



TECHNICAL ADVISORY COMMITTEE

**Thursday, May 3, 2018
9:30 AM**

**Transportation Agency for Monterey County Conference Room
55-B Plaza Circle, Salinas
Transportation Agency Conference Room
AGENDA**

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

1. ROLL CALL

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

2. PUBLIC COMMENTS

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

3. BEGINNING OF CONSENT AGENDA

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

3.1 APPROVE the draft Technical Advisory Committee Minutes for April 5, 2018.

- Zeller

END OF CONSENT AGENDA

4. RECEIVE presentation on the new requirement to use Vehicle Miles Traveled, rather than Levels of Service, as the primary metric for measuring transportation impacts under the California Environmental Quality Act.

- Venter & Worthington-Forbes

Frederik Venter and Laura Worthington-Forbes from Kimley-Horn & Associates will provide an overview of efforts to implement the new metrics, required by Senate Bill 173 in order to help reduce greenhouse gas emissions.

5. REVIEW the draft Monterey County Active Transportation Plan; and **PROVIDE** comments by May 31, 2018.

- Murillo

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

6. Active Transportation Program

1. **RECEIVE** report on the Cycle 4 Active Transportation Program Grant Application Guidelines; and
2. **DISCUSS** potential local grant applications.

- Green

The Active Transportation Program (ATP) funds bicycle and pedestrian infrastructure projects and non-infrastructure programs in California. The call for projects will be on May 16, 2018 and applications are due by July 31, 2018.

7. ANNOUNCEMENTS

8. ADJOURN

**Next Committee meeting will be on
Thursday, June 7, 2018 at 9:30 a.m.
TAMC Conference Room
55-B Plaza Circle, Salinas**

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

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

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

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

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

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



Memorandum

To: Technical Advisory Committee
From: Michael Zeller, Principal Transportation Planner
Meeting Date: May 3, 2018
Subject: **Draft Technical Advisory Committee Minutes - April 5, 2018**

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for April 5, 2018.

ATTACHMENTS:

- Draft TAC Minutes - April 5, 2018

TECHNICAL ADVISORY COMMITTEE MINUTES

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

Minutes of Thursday, April 5, 2018

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

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

1. ROLL CALL

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

1.1 ADDITIONS OR CORRECTIONS TO AGENDA

None.

2. PUBLIC COMMENTS

None.

3. BEGINNING OF CONSENT AGENDA

Motion to approve the Consent Agenda

M/S/C Llantero / Renny / unanimous

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

END OF CONSENT AGENDA

4. 2018 LOCAL STREETS & ROAD REPORTING GUIDELINES

The Committee received a presentation from Michael Zeller, Principal Transportation Planner, on the 2018 Local Streets and Road Reporting Guidelines.

Mr. Zeller presented that beginning November 1, 2017, the State Controller deposits various portions of this new funding into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this new RMRA funding is apportioned by formula to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

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

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

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

5. GO 831 TRAVELER INFORMATION/RIDESHARE PROGRAM

The Committee received a presentation from Ariana Green, Associate Transportation Planner, on the Go 831 Rideshare program.

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

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

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

and concentrate on improving transportation options for agricultural workers and reduce special events traffic on the Peninsula.

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

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

6. DRAFT ACTIVE TRANSPORTATION PLAN

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

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

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

- Salinas: E Laurel Dr protected bike lanes/cycletrack (Adams St - Williams Rd)
*Regional Priority

Since the public outreach phase of this project, TAMC staff has met with city and county staff to review the comments received during the public outreach phase and to discuss city priorities. TAMC staff has also refined the project ranking criteria to develop draft ranked project lists for each of the Monterey County jurisdictions.

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

7. ANNOUNCEMENTS

Gus Alfaro, Caltrans, announced that Richard Rosales is currently the acting District 5 Director. Also, that the California Transportation Commission will adopt Active Transportation Program guidelines in May with applications due in July. Finally, the Highway 68 Pacific Grove construction projects (Piedmont to Highway 68/1) will run from May through August to install rumble strips, guardrail, and overlay.

