



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

TECHNICAL ADVISORY COMMITTEE

Thursday, June 2, 2022

****9:30 AM****

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

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

Join meeting online at:

<https://us02web.zoom.us/j/950428194?pwd=T0N6RkZXWmN3UDAwTEZpUE9iVTIzQT09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 950 428 194 | Password: 185498

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

2. PUBLIC COMMENTS

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

3. BEGINNING OF CONSENT AGENDA

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

3.1 APPROVE the draft Technical Advisory Committee Minutes for May 5, 2022.

- Montiel

END OF CONSENT AGENDA

4. **RECIEVE** update on Fort Ord Regional Trail and Greenway projects in progress.

- Strause

The Fort Ord Regional Trail & Greenway (FORTAG) is part of a larger effort to connect communities in and around the former Fort Ord to each other and to education, employment, community, and open space. The project is a proposed 28-mile regional active transportation corridor and is included as a regional priority in Measure X. The project received State environmental clearance in March 2020, and the Agency has been pursuing grant opportunities to construct the project in segments.

5. **RECEIVE** report on the close-out of the Point Pinos trail project.

-Daniel Gho, City of Pacific Grove

The City of Pacific Grove recently completed a project to close a 0.8-mile gap in the Point Pinos trail. This project balanced coastal retreat, archeological resources, parking demand, habitat restoration, and increasing demand for pedestrian use by residents and visitors to this popular site.

6. **CONSIDER** the formation of a Technical Advisory Committee subcommittee to provide recommendations related to traffic signal operations and broadband communications

-Bilse

The operations of traffic signals effects automobile travel, pedestrians, bicyclists, and transit users. Providing broadband communications is now a basic need and has become a critical component of social equity. A subcommittee of the Technical Advisory Committee could help formulate recommendations and supply information related to traffic signal operations and broadband communications to the entire TAC on an as-needed basis.

7. **ANNOUNCEMENTS**

8. **ADJOURN**

**Next Committee meeting will be on
Thursday, August 4, 2022 at 9:30 a.m.**

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

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhanced State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. 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@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. 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 review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County
www.tamcmonterey.org
Office is closed an all employees are working remotely until further notice
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee 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.

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.

CORRESPONDENCE, MEDIA CLIPPINGS, and REPORTS - No items this month



Memorandum

To: Technical Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: June 2, 2022
Subject: **Draft Technical Advisory Committee Minutes - May 5, 2022**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for May 5, 2022.

ATTACHMENTS:

- ▣ Draft May TAC Minutes

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held via Zoom

Draft Minutes of Thursday, May 5, 2022

COMMITTEE MEMBERS	JUN 21	AUG 21	SEP 21	OCT 21	NOV 21	DEC 21	JAN 22	FEB 22	MAR 22	APR 22	MAY 22
R. Harary, Carmel-by-the-Sea (R. Culver)	P	P	P	P	P	N	P	P	P(A)	P(A)	P
J. Guertin, Del Rey Oaks			P			O			-	-	
P. Dobbins Gonzales (vacant)	P	P		P			E	P	P	P	
D. Pike, Greenfield (T. Nisich)	P/P(A)	P	P/P(A)	P	P	M	P(A)	P	P/P(A)	P	
O. Hurtado, King City (S. Adams)	P	P	P	P	P	E	P	P	P	P	P
B. McMinn, Marina (E. Delos Santos)	P	P	P		P	E	P	P	P	P	P
M. Garcia, Monterey Vice Chair (A. Renny, F. Roveri)	P(A)	P/P(A)	P(A)	P(A)	P(A)	T	P	P	P	P	P
D. Gho, Pacific Grove (J. Halabi)	P	P/P(A)	P	P	P	I	P	P	P	P	
A. Easterling, Salinas (vacant)	P	P	P	P	P	N	P	P	P	P	
L. Gomez, Sand City (A. Blair)	P		P	P	P	G	P	P	P	-	P
N. Patel, Seaside (P. Grogan /L. Llantero)	P		P	P	P(A)		P(A)	P		P	
O. Espinoza, Soledad (L. Gomez)	P/P(A)		P	P	P		P	P	P	-	P
C. Alinio, MCPW, Chair (E. Saavedra)			P		P		P	P	P	P	P
M. Taylor, AMBAG (P. Hierling)	P	P	P	P	P		P	P(A)	P	P	P
J. Xiao, Caltrans (K. McClendon)	P			P			P	E	P	P	P
M. McCluney, CSUMB		P		P	P		P	P		P	P
A. Romero, MBUAPCD										-	-
S. Campi, MST (M. Overmeyer/ M. Deal)	P	P	P	P	P		P	P	P	P(A)	P

STAFF	JUN 21	AUG 21	SEP 21	OCT 21	NOV 21	DEC 21	JAN 22	FEB 22	MAR 22	APR 22	MAY 22
T. Muck, Executive Director		P	P	P	P		P	P	P	P	P
C. Watson, Director of Planning				P	P				P		P
M. Zeller, Director of Programming & Project Delivery	P	P	P	P	P		P	P	P	P	P
D. Bilse, Principal Engineer	P	P	P	P	P		P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P		P		P	P	P	P	P
J. Strause, Transportation Planner							P		P	P	P
T. Wright, Public Outreach Coordinator									P		
L. Williamson, Senior Engineer			P		P		P		P	P	P
A. Hernandez, Asst. Transportation Planner			P		P		P		P		P
A. Guther, Asst. Transportation Planner					P		P				

OTHERS PRESENT: Ingrid McRoberts, Caltrans D5
Darron Hill, Caltrans D5

1. ROLL CALL

Chair Chad Alinio, Monterey County, called the meeting to order at 9:31 am. Introductions were made and a quorum was established.

