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Regional Transportation Planning Agency - Local Transportation Commission  
Monterey County Service Authority for Freeways & Expressways  
Monterey County Regional Development Impact Fee Joint Powers Agency  
Email: [info@tamcmonterey.org](mailto:info@tamcmonterey.org)

## **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE**

**Wednesday, April 5, 2023**

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

### **MEETING LOCATION**

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

**Join meeting online at:**

**<https://us02web.zoom.us/j/990276709?pwd=QXBRRbWF6ajh6M3dOR3hhbGloRlhRZz09>**

**OR**

**By teleconference at: +1 669 900 6833**

**Meeting ID: 990 276 709**

**Password: 352877**

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

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.

### **1. ROLL CALL**

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

## 2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. 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 Committee 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 Thursday before the meeting, and such comments will be distributed to the Committee 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.

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## 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** minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of February 1, 2023.

- Montiel

*The draft minutes of the February 1, 2023 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.*

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

- Guther

*Approval by the Bicycle and Pedestrian Facilities Advisory Committee is required for applicants to the Active Transportation Support Program to be awarded. TAMC has received applications from Elroy's Fine Foods and Monterey County Emergency*

***Communications for the Bicycle and Pedestrian Committee's approval.***

**END OF CONSENT AGENDA**

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

- Strause

***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 and is funded through a Caltrans Sustainable Transportation Planning Grant (\$664,127) and Measure X Safe Routes to School funds (\$126,501).***

5. **RECEIVE** presentation on Highway Design Manual emphasizing best practices for bicycle facilities on public rights of way.

- Bilse

***The Highway Design Manual (HDM) is produced by Caltrans as a guide for designing transportation facilities on public right of way. Index 1000 of the HDM is devoted to design issues related to bicycle facilities.***

6. **ANNOUNCEMENTS and/or COMMENTS**

7. **ADJOURN**

## **ANNOUNCEMENTS**

Next Committee meeting will be held on  
**Wednesday, May 3, 2023, at 6:00 P.M.**  
**Sand City Council Chambers**  
**1 Pendergrass Way, Sand City, CA 93955**

A quorum of voting members is required to be present in the same room to hold this meeting.

There will be a zoom link for hybrid participation.

**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 detail.**

If you have any items for the next agenda, please submit them to:  
Janneke Strause, Bicycle and Pedestrian Facilities Advisory Committee Coordinator  
[Janneke@tamcmonterey.org](mailto:Janneke@tamcmonterey.org)

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

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

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

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

## **CORRESPONDENCE, MEDIA CLIPPINGS, & REPORTS**

**Correspondence - No items this month.**

### **Media Clipping**

**M 1. RECEIVE** media clippings attached online.

**Reports - No items this month.**



## ***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Maria Montiel, Administrative Assistant  
**Meeting Date:** April 5, 2023  
**Subject:** **Draft BPC March Minutes**

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### **RECOMMENDED ACTION:**

**APPROVE** minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of February 1, 2023.

### **SUMMARY:**

The draft minutes of the February 1, 2023 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