8. ADJOURN

The meeting was adjourned at 10:30 am.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Todd Muck, Deputy Executive Director
Meeting Date: May 3, 2018
Subject: Updated Metrics for Measuring Transportation Impacts

RECOMMENDED ACTION:

RECEIVE presentation on the new requirement to use Vehicle Miles Traveled, rather than Levels of Service, as the primary metric for measuring transportation impacts under the California Environmental Quality Act.

SUMMARY:

Frederik Venter and Laura Worthington-Forbes from Kimley-Horn & Associates will provide an overview of efforts to implement the new metrics, required by Senate Bill 173 in order to help reduce greenhouse gas emissions.

FINANCIAL IMPACT:

None

DISCUSSION:

Senate Bill (SB) 743 eliminated vehicular delay and Level of Service (LOS) as the metrics for measuring the transportation impacts of new development under the California Environmental Quality Act. The legislation tasked the Governor’s Office of Planning and Research with developing a metric that promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

The Office of Planning and Research identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analyses. In November, 2017 updated CEQA Guidelines were released. The Natural Resources Agency is expected to adopt these metrics as CEQA regulatory changes in 2018 and that statewide implementation will occur on January 1, 2020.

The cities of Pasadena, San Francisco, and Oakland are presently using VMT as their primary measure of transportation impact under CEQA. Los Angeles, San Jose, and Sacramento are in the final stages of developing their deployment of the VMT metric. Many other jurisdictions are in various stages of making the transition. Because SB 743 preserves local authority over planning decisions, LOS and congestion can still be measured for planning purposes. While traffic studies may be required for planning approvals, those studies will no longer be part of the CEQA process.

The current version of OPR's technical advisory on evaluating transportation impact in CEQA is available on the Office of Population Research's website: http://www.opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Virginia Murillo, Transportation Planner
Meeting Date: May 3, 2018
Subject: **Draft Active Transportation Plan**

RECOMMENDED ACTION:

REVIEW the draft Monterey County Active Transportation Plan; and **PROVIDE** comments by May 31, 2018.

SUMMARY:

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

FINANCIAL IMPACT:

The Plan will position high priority projects to be more competitive for grant funding, such as the State's Active Transportation Program. The upcoming ATP cycle funding estimate is \$445 million for FY2019/20 to FY2022/23. Staff time, and Alta Planning + Design's contract totaling \$124,891, are both included in the adopted TAMC budget.

DISCUSSION:

The goal of the Monterey County Active Transportation Plan is to meet State's Plan guidelines, identify high priority bicycle and pedestrian projects, and identify opportunity sites for innovative bicycle facility design, and designating areas for enhanced regional and local connectivity.

Public Outreach:

The development of this Plan started in 2016. In May 2016, Committee members from the Bicycle and Pedestrian Committee and the Technical Advisory Committee participated in a mapping activity to identify bicycle and pedestrian improvements throughout Monterey County. In August 2016, Committee members provided input on the list of projects identified in the May mapping exercise. From September to December 2016, TAMC staff set up an online mapping public input tool.

Members of the public were able to provide feedback on: barriers to bicycling/walking, routes that they currently walk/bike, and routes that they would like to bike/walk if improvements were made. Approximately 300 people submitted 430 comments via the Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop.

Plan, Projects and Ranking:

Since the public outreach phase of this project, TAMC staff met with city and county staff to review the comments received during the public outreach phase and to discuss city priorities. TAMC staff then developed draft ranked project lists for each of the Monterey County jurisdictions based on criteria that mirrors State Active Transportation Program grant scoring criteria. The project criteria also reflects input received from the Bicycle and Pedestrian Committee and the Technical Advisory Committee. The scoring measurement methodology and data sources as well as a refined scale for how points are distributed among these categories (**see attachment**): Safety, Connectivity, Comfort, Active Transportation Trips, Equity, Complete Streets Opportunity projects, and, Quality Facilities.