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

M / S / C: Gomez/ Garcia / unanimous

3.1 **APPROVED** the Technical Advisory Committee meeting minutes for April 7, 2022.

END OF CONSENT AGENDA

4. ACTIVE TRANSPORTATION SUPPORT PROGRAM

Alissa Guther, Assistant Transportation Planner, reported that the Active Transportation Support Program (formerly the Bike Secure Program) is an on-going, rolling grant program with the purpose of promoting active transportation by providing businesses, schools, and agencies with secure bicycle repair stations, skateboard racks, and funding for artistic bicycle racks. She noted that the previous guidelines contained information on the type of racks that are eligible as well as the program requirements to apply for the program. In conclusion, Ms. Guther noted that the 2021-2022 update of the former Bicycle Secure Program broadened the program with additional program areas that are intended to increase the access of active transportation modes across Monterey County.

Sloan Campi, Monterey Salinas Transit, asked why the program allows funding for bike racks on busses when all MST buses purchased already include bike racks. Executive Director Todd Muck replied that this was previously requested by MST. He noted that the program can also fund bike racks at bus stops.

Bob Harary, City of Carmel mentioned that the city has a project proposed to include a bike facility along Ocean Avenue that could benefit from this program.

5. LEGISLATIVE UPDATE

M/S/C McMinn/ Hurtado/ unanimous

The Committee recommend the Board oppose SB 932.

Christina Watson, Director of Planning, reviewed proposed state legislation. She noted that the Bicycle and Pedestrian Facilities Advisory Committee (BPC) voted to recommend the Board support Assembly Bill (AB) 1713, watch AB 1909, watch AB 2264 and oppose Senate Bill (SB) 932.

Brian McMinn, City of Marina, noted that he is very concerned with liability issues involved with SB 932. He suggested that a more thorough approach to traffic calming would increase the effectiveness of proposed treatments.

Marissa Garcia, City of Monterey, agreed with Marina's assessment about liability. She suggested traffic control measures be considered that include context sensitive design and recommended a longer timeline for traffic control projects.

6. CALRECYCLE TIRE DERIVED AGGREGATE

Joaquin Wright, GHD, presented on the CalRecycle Tire Derived Aggregate (TDA) program. He noted that TDA is a cost-efficient fill that can be used for road slide repair, embankment repair, retaining walls, vibration mitigation for light rail tracks, and many other applications. In conclusion, Mr. Wright noted that CalRecycle has a TDA grant program to aid local governments to fund TDA projects.

Mathew McCluney, CSUMB, asked about the environmental impacts of the material. Mr. Wright replied that a lot of research has been done from CalRecycle staff on the recycled tire scraps, and they concluded that a relatively small amount of mineral runoff can occur from embedded steel-belted tires.

Doug Bilse, Principal Engineer, asked if additional steps need to be taken during the environmental review or permitting phase in sensitive areas like the coastal zone. Mr. Wright replied that no surface water discharge is expected because a “dry tomb” design is commonly used to avoid saturation of surface material. He noted that they may need to look at additional information required for environmental sensitive areas.

7. REGIONAL SURFACE TRANSPORTATION PROGRAM – OUTSTANDING BALANCES

Mike Zeller, Director of Programming and Project Delivery, reported that the Transportation Agency Board approved fair-share and competitive funding from the Surface Transportation Block Grant Program in August 2020, and a program of projects for the Safe Streets Pilot Program in December 2019. He mentioned that the timely use of funds policy stipulates that fund will be de-programmed from a local agency if project implementation is not moving forward in a satisfactory manner and reapplied towards a project that is ready for implementation. In conclusion, Mr. Zeller noted that the process of fund redistribution requires the approval of the TAMC Board of Directors and will occur at the award of the next competitive grant cycle in August 2023.

8. ANNOUNCEMENTS

Laurie Williamson, Senior Engineer, announced that the Pavement Management Program funding agreements will be circulated to agencies soon with a target to be completed and signed by Friday May 13, 2022.

Doug Bilse, Principal Engineer, announced that the Transportation Research Board (TRB) Roundabout Conference is occurring May 15 – 18 in Monterey. He also noted that at the June Technical Advisory Committee meeting an item is expected to be on the agenda regarding consideration to create a subcommittee related to traffic signal operations.

Brian McMinn, City of Marina, announced that the annual American Public Works Association (APWA) Corralitos barbeque is schedule for May 18 at 5 p.m.

Oscar Espinoza, City of Soledad, introduced himself to the committee and noted that he will be attending the future meetings.

9. ADJOURN

The meeting was adjourned at 10:51 am.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Todd Muck, Executive Director
Meeting Date: June 2, 2022
Subject: Fort Ord Regional Trail and Greenway Update

RECOMMENDED ACTION:

RECIEVE update on Fort Ord Regional Trail and Greenway projects in progress.

SUMMARY:

The Fort Ord Regional Trail & Greenway (FORTAG) is part of a larger effort to connect communities in and around the former Fort Ord to each other and to education, employment, community, and open space. The project is a proposed 28-mile regional active transportation corridor and is included as a regional priority in Measure X. The project received State environmental clearance in March 2020, and the Agency has been pursuing grant opportunities to construct the project in segments.