### **ATTACHMENTS:**

- ▢ Draft March BPC Minutes

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

**Draft Minutes of March 1, 2023**

Held remotely via Zoom due to COVID-19 pandemic

<b>Voting Members</b>	<b>AUG 22</b>	<b>SEP 22</b>	<b>OCT 22</b>	<b>NOV 22</b>	<b>DEC 22</b>	<b>JAN 23</b>	<b>FEB 23</b>	<b>MAR 23</b>
Eric Petersen, District 1	P	P	P	P	N	C	P	P
Pete Scudder – District 2 <i>(David Tavarez)</i>	P	P	P	P	O	A	P	E
Mike Novo – District 3, Chair	E	P	P	P		N	P	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	P	P	P	P	M	C	P	P(A)
Martin Wegenstein, District 5, Vice Chair <i>(Jeff Lindenthal)</i>	P	P(A)	P	P(A)	E	E	P	E
D. L. Johnson, Carmel-By-The Sea	P	P	P	-	E	L	P	P
Celine Pinet, Del Rey Oaks	E	P	P	P	T	L	-	-
Gonzales - Vacant	-	-	-	-	I	E	-	-
Ernest Gallardo, Greenfield	P	E	P	P	N	D		P
King City - vacant	P	P	P	P	G		P	
Marina - Vacant	-	-	-	-			P	
Gino Garcia, Monterey <i>(Abby Ostovar)</i>	P	P	P	P			P	P
Katie Stern, Pacific Grove <i>(Jung Hwa Kim)</i>	-	P	P	P			E	P
Chris Flescher, Salinas <i>(Mark Lasnik)</i>	P	P	P	P			P	P
Elizabeth (Libby) Sofer, Sand City	P	E	P	E			-	P
Ralph Wege, Seaside <i>(Jan Valencia)</i>	P	P	P	P			P	-
Soledad - Vacant	-	-	-	-			-	-
Marzette Henderson, Monterey Salinas Transit	-		P	P			E	P
Vera Noghera, Velo Club of Monterey <i>(Alex Capelli)</i>	P	P(A)	E	P			P	P
N. County Recreation & Park District - Vacant	-	-	-	-			-	-
Salinas Public Works - Vacant	-	-	-	-			-	-
Monterey County Public Works – Vacant	-	-	-	-			-	-
Caltrans - District 5 - Vacant	-	-	-	-			-	-
Miranda Taylor, AMBAG <i>(Will Condon)</i>	P	P	P	P			P	P
CSUMB -vacant	P	P	P	E			P	-

E – Excused

VC – Video Conference

P(A) – Alternate

TC – Teleconference

A - Absent

<b>TRANSPORTATION AGENCY STAFF</b>	<b>AUG 22</b>	<b>SEP 22</b>	<b>OCT 22</b>	<b>NOV 22</b>	<b>DEC 22</b>	<b>JAN 23</b>	<b>FEB 23</b>	<b>MAR 23</b>
Todd Muck, Executive Director	E	E	P	P			P	E
Ariana Green, Principal Transportation Planner	E	E	P	E			-	P
Maria Montiel, Administrative Assistant	P	P	P	P			P	PV
Mike Zeller, Director of Programing and Project Delivery	E	E	E	P			-	P
Laurie Williamson, Senior Engineer	E	E	-	P			-	-
Christina Watson, Director of Planning	P	P	P	P			-	P
Janneke Strause, Transportation Planner	P	P	P	P			P	E
Aaron Hernandez, Assistant Transportation Planner	E	P	-	-			-	-
Alissa Guther, Assistant Transportation Planner	P	-	P	-			P	-
Doug Bilse, Principal Engineer	E	P	-	-			P	-
Jeff Kise, Director of Finance & Administration								PV
<b>OTHERS PRESENT:</b>								
Darren Bean	Public			Hans Hoffman		Public		
Patrick Grogan	Public			Robin Lee		Public		
Sam Winter	Public			Andrew Easterling		City of Salinas		

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

2. **PUBLIC COMMENTS**

None this month.

3. **BEGINNING OF CONSENT AGENDA**

**M/S/C** Campi/Wriedt/unanimous

Abstain: Martin Wegenstein and DL Johnson

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

**END OF CONSENT AGENDA**



**4. MEASURE X FY 2021/22 ANNUAL AUDITS**

The Committee received an update on the results of the Measure X annual audit and compliance reporting for 2021/22.

Mike Zeller, Director of Programming and Project Delivery, reported on the Measure X annual audit. He noted that the audit is to confirm that the funding recipients (the Transportation Agency, the County of Monterey and the twelve incorporated cities) have complied with the voter-approval requirements specified in the Measure X implementing ordinance. Mr. Zeller reported that a subcommittee of the Oversight Committee reviewed the reports. In conclusion Mr. Zeller reported that this fifth year of Measure X reporting, for fiscal year 2021/22, was due on December 31, 2022. He stated that all the jurisdictions submitted their complete reports by the deadline with the exception of Greenfield and Salinas. He noted after an initial review of the reports, Agency staff reached out to request more information from Sand City regarding not meeting their maintenance of effort requirement.

**5. BIKE MONTH 2023**

The Committee received a report on the Spring 2023 Monterey County Move It Challenge and provided direction to staff on Monterey County Bike Month 2023.

