the Monterey Bay region and, therefore, recommends that all local jurisdictions adopt comprehensive complete streets policies, consistent with the regional Complete Streets Policy. AMBAG will seek incorporation of the complete streets concept and policy into the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, and performance monitoring. Additionally, AMBAG encourages the prioritization of funding for the implementation of complete streets projects.

Consistency with Regulations

The U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations supports the development of fully integrated active transportation system networks, which foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The policy encourages transportation agencies to go beyond the minimum requirements and to proactively provide convenient, safe, and context-sensitive facilities that accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive. Furthermore, federal transit law specifies that all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station be integrated with public transportation.

The State of California has emphasized the importance of complete streets by enacting the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their General Plans, they identify how they will provide for the mobility needs of all users of the roadways. The California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in the state, and the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land use policy. Caltrans Director's Policy 37 established Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Achieving the goals of these laws will require significant increases in travel by public transit, bicycling, micromobility, and walking. Strategies to achieve greenhouse gas emissions targets in support of SB 375 were adopted by AMBAG in the 2045 MTP/SCS. Additionally, AMBAG has been a champion of complete streets with the August 2013 adoption of its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible active transportation network in the Monterey Bay region. The development of this Complete Streets Policy is a continuation of the agency's commitment to supporting an integrated multimodal transportation system.

AMBAG also recognizes their partner agencies and local jurisdictions should and have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities. Within the Monterey Bay region, a number of local jurisdictions have adopted policies and resolutions or updated the circulation element of their General Plans, or in the process of doing so, to support complete streets and advance the health, safety, welfare, economic vitality, and environmental well-being of their residents. AMBAG also recognizes that complete streets is an essential component of Vision

Zero, for which many jurisdictions incorporate strategies to slow traffic speeds and eliminate all traffic fatalities and severe injuries. AMBAG views Vision Zero strategies, including lower speed limits, as complementary and can be integrated into local complete streets efforts.

Scope of Complete Streets Policy

The transportation network includes, but is not limited to, streets, bridges, intersections, sidewalks, shared-use paths, trails, lighting, street crossings such as crosswalks and median refuges, signage, accommodations for bicyclists and transit, landscaping, street furniture, and drainage facilities.

AMBAG's Complete Streets Policy shall apply to all projects at all phases including but not limited to, planning, design, right-of-way acquisition, new construction, reconstruction and retrofit, rehabilitation, repair, operation, and maintenance that will use funding under AMBAG's discretion unless otherwise exempted. Locally funded projects are encouraged to comply with this policy or a similar locally adopted complete streets policy. Accommodations for all existing modes of transportation shall be planned for and provided during construction and maintenance work.

1. This Complete Streets Policy will focus on developing a connected, integrated transportation network that serves all users.
2. Transportation projects receiving funding in the Monterey Bay region are encouraged to implement a complete streets approach.
3. AMBAG shall approach each transportation project as an opportunity to create safer, more accessible facilities for all users.
4. AMBAG does not subscribe to one singular design prescription for complete streets; each street is different in function and context. Roadways that are planned and designed using a complete streets approach may include a wide variety of transportation solutions.
5. This policy informs and encourages all local transportation agency representatives and consultants responsible for planning, designing, constructing, or maintaining projects within the Monterey Bay region to apply complete streets design and standards.
6. The planning or design of a project or plan within the Monterey Bay region will be supported by this policy, where appropriate.
7. AMBAG will work with local municipal, state and public agencies to educate the general public about the importance of complete streets, safe driving, bicycling, micromobility, public transit, and walking practices.

Exceptions

AMBAG's Complete Streets Policy applies to all projects at all phases within the Monterey Bay region. All exemptions should be documented with supporting data and evidence for the basis of an exemption then be made publicly available. Exemptions should only be considered if one or more of the following conditions are met:

1. Where bicyclists, pedestrians, or another particular use is prohibited by law from using a roadway. Accommodations should be made to ensure that all users can still cross these areas, so they do not become barriers.
2. Where the street or road is already designed to accommodate all users.
3. Where cost would be excessively disproportionate to probable use or need considering economic conditions, cost, and economic benefit. Excessively disproportionate is defined in Federal Highway Administration's (FHWA) "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach" as bicycle and pedestrian facilities together exceeding twenty percent (20%) of the cost of the larger transportation project.
4. Where a project consists primarily of the installation of traffic control safety devices. All new pedestrian crossing devices must meet the most current accessibility standards for controls, signals, and placement.
5. Where lack of population or other factors indicate an absence of need under both current and future conditions. This exception should take the long view and consider probable use throughout the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
6. Where roadway standards or bicycle and pedestrian standards cannot be met due to constraints excessively difficult to mitigate. The feasibility of alternative routes of similar or better quality to accommodate all users and connect to the transportation network should be studied.
7. Where all improvements would be very likely removed in the near future due to projects in the same area.
8. Where transit service is non-existent and not planned as confirmed by the local transit agencies, therefore there is no need for direct public transit accommodations.
9. Where fire and safety specification conflicts and environmental concerns, such as abutting conservation land or severe topological constraints, exist.