FINANCIAL IMPACT:

The Canyon Del Rey/SR 218 Segment is projected to cost \$13.4 million and is fully-funded with a \$10.3 million Active Transportation Program grant, \$600,000 of State Local Partnership Program funds, and \$2.3 million of Measure X. Segment 2 between Imjin Road and the Jerry Smith Access Corridor is estimated to cost \$9.7 million and is short-listed for a \$5.7 million Federal Lands Access Program grant and \$4 million in Measure X. Segment 3 runs adjacent to California Avenue between the City of Marina and CSUMB and is estimated to cost \$10.5 million, where the Agency will be pursuing an Active Transportation Program Cycle 6 grant.

DISCUSSION:

FORTAG is proposed as an approximately 28-mile continuous 12-ft wide paved bicycle and pedestrian trail with an open-space buffer on both sides. FORTAG will connect to the existing Monterey Bay Sanctuary Scenic Trail and will provide connections to unpaved trails in the Fort Ord National Monument. The northern loop of FORTAG encircles Marina, following a 13 mile route that includes 3 miles of the existing Coastal Rec Trail. The southern loop of FORTAG encircles Seaside and bisects Del Rey Oaks, following a 15 mile route that includes 4 miles of the existing coastal trail system. The route includes spurs connecting with existing and planned bike/pedestrian infrastructure. Several sections of the paved trail will link to nearby unpaved trails. There are currently three segments in progress:

Segment 1 - Canyon Del Rey Oaks/SR 2018

Phase 1 of the Canyon Del Rey/State Route 218 Segment involves construction of the trail through the City of Del Rey Oaks from Fremont Boulevard to Del Rey Woods Elementary in the City of Seaside. From Fremont Boulevard, the trail will run along State Route 218 and then move behind Safeway through Work Memorial Park traveling around the tennis courts and towards Angelus Way. There are no improvements proposed along Angelus Way based on feedback

from the community. The trail will pick up again at Del Rey Park and travel towards State Route 218 along the existing trail. An undercrossing below State Route 218 will connect near Del Rey Oaks City Hall and the Frog Pond. A raised pathway will be constructed to connect trail users from the undercrossing to Carlton Drive at an accessible grade. The trail will extend northeast up Carton Drive to Plumas Avenue. Along Carlton Drive the trail will consist of a new 12-foot wide multi-use sidewalk on the west side of the road. Along Plumas Avenue the trail will follow the existing PG&E easement up to Del Rey Woods Elementary.

To hear feedback and concerns directly from Del Rey Oaks residents and the community, the project team has held in-person site visits, virtual public workshops and focus groups, and received over 300 comments from our online interactive project map. Amongst the comments received have been questions regarding the safety of the trail and the undercrossing, potential impacts to the Frog Pond Wetland Preserve, and whether the trail could be realigned along State Route 218. The project team has been responsive to these comments and has modified the design to further reduce impacts that do not result in safety or security issues. Examples of these adjustments include reducing the length of the switchback in the Frog Pond to avoid trees and impacts to the existing trail system; and modifying the segment along Carlton Drive to incorporate traffic calming features that will slow speeds on the roadway as well as reintroduce some pockets of on-street parking. Renderings of the project and a visual simulation are attached to the staff report below.

Segment 2 - Imjin Road to Jerry Smith Corridor

FORTAG Segment 2 - Imjin Road to the Jerry Smith Corridor was short-listed for \$5.7 million in funding through the Federal Highway Administration Federal Lands Access Program (FLAP) grant program. The proposed project will provide a multi-use recreational trail in Marina, between Imjin Parkway/ Imjin Road connecting to the Jerry Smith Trailhead. The project involves final design and construction of 2.26 miles of a multi-use bike and pedestrian trail, including 2.1 miles of a paved path and 0.16 miles of raised boardwalk. The raised boardwalk will traverse over a federally-protected species habitat. The path will be paved to 12' wide with 2' unpaved shoulders on each side. Safety improvements include grading to create an Americans with Disabilities Act (ADA) compliant trail and enhanced road crossings. The purpose of this segment of the multi-use trail is to provide direct active transportation access to the Bureau of Land Management (BLM) Fort Ord National Monument from California State University, Monterey Bay (CSUMB) and nearby Marina residents. The project is currently undergoing a scoping review FHWA to confirm the project's scope, schedule, and budget. Agency staff is working closely with FHWA through this process and expects to be notified in Fall 2022 whether the funds will be granted.

Segment 3 - California Avenue from Patton Parkway to Imjin Road

Transportation Agency staff is applying for Active Transportation Program Cycle 6 grant to fund another portion of the CSUMB Loop North Segment, which closes the gap on California Avenue between the City of Marina and CSUMB and connects to FORTAG Segment 2. The proposed project is a 1.4-mile shared use path that will be 12-foot wide and accommodate bicyclists, pedestrians, runners, scooters, or other shared mobility devices. The project is a gap closure that will vastly improve a current route and remove barriers to mobility. The project will close a gap in the existing regional network between the City of Marina and CSUMB to the north and south, and Fort Ord Trail network and the Monterey Bay Recreational Trail to the east and west. Currently, there is a Class II bikeway on California Ave, but due to the high speed (40 mph), the bike facility is not adequate for all ages and abilities. California Ave. as it is today, is itself a barrier for City of Marina residents, families, and students to be connected to the existing regional network, healthy food options, higher education, and open spaces. The project will fill this gap and will provide an all ages and abilities connection between the City of Marina, CSUMB, future development, the Fort Ord Trail system, and the Monterey Bay Recreation Trail via Class I bikeways.