Ariana Green, Principal Transportation Planner reported that the Agency has dedicated Transportation Development Act funds for public education. She noted that TAMC focused on conducting the Monterey County Move It Challenge. The Move It Challenge is a competition aimed to encourage employees, students and residents in Monterey County to walk and bike to work, school, and shops during the Month of May.

In conclusion Ms. Green noted that TAMC staff recommends continuing to celebrate Bike Month by promoting participation in the Move It Challenge and posting local bike events on the TAMC and Safe Routes to School website and social media channels. The Challenge will be promoted to employers, schools and members of the public through email notifications, social media advertisements, and flyers. She noted that participants may compete as an individual or part of a team. There will be the top team and top three individuals who take the most walking and biking trips during the Challenge. There will also be a random drawing for any participants who registers for the Challenge and takes at least one walking or biking trip.

The Committee had the following comments and input on 2023 Monterey County Move It Challenge and provided direction to staff on Monterey County Bike Month 2023:

- Consider bike stations at Rec Trails
- Look into reaching out to Sea Otter Classics
- Consider having a booth with energizer stations
- Consider incorporating clean-up on the trails
- Consider clean-up bicycle rides
- Consider a bicycle repair clinic
- Consider “poker – run” stations with cards
- Consider bike repair stations for families that might not have the bike tools needed to repair a bike
- Look into working with the California State Parks on having a clean-up volunteer day
- Consider bringing back the bicycle vs car challenge
- Look into involving more high school students, college students and after school program

**6. ANNOUNCEMENTS AND/OR COMMENTS**

Committee member DL Johnson expressed concerns about the highway 1 between Carpenter and Ocean Avenue. He noted that it is not very wide and need to know where to turn.

Hans Hoffman, member of public noted that he sent a letter on the “curb of dune”.

Committee member Vera Noghera noted that a light on the right side is a safety issue on Reindollar in the city of Marina.

**7. ADJOURNMENT**

Chair Novo adjourned the meeting at 7:03 p.m.



**Memorandum**

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Alissa Guther, Assistant Transportation Planner  
**Meeting Date:** April 5, 2023  
**Subject:** Active Transportation Support Program Application Review

**RECOMMENDED ACTION:**

**APPROVE** applications to the Active Transportation Support Program (ATSP) to award bike racks.

**SUMMARY:**

Approval by the Bicycle and Pedestrian Facilities Advisory Committee is required for applicants to the Active Transportation Support Program to be awarded. TAMC has received applications from Elroy's Fine Foods and Monterey County Emergency Communications for the Bicycle and Pedestrian Committee's approval.

**FINANCIAL IMPACT:**

Monterey County Emergency Communications requests two (2) metal bicycle lockers, the cost of which is approximately \$9,500. Elroy's Fine Foods has requested one triple U bicycle rack, the cost of which is approximately \$1,000. The ATSP has a total annual budget of \$30,000, of which \$0 has been dispersed this fiscal year.

**DISCUSSION:**

TAMC has not received any previous applications to the ATSP this year, and staff recommends accepting these grant requests.

**WEB ATTACHMENTS:**

- [Monterey County Emergency Operations ATSP Application](#)
- [Elroy Foods Application](#)



**Memorandum**

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Janneke Strause, Transportation Planner  
**Meeting Date:** April 5, 2023  
**Subject:** Salinas Valley Safe Routes to School Plan and Participatory Budgeting

**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 and is funded through a Caltrans Sustainable Transportation Planning Grant (\$664,127) and Measure X Safe Routes to School funds (\$126,501).

**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 fiscal year 2021/22 budget. TAMC will be reimbursed an amount not to exceed \$88,392; Ecology Action will be reimbursed in an amount not to exceed \$612,156; and the Monterey County Health Department will be reimbursed in an amount not to exceed \$90,080.

**DISCUSSION:**

The Transportation Agency for Monterey County, Monterey County Health Department, Ecology Action, and the cities of Gonzales, Soledad, Greenfield and King City have partnered to develop the Salinas Valley Safe Routes to School Plan ("Salinas Valley SRTS Plan").

The just over two-year planning process will identify barriers to safe access to all K-12 public schools in South County cities and recommend infrastructure and non-infrastructure improvements.