An interactive map and the draft ranked project list for each of the cities and the County of Monterey are posted on the Active Transportation Plan website: <http://www.tamcmonterey.org/programs/bike-pedestrian/bike-ped-plan/>. Attached is the Executive Summary of the Active Transportation Plan (**see attachment**). The projects identified as regional priorities are those that scored in the top 25% of all projects countywide. Based on the input and evaluations, Alta Planning + Design will develop conceptual designs for the following projects:

<u>Jurisdiction</u>	<u>Location</u>	<u>type</u>
Carmel	Ocean Ave (San Carlos to Hwy 1)	pedestrian and bike improvements
Del Rey Oaks	Carlton Dr (Canyon Del Rey to Plumas)	bike/pedestrian path
Gonzales	Johnson Canyon Rd (Faneo Rd to Iverson Rd)	bike/pedestrian path
Greenfield	Walnut Ave (El Camino Real to US 101)	bike lanes
King City	San Antonio Dr (Broadway Ave to Mildred Ave)	bike/pedestrian path
Marina	Reservation Rd* (Salinas Ave to Del Monte Blvd)	protected bike lanes
Monterey	E. Downtown Bike Boulevard (Third St and Pearl, from Sloat to Van Buren)	bike route
Pacific Grove	Sinex Ave (Forest Ave to Asilomar Ave) E. Alisal St*	bike boulevard/ bike lanes

Salinas	(Bardin Rd to Skyway Blvd)	bike/pedestrian path or protected bike lanes
Salinas	E. Laurel Ave* (Adams St to Williams Rd)	bike lanes or protected bike lanes where feasible
Sand City	Monterey Branch Line (Tioga Ave to California Ave)	bike and pedestrian path
Seaside	Fremont Blvd (Canyon Del Rey Blvd to Monterey Rd)	bike lanes or protected bike lanes
Seaside	Del Monte Blvd (Broadway to Fremont Ave)	bike lanes or protected bike lanes
Soledad	Front St (East St to 4th St)	bike lanes
Monterey County	Castroville, Chualar	sidewalk gaps and pedestrian improvements




*Regional priority project based on plan's ranking criteria

The intent of the conceptual designs is to advance these high-priority projects into project development and make them more competitive for ATP grant funding. Following release of the draft Active Transportation Plan, staff will conduct additional outreach to promote the draft Plan and coordinate with stakeholders on the conceptual design development. Public comment will be accepted until May 31, 2018.

ATTACHMENTS:

- ▢ Project Ranking Criteria
- ▢ Executive Summary

**Monterey County Active Transportation Plan
Ranking Methodology**

Criteria	Measurement Methodology	Data Source	Notes
<p>Safety (20 points) Addresses a location with a high bicycle and pedestrian collision history, or addresses a location that is associated with greater cyclist or pedestrian stress such as streets with higher motor vehicle volumes and/or posted speeds.</p>	<p>UC Berkeley TIMS: 1 or more fatalities or severe injury collisions at project location (5 points); 2< collisions at the project location (4 points); 2< collisions within close proximity of the project location (3 points); 2> collision within close proximity of the project location (2 points); 0 collisions within close proximity of the project location (1 point)</p> <p>CalEnviroScreen 3.0 Traffic Density percentiles: 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point)</p> <p>Speeds: >40 mph (5 points) >30 mph (3 points) >20 mph (2 points)</p> <p>Roadway Classification: Project is located on or crosses a major arterial (5 points); Project is located on or crosses a minor arterial (4 points); Project is located on or crosses a collector arterial (3 points); Project has no arterial crossings (2 points)</p>	<p>UC Berkeley Traffic Injury Mapping System collisions data from 2010 - 2016 https://tims.berkeley.edu/</p> <p>CalEnviroScreen 3.0 - Traffic Density https://oehha.ca.gov/calenviroscreen/indicator/traffic-density</p> <p>Speeds/Roadway Classification <u>Speed data:</u> Association of Monterey Bay Area Governments Regional Roadway Network data.</p> <p><u>Roadway classification:</u> Caltrans California Road System Maps (http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)</p> <p>The breakdown of points for the speed and roadway classifications is based on research regarding speed and injury severity for pedestrians.</p>	<p>Crash data is a historical and responsive variable, while the remaining safety data points are predictive variables for identifying locations that will improve bike and pedestrian safety.</p> <div data-bbox="1564 516 1969 933" style="border: 1px solid black; padding: 10px; text-align: center;"> <p>HIT BY A VEHICLE TRAVELING AT 20 MPH</p>  <p>9 out of 10 pedestrians survive</p> <p>HIT BY A VEHICLE TRAVELING AT 30 MPH</p>  <p>5 out of 10 pedestrians survive</p> <p>HIT BY A VEHICLE TRAVELING AT 40 MPH</p>  <p>Only 1 out of 10 pedestrians survives</p> </div> <p>Figure 1: Image source - Seattle Department of Transportation. (September 2010).</p>