ATTACHMENTS:

- ▢ FORTAG Segments in Progress - May 2022
- ▢ FORTAG Canyon Del Rey Renderings
- ▢ FORTAG FLAP Segment Overview

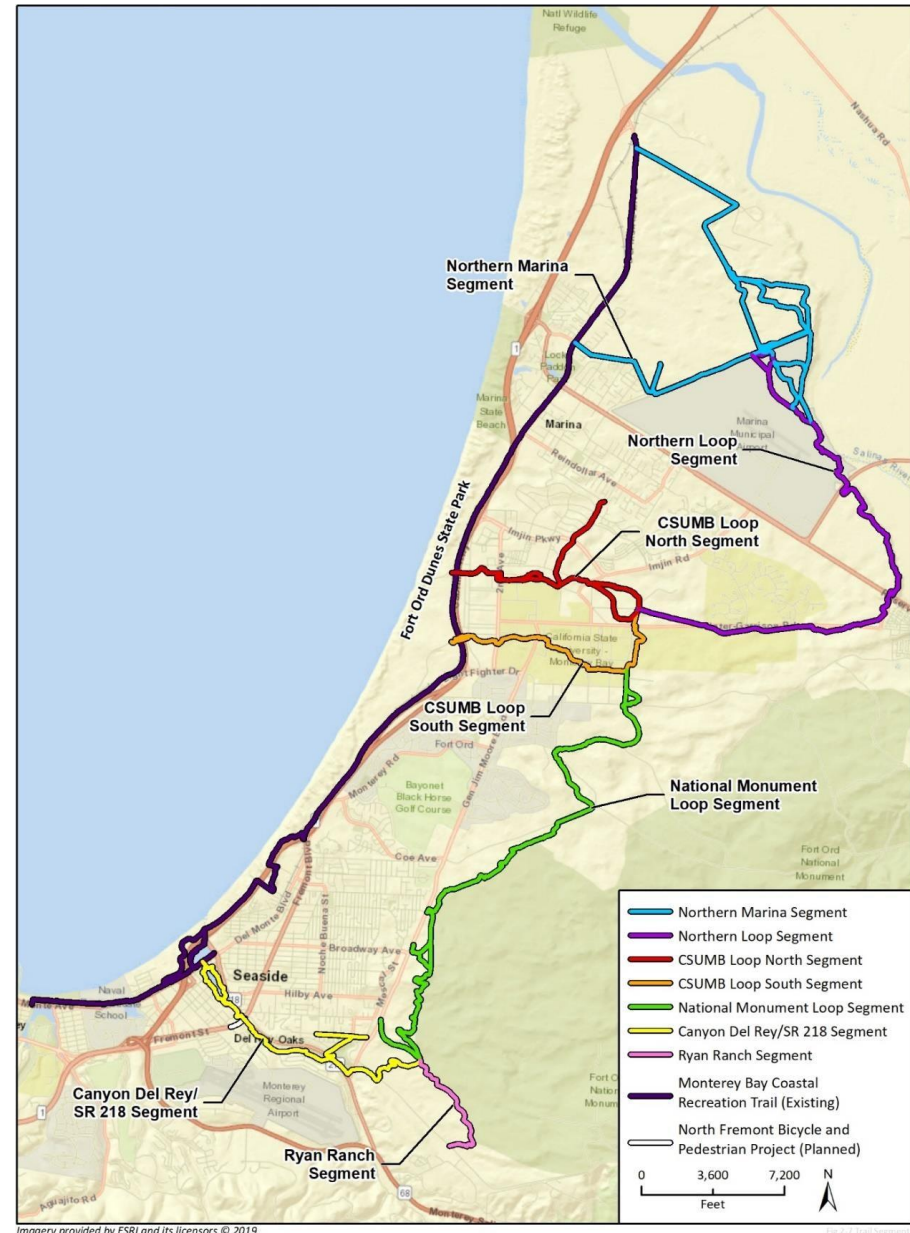
WEB ATTACHMENTS:

[FORTAG Canyon del Rey Segment Visualization - YouTube](#)