The planning effort for Greenfield kicked-off in February 2022. The team has reviewed existing planning documents relevant to safe routes to schools to ensure consistency with existing plans and projects. In order to find out how community members currently travel to and from school and what the major concerns and issues are the team collected parent survey data, collected and analyzed crash data, and distributed student travel mode surveys. The team also visited each of the school sites to observe the morning drop-off or afternoon pick-up and note any infrastructure deficiencies and/or dangerous behaviors. All of the input from community members and data collected were used to develop draft recommendations for each of the cities in the Plan.

The draft recommendations were reviewed and vetted by the City of Greenfield staff, and then presented to the Greenfield Steering Committee, schools and community members for feedback and input. The cities of Gonzales,

Soledad and King City will follow the same process in 2023.

In Fall 2022, the team demonstrated several of the recommended projects along the 12th Street corridor in Greenfield, and through a participatory budgeting process, the community selected two projects along 12th Street to be prioritized for funding.

**Greenfield Participatory Budgeting**

An important piece of the Salinas Valley Safe Routes to School Plan is a participatory budgeting process that is designed to fast-track funding and implementation of safe routes to school projects that are meaningful to community members. In June 2022, a Greenfield Safe Routes to School Steering Committee was formed to assist in developing the process and engaging the greater community. Thirty-two community members applied and were accepted to the Committee and, on average, 25 members attended each of the eight steering committee meetings.

The Process:

1. Creating the Ballot - the Greenfield Safe Routes to School Steering Committee, made up of residents, students and community advocates worked with safe Routes to School program partners and the City of Greenfield to develop a list of projects for the community to vote on.
2. Town Hall Meeting - the Election kicked-off with a Town Hall meeting at City Hall on December 1, 2022 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 2-week period (December 1 – December 15) at ballot drop-off sites or online.
4. Election Results - the winning projects will be announced at the March 14, 2023 Greenfield City Council meeting.

Election Results:

The ballot included 21 street safety projects, three projects for each public school in the city. During the two-week voting period, a total of 244 community members voted for their favorite projects. Of those 244 ballots, 132 ballots were in Spanish, 156 were paper and 88 were submitted online.

After the ballots were collected and counted, the Steering Committee reviewed the election results and recommend to City Council that the following projects be funded to make the most of the \$250,000 grant from the Transportation Agency (a full ranked list of the projects is attached):

Rank	Project Title	Description	Estimated Cost	School
1	12th Street Sidewalk Between Oak and Elm	Detail: Install 0.24 miles of sidewalk on the south side of 12th Street between Oak Avenue and Elm Avenue. Install high visibility crosswalk, curb ramp, and flashing stop signs on 12th Street and Elm Avenue when sidewalk is installed. Benefits: Improve safety for students walking along 12th	\$132,000	Vista Verde Middle School

		Street to Vista Verde Middle or Oak Avenue Elementary Schools.		
3	Upgrade Signs around All School Campuses	Details: Upgrade 12 signs around all school campuses. Benefits: Better signage can increase driver awareness and pedestrian visibility.	\$10,200	Citywide
7	12th Street Sidewalk Between Cherry and Harvest	Detail: Install a 0.12-mile sidewalk on 12th Street between Cherry Avenue and Harvest Way. Benefit: Improve pedestrian safety by providing dedicated space for people to walk.	\$60,000	Arroyo Seco Academy
9	Heidi Drive Crosswalk and Signage	Detail: Install high visibility crosswalk across Heidi Drive on Elm Avenue and install school crossing signage. Benefits: Improve safety and visibility of pedestrians crossing Heidi Drive.	\$7,400	Vista Verde Middle School
		<b>TOTAL</b>	<b>\$209,600</b>	

Projects funded through the participatory budgeting process will begin implementation as soon as the Salinas Valley Safe Routes to School Plan is adopted in Spring 2024, and the City will have 3 years to spend the funds.

Originally, a community-based organization (CBO) was intended to facilitate the Steering Committees and participatory budgeting process in all four cities. However, Agency and Health Department staff met with several CBO's that serve the local communities, but none were available to take on the facilitation role. To fill this gap, Ecology Action stepped in to provide bilingual facilitation at the Greenfield Steering Committee meetings, and the Agency Board approved an amendment to their contract to allow for them to continue providing these services for the Soledad, Gonzales, and King City Steering Committee meetings.