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

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

**Monterey County Active Transportation Plan
Ranking Methodology**

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



2018 Monterey County Active Transportation Plan

EXECUTIVE SUMMARY

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

New to this update is the inclusion of protected bike lanes. Caltrans added them to their numbering scheme as Class 4 facilities.

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

Protected bike lanes use curbs, planters, parked cars, or posts to separate bike and auto traffic on busy streets, and have been shown to be much more effective than conventional bike lanes. They make cycling safer, improve adjacent walking facilities, and help calm vehicle traffic.

Nationally, since the 2011 version of this plan, added emphasis has been placed on “low-stress networks” that serve people of all ages and abilities. In addition to separate bike paths and protected bike lanes, other examples of low-

stress facilities include bicycle boulevards, and bike protection at intersections. Communities who have implemented a connected network of low-stress bike facilities have experienced significant increases in cycling.

Organization of the Plan

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

Chapter 1. Introduction: Gives an overview of the current bicycle and pedestrian mode shares, sets the Plan vision, goals, objectives and policies, and explains the community engagement activities utilized to develop this Plan.

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

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

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

Chapter 5. Recommended Projects: Provides, for each jurisdiction, a demographic profile, safety analysis and recommended improvements.

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



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Vision & Goals

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



Children at the 2015 Ciclovía Salinas

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

These Plan goals support this vision:

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

- **Education:** Increase awareness of the environmental and public health benefits of bicycling and walking for transportation and recreation.
- **Quality Facilities:** Improve the quality of the bike and pedestrian network through innovative design and maintenance of existing facilities.

Recommended Projects & Prioritization

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

- Projects identified in the 2011 Bicycle and Pedestrian Master Plan that have not been implemented;
- Local planning documents; and,
- Public comments received during the development of this Plan.

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

Proposed Bikeway Improvements



Bikeway Types	Miles
Class 1 - bike/ped path	26.3
Class 2 - bike lanes	286.0
Class 3 - bike route /sharrows	255.1
Class 4 - protected bike lanes	27.0
TOTAL	594.4



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Staff conducted an extensive analysis to identify high priority bikeway projects, utilizing project ranking criteria that reflects Plan goals and corresponds to the State Active Transportation Program criteria. The scoring criteria also reflect input from the Bicycle and Pedestrian Committee and the Technical Advisory Committee, and are as follows:

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

Projects may be sorted by these categories; for example, the project lists can be sorted by safety based on the safety score. Following the prioritization, and consultation with local public works staff, the projects listed in **Table 1** are the top three high-priority projects for each city and the County of Monterey. **Table 2** summarizes the projects that will be developed into conceptual designs. The intent of developing conceptual designs is to make these projects more competitive for grant funding and advance these projects into development and implementation.

Pedestrian Improvements



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

While sidewalks are largely contiguous throughout most of the urbanized Monterey County communities, many sidewalk gaps were identified in Castroville, Chualar, San Lucas, and San Ardo. Pedestrian intersection improvements were identified throughout the County. Staff did not rank the pedestrian projects.

Implementation & Funding

The implementation of the projects in this Plan will occur over time as funding becomes available. The ability for local jurisdictions to leverage regional and state grant funding will be crucial for project implementation. That said, many of the safety and complete streets projects can be installed as part of regularly-scheduled street and road maintenance improvements.