Fort Ord Regional Trail and Greenway Update

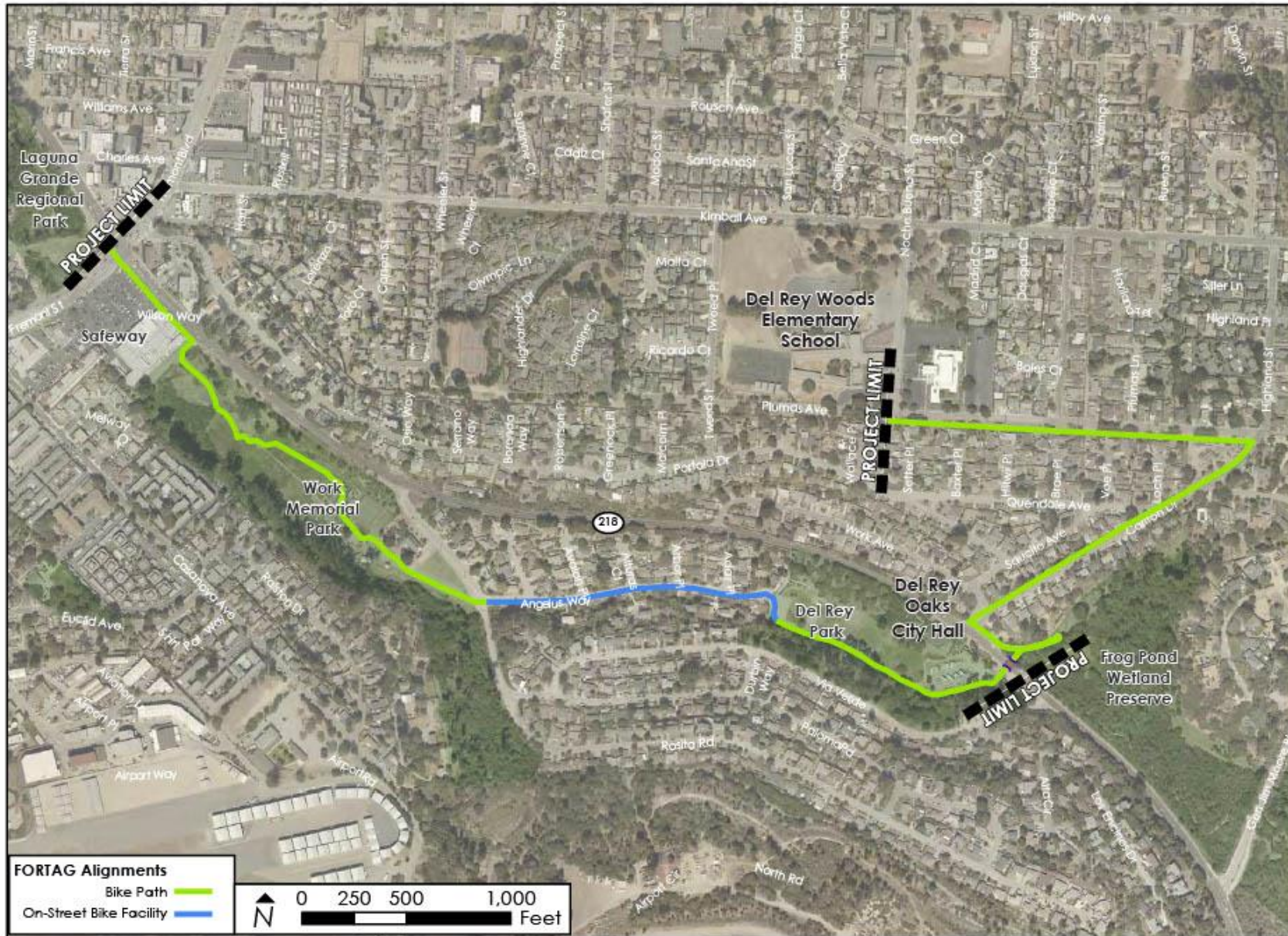
June 2022

FORTAG Proposed Alignment



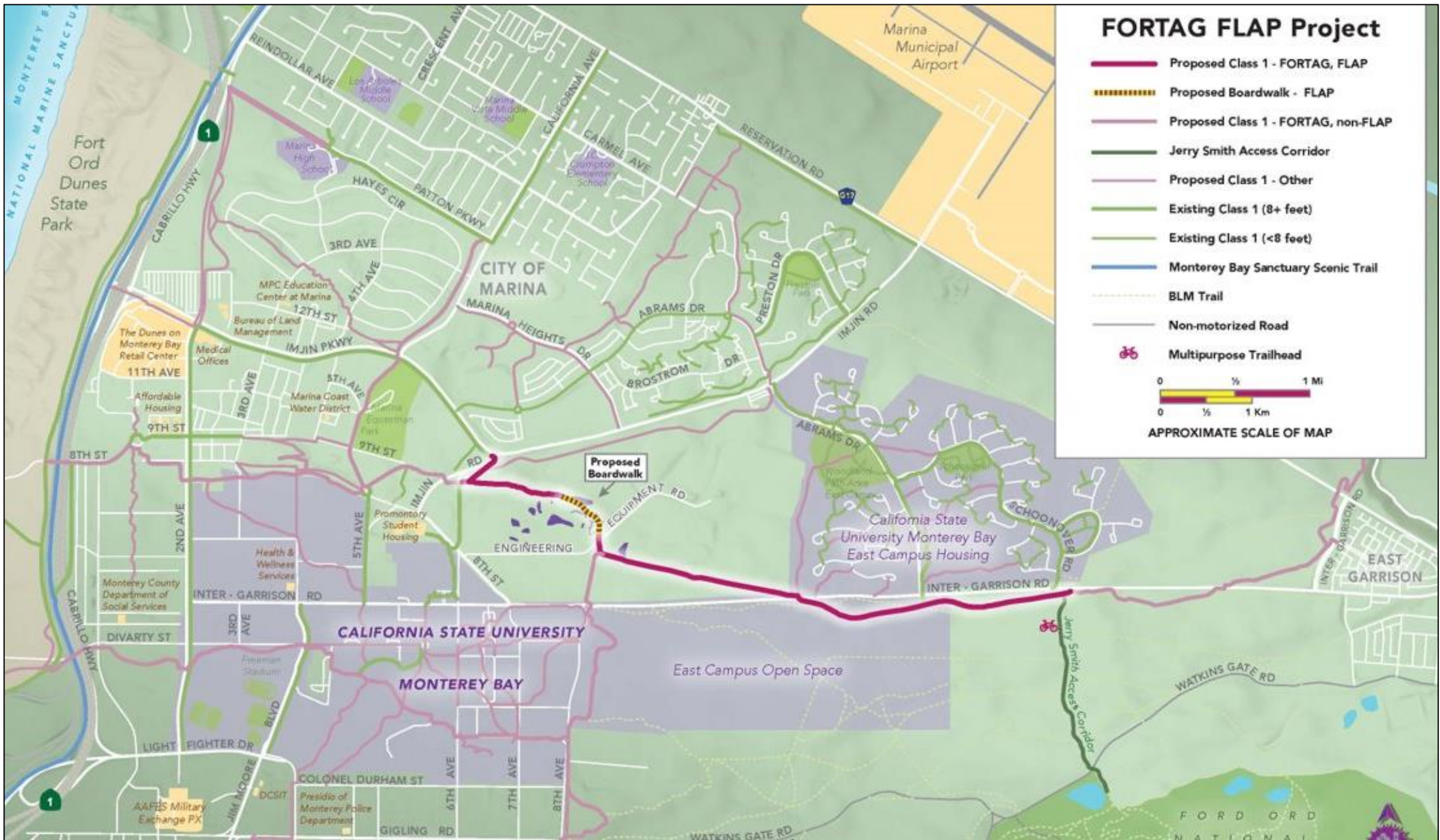
Imagery provided by ESRI and its licensors © 2019.