**ATTACHMENTS:**

- Greenfield Participatory Budgeting Election Results

**WEB ATTACHMENTS:**

[Greenfield PB Election Results](#)

**GREENFIELD PARTICIPATORY BUDGETING ELECTION RESULTS (DECEMBER 2022)**

Rank	Project Number	Title	Description	Estimated Cost	Category	Total Votes
1	4	12th Street Sidewalk Between Oak and Elm	Detail: Install 0.24 miles of sidewalk on the south side of 12th Street between Oak Avenue and Elm Avenue. Install high visibility crosswalk, curb ramp, and flashing stop signs on 12th Street and Elm Avenue when sidewalk is installed. Benefits: Improve safety for students walking along 12th Street to Vista Verde Middle or Oak Avenue Elementary Schools.	\$ 132,000	Vista Verde Middle School	107
2	1	Pedestrian Scramble at Elm Avenue and El Camino Real	Detail: Install a pedestrian scramble signal head with striping across the intersection. Benefits: Increases pedestrian safety by prohibiting any vehicle turning movements while people are crossing the street.	\$ 200,000	Greenfield High School	84
3	19	Upgrade Signs around All School Campuses	Details: Upgrade 12 signs around all school campuses. Benefits: Better signage can increase driver awareness and pedestrian visibility.	\$ 10,200	City-wide	75
4	2	Conduct Roundabout Study at School Driveway Exit	Detail: Conduct Intersection Control Evaluation analysis to evaluate a roundabout at the school driveway exit. If roundabout is warranted, reduce El Camino Real to one lane between Tyler Avenue and US-101 entrance. Benefits: Roundabouts can improve pedestrian and bicyclist safety and vehicle traffic flow.	\$ 30,000	Greenfield High School	52
5	7	Oak Avenue Signage and Crosswalk	Detail: Install school crossing signage at Tom Rogers Circle, San Antonio Drive, Renfro Place, at the school driveways, and at 13th Street. Update the existing red paint in drop-off loop to be yellow for loading and move crosswalk and curb extension to be in line with the intersection at Tom Rogers Circle. Benefits: Improve visibility of pedestrians walking along and across Oak Avenue.	\$ 112,700	Oak Avenue Elementary School	51
6	18	Walnut Avenue and El Camino Real Pedestrian Improvements	Detail: Install leading pedestrian intervals on all corners of the Walnut Avenue and El Camino Real intersection. Install or update school ahead of school crossing signage. Conduct an intersection sight distance analysis and consider a red curb to improve visibility at the school driveway exit. Benefits: Increase pedestrian visibility and reduce conflicts with turning vehicles by permitting pedestrians to cross before vehicles can turn.	\$ 200,850	Mary Chapa Academy	50
7	13	12th Street Sidewalk Between Cherry and Harvest	Detail: Install a 0.12-mile sidewalk on 12th Street between Cherry Avenue and Harvest Way. Benefit: Improve pedestrian safety by providing dedicated space for people to walk.	\$ 60,000	Arroyo Seco Academy	46
8	5	Bike Lane Feasibility Study	Detail: Study the feasibility of installing a 0.75-mile Class II bike lane on 12th Street between Elm Avenue and Walnut Avenue. Benefits: Improve safety for bicyclists traveling on 12th Street by providing dedicated space to bicycle.	\$ 12,000	Vista Verde Middle School	40
9	6	Heidi Drive Crosswalk and Signage	Detail: Install high visibility crosswalk across Heidi Drive on Elm Avenue and install school crossing signage. Benefits: Improve safety and visibility of pedestrians crossing Heidi Drive.	\$ 7,400	Vista Verde Middle School	38
10	8	11th Street Crosswalks and Curb Extensions	Detail: Install high visibility crosswalks and curb extensions on all corners of the Oak Avenue and 11th Street intersection. Benefits: Improve visibility and safety for people crossing 11th Street.	\$ 216,000	Oak Avenue Elementary School	38
11	16	Apple Avenue Crosswalk	Detail: Install a high visibility crosswalk on Apple Avenue at 8th Street and curb extensions on the northeast and northwest corners of the Apple Avenue and El Camino Real intersection. Benefit: Improve pedestrian safety by increasing visibility of people crossing the street.	\$ 104,000	Mary Chapa Academy	37
12	14	Apple Avenue and 12th Street Pedestrian Improvements	Detail: Install high visibility crosswalks and curb extensions on all four legs of the Apple Avenue and 12th Street intersection. Install School Ahead or School Crossing signage. Benefit: Improve safety for people crossing the Apple Avenue and 12th Street intersection.	\$ 216,850	Arroyo Seco Academy	36
13	3	9th Street Pedestrian Improvements	Detail: Install high visibility crosswalks at 9th Street and Apple Avenue, Palm Avenue, Elm Avenue, and Maple Avenue. Install high visibility crosswalks at Elm Avenue and 8th Street. Install Americans with Disabilities Act compliant curb ramps at 9th Street. and Maple Avenue, 9th Street and Oak Avenue, and 9th Street and Palm Avenue. Benefits: Improved safety and accessibility for pedestrians along 9th Street.	\$ 94,000	Greenfield High School	34
14	20	Ciclovia Greenfield	Details: Ciclovias are free resident-led community events where streets are closed for a specific timeframe to traffic to allow the community a space to enjoy biking, walking, and free activities in a safe environment. Benefit: Promote physical activity and healthy lifestyles and increase the safety and mobility of non-motorized users to encourage active transportation such as walking and biking.	\$ 35,000	City-wide	34
15	10	3rd Street Pedestrian Improvements	Detail: Install 0.07 miles of sidewalk on the northwest and southeast corners of 3rd Street at Oak Avenue, install ADA compliant curb ramps, and install crosswalks on all four legs. Remove the crosswalk at 3rd Street and Palm Avenue when new crosswalk is installed. Benefits: Improve safety for people walking along 3rd Street and improve accessibility for people with disabilities.	\$ 73,000	Cesar Chavez Elementary School	26
16	15	Hicks Drive and 12th Street Crosswalks	Detail: Install high visibility crosswalks and Americans with Disabilities Act compliant curb ramps on all corners of the Hicks Drive and 12th Street intersection. Benefit: Improve pedestrian safety by increasing visibility of people crossing at the intersection.	\$ 32,000	Arroyo Seco Academy	26
17	17	Walnut Avenue Buffered Bike Lanes	Detail: In conjunction with the Walnut Avenue street widening project, add 0.57 miles of buffered bike lanes to both sides of the street between El Camino Real and the US-101 Entrance. Benefit: A buffered bike lane can increase safety and comfort for people biking and walking along Walnut Avenue.	\$ 220,590	Mary Chapa Academy	25
18	11	Apple Avenue School Signage	Detail: Install or update school ahead or school crossing signage on Apple Avenue at Thorp Avenue, Chardonnay Drive/Cordona Circle, and Burgundy Drive. Paint arrows at the school driveway to reflect no left turn. Benefits: Improve visibility of pedestrians walking along and across Apple Avenue.	\$ 12,650	Cesar Chavez Elementary School	23