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



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Table 1: Top Priority Local Bikeway Projects

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

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.



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ID #	Jurisdiction	Street	From	To	Miles	Class	Facility Type	TOTAL Points (out of 100)	Cost Estimate
KC-1*	King City	1st St	US 101	Bitterwater Rd	1.21	4	protected bike lane	71	\$1,433,640
KC-2	King City	King St	Sandringham St	Beech St	0.77	4	protected bike lane	66	\$919,919
KC-3	King City	Beech St	San Antonio Dr	King St	0.15	4	protected bike lane/cycletrack	65	\$178,010
MAR-1*	Marina	Reservation Rd	Salinas Ave	Del Monte Blvd	1.39	4	protected bike lane	90	\$1,660,633
MAR-7	Marina	Reservation Rd	Salinas Ave	Blanco Rd	1.39	2	bike lane	71	\$72,950
MAR-6	Marina	Imjin Rd/12th St	Imjin Rd	Reservation Rd	2.72	2	bike lane	70	\$142,453
MAR-27	Marina	Cardoza Ave	Beach Rd	end of Cardoza Ave	0.49	2	bike lane	48	\$25,869
MRY-4	Monterey	Monterey Rec Trail	English Ave	David Ave	3.1	1	bike path	58	\$1,307,470
MRY-46	Monterey	Pearl-Jefferson-Johnson-Skyline	Camino Aguajito	Alvarado St	0.69	3	bike route/boulevard	51	\$8,404
MRY-33	Monterey	Van Buren St	Madison St	Scott St	0.45	3	bike route/boulevard	46	\$5,426
PG-15	Pacific Grove	Forest Ave	Sinex Ave	Ocean View Blvd	0.68	2	bike lane	65.5	\$35,762
PG-1	Pacific Grove	Pine Ave	Spencer St	Alder St	1.12	4	protected bike lane	56	\$1,338,064

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ID #	Jurisdiction	Street	From	To	Miles	Class	Facility Type	TOTAL Points (out of 100)	Cost Estimate
PG-3	Pacific Grove	Sinex Ave	David Ave	Asilomar Ave	0.96	2	bike lane	45	\$50,304
SNS-8*	Salinas	E Alisal St	N Madeira Ave	Skyway Blvd	1.16	4	protected bike lane	85	\$1,385,852
SNS-10*	Salinas	Laurel Dr	Adams St	Williams Rd	3.39	4	protected bike lane	84	\$4,050,033
SNS-6*	Salinas	Natividad Rd	Sherwood Dr	Boronda Rd	2.03	4	protected bike lane	82.5	\$2,425,241
SNS-45	Salinas	E Alisal St	Bardin Rd	Skyway Blvd	0.86	3	bike route	61.5	\$10,408
SC-7*	Sand City	La Playa Ave	Metz Rd	Noche Buena St	0.49	2	bike lane	77.5	\$25,478
SC-3	Sand City	UPRR RWT	Tioga Ave	La Playa Ave	0.22	1	bike path	74	\$165,996
SC-6	Sand City	Tioga Ave	Metz Rd	Del Monte Blvd	0.15	3	bike route	72	\$1,796
SEA-24	Seaside	Broadway	Del Monte Blvd	Mescal St	1.58	2	bike lane	75	\$82,741
SEA-18	Seaside	General Jim Moore Blvd	Divarty St	Normandy Rd	1.16	1	bike path	71	\$892,156
SEA-23	Seaside	Del Monte Blvd	Canyon del Rey Blvd	Broadway	0.20	2	bike lane	69.5	\$10,587
SOL-2	Soledad	Kidder St	Front St	Market St	0.18	2	bike lane	65	\$9,517
SOL-3	Soledad	Front St	East St	4th St	0.59	2	bike lane	62	\$30,764
SOL-4	Soledad	San Vincente Rd	Vista del Sol Rd	Hwy 101	1.00	2	bike lane	58	\$52,191

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.