Design Guidance

AMBAG promotes the adoption of the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and to always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, as well as considering issues such as street design and width, desired operating speed, turn radii, hierarchy of streets, and connectivity. Design criteria should not be purely prescriptive but should be based on the thoughtful application of engineering, architectural, and urban design principles. A non-exhaustive list of complete streets resources is provided in the References section of this policy.

Context Sensitivity

AMBAG recognizes that there is no singular design for complete streets, therefore this Complete Streets Policy is flexible to allow consideration of other appropriate design standards to accommodate the needs of many users and sensitive to the local context, provided that a comparable level of safety for all future users is achieved. The development and

implementation of current and future projects should be context-sensitive to the community's existing and planned physical, economic, and social setting, and consider community input and the lived experience of residents. This context-sensitive approach to process and design includes a range of goals that gives significant consideration to stakeholder and community values. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, neighborhood character, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

Evaluation and Performance Measures

AMBAG promotes the establishment of publicly shared performance measures to evaluate the implementation of complete streets. Performance measures that contribute to complete streets goals could include, but are not limited to:

1. Number of locally adopted complete streets policies
2. Number of people within a 30-minute walk, bike, or transit trip to key locations
3. Percent of people taking transit, walking, and bicycling
4. Walk and Bike Scores
5. California Healthy Place Index Scores
6. Multimodal Level of Service (MMLOS)
7. Expansion of a comfortable, low-stress transportation network for non-motorized traffic, as measured by an appropriate Level of Traffic Stress (LTS) analysis
8. With an emphasis in underserved or underinvested communities, decrease in rate of crashes, injuries and fatalities by mode, including using the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) as a suggested tool
9. Transit travel time reliability (consistency in the time required to travel the roadway segment during a given time of day)
10. Average transit travel speed relative to automobile travel speed
11. Transit delay (the additional time riders spend on a given segment relative to the time required during free-flow travel conditions)
12. Transit passenger delay weighted by the number of passengers experiencing the delay
13. Miles of bicycle facilities, including but not limited to on-street bike lanes, signed routes, and separated multi-use paths
14. Number of new bike racks installed, both public and private
15. Miles of new or reconstructed sidewalk
16. Number of new or reconstructed curb ramps
17. Number of new or repainted crosswalks
18. Miles of new non-motorized traffic facilities added to roads within ¼ mile of transit routes
19. Number of new streetscape amenities such as street trees, lighting, etc.
20. Percentage completion of bicycle and pedestrian networks as envisioned in plans and programs
21. Number of completed transportation projects that demonstrate how they are meeting current land use plan goals

22. Number of complete streets projects in underserved or underinvested communities
23. Progress of community ADA Transition Plans
24. Project-specific road audits and public surveys
25. Metrics included in the most recently adopted California Transportation Commission Active Transportation Program Guidelines

Implementation and Reporting

AMBAG encourages implementation of this Complete Streets Policy to be carried out cooperatively among all transportation partners and local jurisdictions within the Monterey Bay region to the greatest extent possible. AMBAG will incorporate complete streets principles into its plans and programs as well as encourage incorporation of this Complete Streets Policy into all planning and design documents in the Monterey Bay region.

AMBAG's Complete Streets Policy provides network-level planning and design considerations intended to ensure that safe, comfortable, and connected transportation facilities are available to all users, regardless of age, ability, or income. AMBAG will help facilitate workshops and other training opportunities for transportation staff, community leaders, and the general public to underscore the importance of the complete streets vision. AMBAG is committed to developing and instituting better ways to measure performance and collect data on how well streets are serving all users.

Starting with the 2050 MTP/SCS, this Complete Streets Policy will help guide the development of all future AMBAG MTP/SCSs. Therefore, examining the implementation of the MTP/SCS over time will be the primary means by which the impact of this policy will be measured. Progress will be reported as part of each MTP/SCS and Metropolitan Transportation Improvement Program (MTIP) update process. At a minimum, these reports will include a description or analysis of how the MTP/SCS and MTIP advances complete streets, which may include:

1. Complete street projects completed during the previous MTIP cycle or since the last MTP/SCS update.
2. Complete street projects and their associated funding amounts expected to be completed in the next MTIP and MTP/SCS.
3. How the MTIP and MTP/SCS project prioritization process advances complete streets.

AMBAG will, at a minimum, evaluate this Complete Streets Policy and the documents associated with it periodically and in parallel with the AMBAG MTP/SCS updates. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the AMBAG Board utilizing its then current public and member involvement procedures.

References

Links to recommended complete streets design guidance are provided below. Traffic engineers and other decision makers can review these references for specific complete streets designs and elements for implementation.