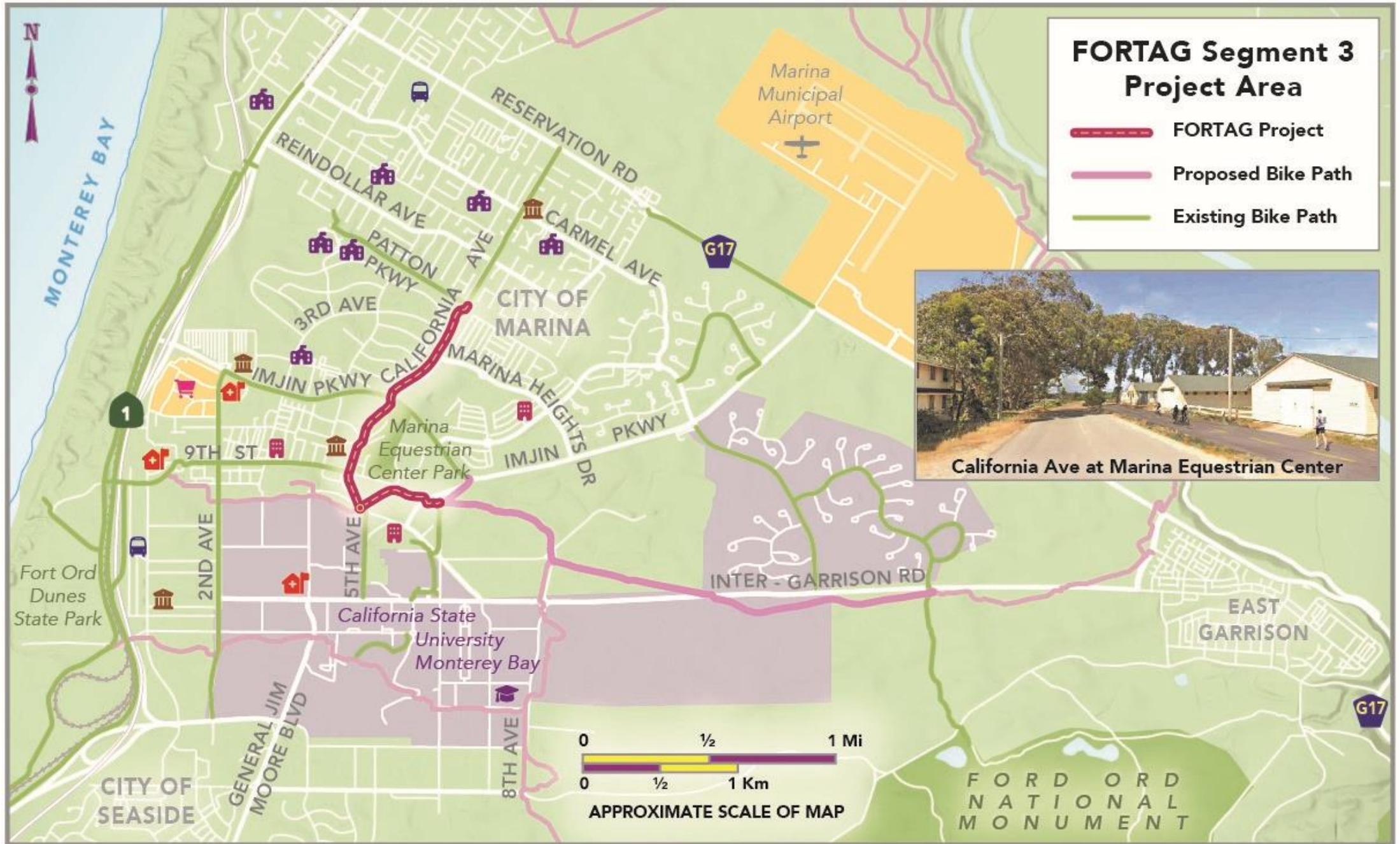
Fig. 7.7 Trail Segments



FORTAG - Canyon Del Rey/SR 218 Segment - Phase 1









Carlton Drive at State Route 218



View from the Frog Pond Reserve



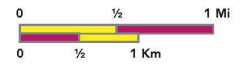
Undercrossing at State Route 218



Butterfly Garden

FORTAG FLAP Project

-  Proposed Class 1 - FORTAG, FLAP
-  Proposed Boardwalk - FLAP
-  Proposed Class 1 - FORTAG, non-FLAP
-  Jerry Smith Access Corridor
-  Proposed Class 1 - Other
-  Existing Class 1 (>8 feet)
-  Existing Class 1 (<8 feet)
-  Monterey Bay Sanctuary Scenic Trail
-  BLM Trail
-  Non-motorized Road
-  Multipurpose Trailhead