**GREENFIELD PARTICIPATORY BUDGETING ELECTION RESULTS (DECEMBER 2022)**

Rank	Project Number	Title	Description	Estimated Cost	Category	Total Votes
19	21	Walking School Bus	Details: Develop and Implement Elementary School Walking School Bus for 1 year. Coordinate and plan with school community, draft route maps, create program structure, implement program, recruit volunteers, promote participation, analyze results, and improve program. School to be determined. Benefit: Encourages walking to school and improves safety by providing adult-supervision and increasing visibility of walkers.	\$ 50,000	City-wide	19
20	9	9th Street Curb Ramps and Curb Extensions	Detail: Consider curb extensions at existing crosswalk at Oak Avenue and 9th Street and install curb ramps on either end of the midblock crosswalk. Benefits: Improve visibility and safety for people crossing 9th Street. Benefits students at Oak Avenue Elementary and Greenfield High School.	\$ 60,000	Oak Avenue Elementary School	15
21	12	Thorp Avenue Pedestrian Improvements	Detail: Install high visibility crosswalks across the north and east leg of the Thorp Avenue and Bianco Way intersection. Install curb extensions at Thorp Avenue and Bianco Way and curb ramps at the school driveway entrance and exit on Thorp Avenue. Install school crossing and school ahead signage. Benefits: Improve safety by increasing visibility of pedestrians walk along and across Thorp Avenue.	\$ 78,100	Cesar Chavez Elementary School	15
		Steering Committee Recommendations				