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ID #	Jurisdiction	Street	From	To	Miles	Class	Facility Type	TOTAL Points (out of 100)	Cost Estimate
MC-77*	County	Las Lomas Dr	Hall Rd	Clausen Rd	0.75	2	bike lane	76	\$39,363
MC-125*	County	Reservation Rd	Blanco Rd	Hwy 68	5.51	2	bike lane	75	\$288,521
MC-136*	County	Salinas Rd - Hall Rd - Tarpey Rd	Porter Dr	San Juan Rd	1.75	2	bike lane	74	\$91,191
				TOTAL	44.9				\$17,736,666

DRAFT

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.



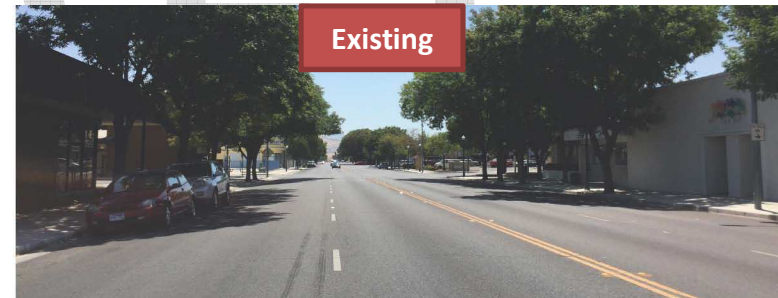
2018 Monterey County Active Transportation Plan

Table 2: Conceptual Design Projects

ATP ID #	Jurisdiction	Location	type
DRO-4	Del Rey Oaks	Carlton Dr (Canyon Del Rey Blvd to Plumas Ave)	bike/pedestrian path
	Gonzales	*pending staff input	
GR-14	Greenfield	Walnut Ave (El Camino Real to US 101)	bike lanes
	King City	*pending staff input	
MAR-1	Marina	Reservation Rd (Salinas Ave - Del Monte Blvd)	protected bike lanes
MRY-44	Monterey	East Downtown Bike Boulevard (Third St and Pearl from Sloat to Van Buren)	bike boulevard
PG-3	Pacific Grove	Sinex Ave(Forest Ave to Asilomar Ave)	bike boulevard/bike lanes
SNS-48	Salinas	E. Alisal St (Bardin Rd to Skyway Blvd)	bike/pedestrian bath or protected bike lanes
SNS-10	Salinas	E. Laurel Ave (Adams St to Williams Rd)	bike lanes or protected bike lanes where feasible
SC-3	Sand City	Monterey Branch Line (Tioga Ave to California Ave)	bike and pedestrian path
SEA-1	Seaside	Fremont Blvd (Canyon Del Rey Blvd to Monterey Rd)	bike lanes or protected bike lanes

SEA-2	Seaside	Del Monte Blvd (Broadway Ave to Fremont Ave)	bike lanes or protected bike lanes
SOL-3	Soledad	Front St (East St to 4th St)	bike lanes
various	Monterey County	Castroville, Chualar, San Lucas and San Ardo	sidewalk gaps and pedestrian improvements

Based on Committee and stakeholder input, the projects listed here are candidates for conceptual designs. The concept designs will include refined cost estimates, a visual rendering like the one shown here and conceptual engineering designs.



Source: Alta Planning + Design

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Technical Advisory Committee
From: Ariana Green, Associate Transportation Planner
Meeting Date: May 3, 2018
Subject: Active Transportation Program Cycle 4

RECOMMENDED ACTION:

Active Transportation Program

1. **RECEIVE** report on the Cycle 4 Active Transportation Program Grant Application Guidelines; and
2. **DISCUSS** potential local grant applications.

SUMMARY:

The Active Transportation Program (ATP) funds bicycle and pedestrian infrastructure projects and non-infrastructure programs in California. The call for projects will be on May 16, 2018 and applications are due by July 31, 2018.

FINANCIAL IMPACT:

ATP Cycle 4 is expected to fund ~\$445 million projects statewide over the next four years.