APPROXIMATE SCALE OF MAP



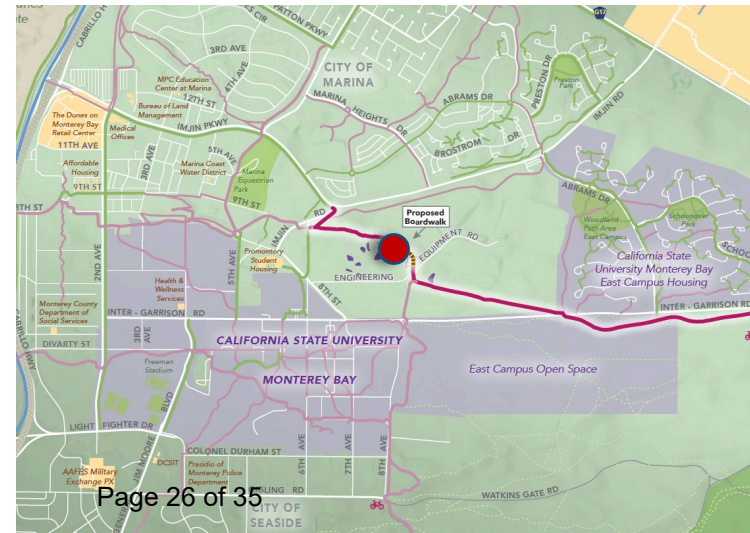
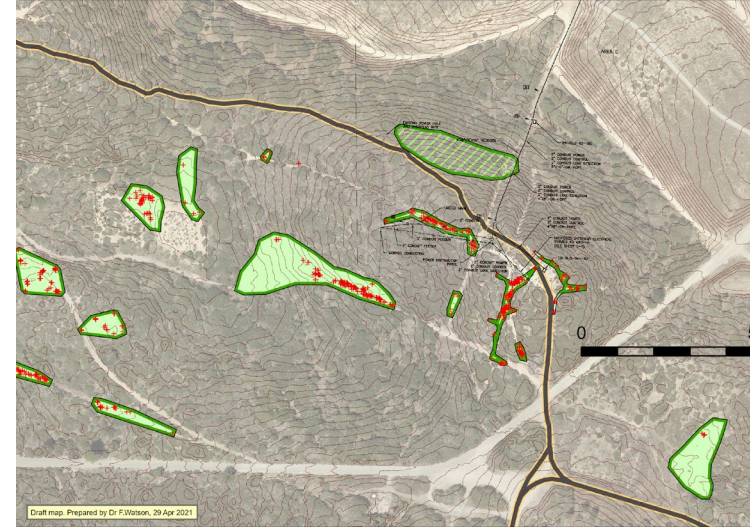
Imjin Road



Looking West Start of trail near Imjin Road



Near Federally Protected Sand Gilia Species Habitat. This is where boardwalk is proposed to safely traverse over the protected habitat.





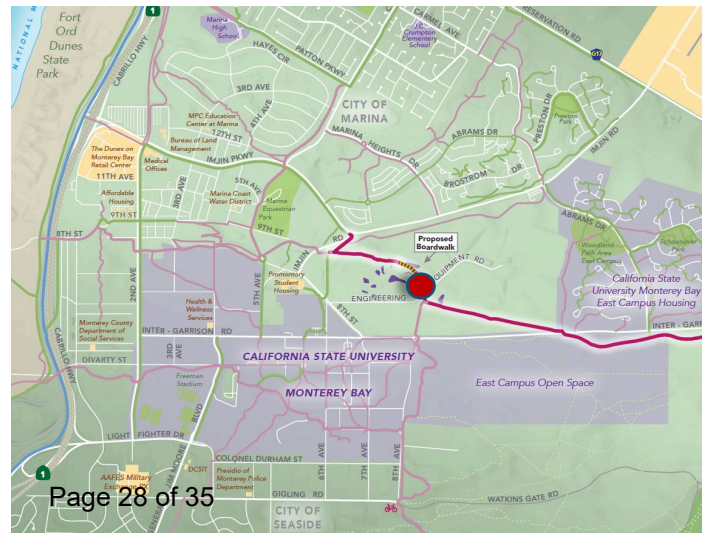


Looking West

Equipment Road

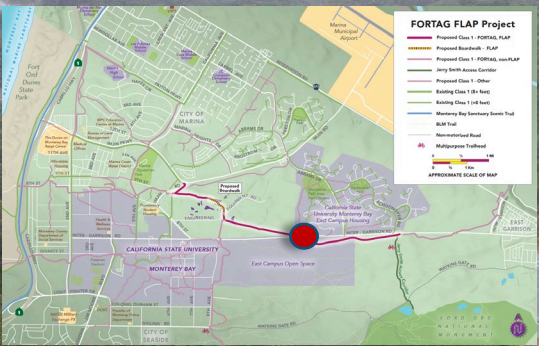


Looking East



Page 28 of 35





Crossing at Inter-Garrison Road

The Jerry Smith Corridor

Once you are here, the existing trail system is excellent!





Memorandum

To: Technical Advisory Committee
From: Doug Bipse, Principal Engineer
Meeting Date: June 2, 2022
Subject: Pacific Grove Point Pinos Trail Improvement Project

RECOMMENDED ACTION:

RECEIVE report on the close-out of the Point Pinos trail project.