1. FHWA Manual on Uniform Traffic Control Devices for Streets and Highways, <https://mutcd.fhwa.dot.gov/>
2. FHWA Road Diets, <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration>
3. FHWA Bikeway Selection Guide, https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
4. FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/re_surfacing_workbook.pdf
5. FHWA Separated Bike Lane Planning and Design Guide, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-89-101-separated-bike-lane-planning-and-design-guide>
6. FHWA Pedestrian Safety Guide and Countermeasure Selection System, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/resources-pedestrian-safety-guide-and-countermeasure>
7. FHWA Roundabout Guidance, <https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf>
8. FHWA Small Town and Rural Multimodal Networks, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/
9. FHWA Guidebook for Measuring Multimodal Network Connectivity, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-10-33-guidebook-measuring-multimodal-network>
10. FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/
11. FTA Manual on Pedestrian and Bicycle Connections to Transit, <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf>
12. U.S. Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG), <https://www.access-board.gov/prowag/>
13. Americans with Disabilities Act (ADA) Standards for Accessible Design, <https://www.ada.gov/law-and-regs/design-standards/>
14. National Complete Streets Coalition, <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
15. AASHTO A Policy on Geometric Design of Highways and Streets, <https://store.transportation.org/item/collectiondetail/180>

16. AASHTO A Guide for Achieving Flexibility in Highway Design, https://nacto.org/docs/usdg/flexibility_in_highway_design.pdf
17. AASHTO Guide for the Development of Bicycle Facilities, <https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-facilities-2012/>
18. AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, <https://store.transportation.org/item/collectiondetail/224>
19. NACTO Urban Street Design Guide, <https://nacto.org/publication/urban-street-design-guide/>
20. NACTO City Limits: Setting Safe Speed Limits on Urban Streets, <https://nacto.org/safespeeds/>
21. NACTO Urban Bikeway Design Guide, <https://nacto.org/publication/urban-bikeway-design-guide/>
22. NACTO Transit Street Design Guide, <https://nacto.org/publication/transit-street-design-guide/>
23. NACTO Urban Street Stormwater Design Guide, <https://nacto.org/publication/urban-street-stormwater-guide/>
24. ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-036A-E>
25. ITE Traffic Calming Measures; <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>
26. ITE Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-039A>
27. California Manual on Uniform Traffic Control Devices, <https://dot.ca.gov/programs/safety-programs/camutcd>
28. Caltrans Highway Design Manual, <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>
29. Caltrans Active Transportation Emphasis Area Guidance for Corridor Planning, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/20220131active-transportation-emphasis-area-guidance-final-version-v7a11y.pdf>
30. Caltrans Pedestrian Safety Countermeasures Toolbox, <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/caltrans-ped-safety-countermeasures-toolbox-a11y.pdf>
31. Caltrans Design Information Bulletin 82-6 “Pedestrian Accessibility Guidelines for Highway Projects,” <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib82-06-a11y.pdf>
32. Caltrans Design Information Bulletin 89-02 “Class IV Bikeway Guidance,” <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>
33. Caltrans Traffic Calming Guide, https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf
34. California Safe Routes to School, <http://www.casaferoutestoschool.org/>

35. Monterey Bay Area Complete Streets Guidebook, https://www.ambag.org/sites/default/files/2022-05/PDFAAppendix%20H_%20Complete%20Streets.pdf
36. Monterey-Salinas Transit (MST) Designing for Transit: A Guide for Supporting Public Transit Through Complete Streets, <https://mst.org/wp-content/media/DesigningForTransit-2020-Edition.pdf>
37. Southern California Association of Governments' Transit Priority Best Practices Report, <https://scag.ca.gov/post/transit-priority-best-practices-report-0>
38. American Planning Association Planning Advisory Service Report Number 559, "Complete Streets: Best Policy and Implementation Practices," <https://www.planning.org/publications/report/9026883/>
39. Vision Zero Network, <https://visionzeronetwork.org/>
40. Model Design Manual for Living Streets, <http://www.modelstreetdesignmanual.com/>

Sample of Complete Streets Initiatives in the Monterey Bay Region

1. Caltrans District 5 Active Transportation Plan Summary Report, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district5-finalreport-a11y.pdf>
2. City of San Juan Bautista Active Transportation and Community Connectivity Plan, https://www.san-juan-bautista.ca.us/departments/planning/active_transportation_plan.php
3. City of Seaside Broadway Avenue and Yosemite Street Complete Streets Project, <https://www.ci.seaside.ca.us/781/Broadway-Avenue-and-Yosemite-Street-Comp>
4. City of Watsonville Downtown Specific Plan, <https://www.watsonville.gov/1626/Downtown-Specific-Plan>
5. Highway 9/San Lorenzo Valley Complete Streets, <https://sccrtc.org/projects/streets-highways/hwy-9-plan/>