DISCUSSION:

The State Active Transportation Program was created by Senate Bill 99 in 2013. The program's purpose and goals are to increase the proportion of trips accomplished by biking and walking, increase safety for these modes, reduce greenhouse gases, enhance public health, and provide a benefit to disadvantaged communities. The program consolidated various transportation funding sources into a single program totaling approximately \$123 million a year from a combination of state and federal monies. Most recently, Senate Bill 1 added \$100 million per year to the program, nearly doubling the amount of available funds for active transportation projects. Cycle 4 will program four years of funding (State Fiscal Years 2019-20, 2020-21, 2021-22, and 2022-23).

Monterey County jurisdictions have been successful in obtaining ATP funds for projects, including:

- Castroville bike and pedestrian crossing;

- Moss Landing trail segment of the Monterey Bay Sanctuary Scenic Trail Network;
- Las Lomas bike and pedestrian improvements in North Monterey County;
- North Fremont Street bike and pedestrian improvements in Monterey;
- West Broadway bike and pedestrian improvements in Seaside; and
- Via Salinas Valley bike and pedestrian improvements and educational outreach in Salinas, Gonzales, Greenfield, Soledad and King City.

Guidelines

The Final Draft ATP Cycle 4 Guidelines (web attachment) will be brought to the May 16 California Transportation Commission meeting for adoption and the ATP Cycle 4 Call for Projects will occur the same day. The Cycle 4 Guidelines include some notable changes to previous funding cycles including the use of five (5) different applications which will be submitted digitally, a new scoring matrix, adding Caltrans as an eligible applicant, and updated reporting requirements to be consistent with the upcoming SB 1 Accountability Guidelines.

Eligible projects include infrastructure improvements, non-infrastructure programs and active transportation plans (in disadvantaged communities only). Twenty-five percent (25%) of funding must serve "disadvantaged communities". For a project to qualify as a disadvantaged community under ATP, applicants can use one of the following criteria:

- Median Household Income (less than 80% of the statewide median);
- CalEnviroScreen (25% most disadvantaged);
- National School Lunch Program ($\geq 75\%$ students eligible to receive free or reduced-price meals); or
- Regional Definition (TAMC will include a regional definition in its Regional Transportation Plan that will reflect criteria from the Health Disadvantage Index; i.e. poverty, housing burden, access to automobiles, single parent households and linguistic isolation).

Matching funds are not required for ATP Cycle 4, but up to 5 points are awarded for matching/leveraging over 20% of the total project cost for medium and large infrastructure applications.

Consistent with Senate Bill 1 Accountability Guidelines, large ATP projects with total project cost over \$25 Million will need a baseline agreement with Caltrans. Reporting for all grant projects will be quarterly in the first year and then every 6 months thereafter.

Applications & Scoring

The five applications available for ATP Cycle 4 funding are based on the grant funds requested or project type:

- Large Infrastructure (\$7 Million + total project cost)
- Medium Infrastructure (\$1.5-\$7 Million total project cost)
- Small Infrastructure (up to \$1.5 Million total project cost)
- Non-Infrastructure Projects
- Plans

The Cycle 4 ATP Question Matrix by Application Type (web attachment) is a useful tool that shows the scoring criteria and weighting for each of the five application types. The "Need" and "Safety" criteria account for over half the points available for scoring infrastructure applications. Serving disadvantaged communities and being able to demonstrate that the public had opportunities to provide input on the project are the next most important criteria in terms of scoring. Large infrastructure projects (over \$7 Million total project cost) will also require a site review with Caltrans and California Transportation Commission staff.

Cycle 4 applications must be submitted digitally, in an effort to save paper, time and resources.

Project Coordination

TAMC staff has been coordinating with local cities and the County to identify projects that will be competitive for the upcoming ATP funding cycle and developing concept designs for high-priority active transportation projects. Applicants are asked to also coordinate with TAMC staff on Safe Routes to School projects to take advantage of potential Measure X funding.

Caltrans is organizing an ATP Workshop on May 24 to discuss Cycle 4 applications, and how to coordinate with Caltrans on projects that include State rights-of-way.

WEB ATTACHMENTS:

[Final Draft ATP Cycle 4 Guidelines](#)

[Final Draft ATP Scoring Matrix](#)