SUMMARY:

The City of Pacific Grove recently completed a project to close a 0.8-mile gap in the Point Pinos trail. This project balanced coastal retreat, archeological resources, parking demand, habitat restoration, and increasing demand for pedestrian use by residents and visitors to this popular site.

FINANCIAL IMPACT:

The City of Pacific Grove successfully secured the necessary funding for the Point Pinos Trail Project that had a construction cost of \$2,857,984. The California Coastal Conservancy Board approved a \$1.8 million grant that included \$1 million from a Climate Ready Grant and \$800,000 from Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act (Proposition 84). In September 2020, the City was awarded \$382,000 from the Regional Surface Transportation Program competitive grant administered by the Transportation Agency. Pacific Grove was also awarded a \$381,922 Greenway Grant (Prop 68) from the California Natural Resource Agency (CNRA). The City used \$232,780 from the general fund and \$61,280 from the City's Regional Surface Transportation Fair Share allocation to complete the project funding.

DISCUSSION:

The Point Pinos Trail project addressed a 0.8 mile gap on a recreation trail along the coastline in the City of Pacific Grove. The Point Pinos Trail Project developed a 5-foot wide decomposed granite coastal trail within a natural setting seaward of Ocean View Boulevard. The coastal trail connected the existing curb side trail near Acropolis Street west to the Great Tide Pool site. The project locates the trail outside the 30-year coastal retreat setback line, except where moving the trail beyond this line is constrained by Ocean View Boulevard. In these cases, the trail is along the north side of the road, such as along Crespi Pond.

This project is the culmination of years of public feedback, design, and engineering. The project began in 2012 as a general concept by the Pacific Grove Recreation Board. Since its inception, the project has made tremendous progress. Project milestones include:

- Completion of the Point Pinos Trail Plan and Coastal Study (June 2017)
- City Council approval of the Mitigated Negative Declaration (December 6, 2017)
- Receipt of a Coastal Development Permit Waiver from the California Coastal Commission (April 11, 2018)
- Completion of construction drawings and specifications (February 7, 2020)
- Release of a request for construction bids (May of 2020)

- Construction commenced April 2021
- Notice of Substantial Completion February 2022

The scope of work for this complex project included:

1. Construction of the .8 mile stretch of the Coastal Trail
2. Restoration of over 100,000 sq feet of native vegetation
3. Establishing 10 beach access points
4. Developing uniformed parking and install driveway approaches
5. Enhance stormwater capture, and
6. Creating a boardwalk above the shoreline dunes adjacent to Crespi Pond.

The funding for this project follows:

- Coastal Conservancy Grant: \$1,800,000
- Regional Surface Transportation Program (RSTP) Grant: \$382,000
- California Natural Resource Agency Grant: \$381,922
- RSTP Fair Share Funding: \$61,282
- General Fund: \$232,780

The lessons learned from this project include:

- Need extensive coordination between contractors with archeological and tribal monitoring
- Ensure that billing with contractor line items align with grant reimbursement
- All parties need to be hands-on
- Strive for community involvement during design to promote flexibility and field adaptation



Memorandum

To: Technical Advisory Committee
From: Doug Bilsle, Principal Engineer
Meeting Date: June 2, 2022
Subject: TAC Subcommittee for Traffic Signal Operations and Broadband Communications

RECOMMENDED ACTION:

CONSIDER the formation of a Technical Advisory Committee subcommittee to provide recommendations related to traffic signal operations and broadband communications

SUMMARY:

The operations of traffic signals effects automobile travel, pedestrians, bicyclists, and transit users. Providing broadband communications is now a basic need and has become a critical component of social equity. A subcommittee of the Technical Advisory Committee could help formulate recommendations and supply information related to traffic signal operations and broadband communications to the entire TAC on an as-needed basis.

FINANCIAL IMPACT:

Strategic planning can identify projects expected to be successful in achieving grants and other funding opportunities for projects that improve mobility and address the digital divide with an emphasis on rural areas like Monterey County, such as the federal Bipartisan Infrastructure Law and the Monterey Bay Air Resources District AB2766 grants.

DISCUSSION:

The operations of traffic signals is critical to meeting the mobility needs of our community. It effects automobile users, pedestrians, bicyclists, and transit users. Efficient signal operations reduces greenhouse gas emissions and furthers other objectives outlined in the Caltrans Climate Action Plan for Transportation Infrastructure. New technologies such as Intelligent Transportation Systems (ITS) and connected/automated vehicles are quickly becoming integral parts of roadway projects.

In 2016 the United Nations General Assembly passed a non-binding resolution that "declared internet access a human right." The Federal Communications Commission defines broadband as a minimum of 25 megabits per seconds (Mbps) and 3 Mbps upload speed. People living without broadband access do not have access to equal opportunities in education, employment, banking, and other important components of connection and social mobility. The term digital divide describes what separates those without broadband service from those that enjoy it, and it contributes to systemic inequalities faced by underserved groups. It is important for TAMC member agencies to stay current and maintain standards related to traffic signal operations and broadband communications. The TAC meetings provide an opportunity to exchange technical information like these. However, detailed discussions about signal maintenance practices and broadband communications design may not be pertinent to all TAC members and may require more time than is typically available for TAC agenda items. The proposed subcommittee can also experience presentations from different vendors and consultants in order to shed light on current trends and future technologies.

Staff will provide a brief presentation at the June meeting and request that the Technical Advisory Committee consider establishing a traffic signal operations and broadband communications subcommittee.