**Greenfield Participatory Budgeting Voter Guide**

<https://tamcmonterey.sharepoint.com/:b/g/EbMWK7-M-VRGldkAEABZVhkBgumVK1wprbZFAaG3YH7sIA?e=T70F1s>





**Memorandum**

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Doug Bilse, Principal Engineer  
**Meeting Date:** April 5, 2023  
**Subject:** Highway Design Manual Overview for Bicycle Facilities

**RECOMMENDED ACTION:**

**RECEIVE** presentation on Highway Design Manual emphasizing best practices for bicycle facilities on public rights of way.

**SUMMARY:**

The Highway Design Manual (HDM) is produced by Caltrans as a guide for designing transportation facilities on public right of way. Index 1000 of the HDM is devoted to design issues related to bicycle facilities.

**FINANCIAL IMPACT:**

The Transportation Agency funds projects that implement bicycle facilities in public rights of way. The appropriate use of public funds necessitates the implementation of appropriate design guidelines like those established in the Highway Design Manual.

**DISCUSSION:**

The Highway Design Manual (HDM) is published by Caltrans and is intended to establish uniform policies and procedures to carry out the state highway design functions (**Attachment 1**). The standards, procedures, and requirements established in the HDM are often applied by other agencies to design facilities on public roads that are not highways. The HDM often references, or otherwise builds upon, the following documents as a way to ensure roadway users have a consistent experience using the roadway systems throughout the state:

- National Association of City Transportation Officials (NACTO) guidelines has the objective of exchanging transportation ideas, insights, and practices to encourage practitioners to implement innovative solutions to mobility issues.
- California Vehicle Code (CVC) is used to establish the rights and responsibilities of roadway users, and can be used for the enforcement of laws and regulations established in the state of California.
- California Manual on Traffic Control Devices establishes the appropriate application of control devices that include, but is not limited to, signing and striping installed on public roads.

The following is taken from an overview of the HDM and establishes a framework on how to implement standards listed in the HDM:

*A “one-size-fits-all” design philosophy is not Departmental policy. Designers need to be aware of and sensitive to land use, community context and the associated user needs of the facility. In some instances, the design criteria and standards in this manual are based on the land use contexts in which the State highway is located, for instance: large population areas and downtowns in urban areas, small rural towns and communities,*

*suburban commercial/residential areas, and rural corridors. This approach ensures the standards are flexible, and the approach allows and encourages methods to minimize impacts on scenic, historic, archaeological, environmental, and other important resources.*

Another section of the HDM sets guidance as follows:

*The design guidance and standards in this manual have been developed with the intent of ensuring that:*

- *Designers have the ability to design for all modes of travel (vehicular, bicycle, pedestrian, truck and transit); and,*
- *Designers have the flexibility to tailor a project to the unique circumstances that relate to it and its location, while meeting driver expectation to achieve established project goals.*

*Designers should balance the interregional transportation needs with the needs of the communities they pass through. The design of projects should, when possible, expand the options for biking, walking, and transit use. In planning and designing projects, the project development team should work with locals that have any livable policies as revitalizing urban centers, building local economies, and preserving historic sites and scenic country roads. The “Main Streets: Flexibility in Planning, Design and Operations” published by the Department should be consulted for additional guidance as should the FHWA publication “Flexibility in Highway Design”.*

Chapter 100 of the HDM focusses on the design of bike facilities. TAMC staff will make a presentation highlighting appropriate applications of design standards, procedures and requirements that committee members might focus on while reviewing projects proposed in the public right of way. The following defines the role of bikeways on the state highway system:

*Bikeways are one element of an effort to improve bicycling safety and convenience - either to help accommodate motor vehicle and bicycle traffic on the roadway system, or as a complement to the road system to meet the needs of the bicyclist. Off-street bikeways in exclusive corridors can be effective in providing new recreational opportunities, and desirable transportation/commuter routes. Off-street bikeways can also provide access with bridges and tunnels which cross barriers to bicycle travel (e.g., freeway or river crossing). Likewise, on-street bikeways can serve to enhance safety and convenience, especially if other commitments are made in conjunction with establishment of bikeways, such as: elimination of parking or increased roadway width, elimination of surface irregularities and roadway obstacles, frequent street sweeping, established intersection priority on the bike route street as compared with the majority of cross streets, and installation of bicycle-sensitive loop detectors at signalized intersections.*

The decision to develop bikeways is described as follows:

*Providing an interconnected network of bikeways will improve safety for all users and access for bicycles. The development of well conceived bikeways can have a positive effect on bicyclist and motorist behavior. In addition, providing an interconnected network of bikeways along with education and enforcement can improve safety and access for bicyclists. The decision to develop bikeways should be made in coordination with the local agencies.*

The type of facility to select in meeting the bicyclist’s need is dependent on many factors, but the following applications are the most common for each type.

*(1) Shared Roadway (No Bikeway Designation). Most bicycle travel in the State now occurs on streets and highways without bikeway designations and this may continue to be true in the future as well. In some instances, entire street systems may be fully adequate for safe and efficient bicycle travel, where signing and pavement marking for bicycle use may be unnecessary. In other cases, prior to designation as a bikeway, routes*

may need improvements for bicycle travel. Many rural highways are used by touring bicyclists for intercity and recreational travel. It might be inappropriate to designate the highways as bikeways because of the limited use and the lack of continuity with other bike routes. However, the development and maintenance of 4-foot paved roadway shoulders with a standard 4 inch edge line can significantly improve the safety and convenience for bicyclists and motorists along such routes.

(2) *Class I Bikeway (Bike Path)*. Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility right of way, abandoned railroad right of way, within school campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

(3) *Class II Bikeway (Bike Lane)*. Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. But a more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities, etc.). Generally, pavement markings alone will not measurably enhance bicycling. If bicycle travel is to be provided by delineation, attention should be made to assure that high levels of service are provided with these lanes. It is important to meet bicyclist expectations and increase bicyclist perception of service quality, where capacity analysis demonstrates service quality measures are improved from the bicyclist's point of view. Design guidance that addresses the mobility needs of bicyclists on Class II bikeways (bike lanes) is also distributed throughout this manual where appropriate.

(4) *Class III Bikeway (Bike Route)*. Bike routes are shared facilities which serve either to: (a) Provide continuity to other bicycle facilities (usually Class II bikeways); or (b) Designate preferred routes through high demand corridors. As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged.

(5) *Class IV Bikeways (Separated Bikeways)*. A Class IV bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

The HDM emphasizes that the designation of bikeways as Class I, II, III, and IV should not be construed as a hierarchy of bikeways. That means that one is not better than the other, and each class of bikeway has its appropriate application. In selecting the proper facility, the designer should assure that the proposed facility will not encourage or require bicyclists or motorists to operate in a manner that is inconsistent with the rules of the road.

Another important consideration in selecting the type of facility is continuity. Alternating segments of Class I to Class II (or Class III) bikeways along a route are generally incompatible, as street crossings by bicyclists is required when the route changes character. Also, wrong-way bicycle travel will occur on the street beyond the ends of bike paths because of the inconvenience of having to cross the street. However, alternating from Class IV to Class II may be appropriate due to the presence of many driveways or turning movements and to ensure a project is designed withing context.

**WEB ATTACHMENTS:**

[California Department of Transportation Highway Design Manual](#)



## ***Memorandum***

**To:** Bicycle and Pedestrian Facilities Advisory Committee  
**From:** Janneke Strause, Transportation Planner  
**Meeting Date:** April 5, 2023  
**Subject:** **Media Clippings**

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### **RECOMMENDED ACTION:**

RECEIVE media clippings attached online.

### **DISCUSSION:**

#### **Local News**

- [Biden-Harris administration recommends Monterey County transit project](#) (KSBW Action 8 News)

#### **Other News of Interest**

- [Bill Would Create a California Bicycle Safety Handbook](#) (StreetsBlog California)
- [What Did Denverites Do With All Those Free E-Bikes?](#) (Answer: Not Drive So Much) (StreetsBlog USA)