



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

Bicycle and Pedestrian Facilities Advisory Committee

Wednesday, November 6, 2024

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

MEETING LOCATION

117 4th St Gonzales, CA 93926
Gonzales City Council Chambers

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/990276709?pwd=QXBRbWF6ajh6M3dOR3hnbGloRlhRZz09>

OR

Via teleconference at +1 669 900 6833

Meeting ID: 990 276 709

Password: 352877

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

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

1. Quorum Check - Call to Order

Call to order and self-introductions. Committee bylaws specify that quorum shall consist of a majority (7) of the number of voting memberships actually filled at the 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 your alternate. Your courtesy to the other Transportation Agency Committee members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. All public comments are limited to three (3) minutes, unless specified otherwise by the committee chair. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments

will be distributed to the Board before the meeting.

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

3. CONSENT AGENDA

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

- 3.1. **APPROVE** the draft Bicycle and Pedestrian Facilities Advisory Committee Minutes for October 2, 2024.

The draft minutes of the October 2, 2024, 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.

- Ariadne Sambrano

TAMC staff seek approval from the Bicycle and Pedestrian Facilities Advisory Committee to utilize funds from the Active Transportation Support Program for the Traffic Garden Shed project. This initiative aims to equip 12 schools across Monterey County with bike racks and sheds stocked with bikes, scooters, and helmets, advancing youth road safety and active transportation as part of TAMC's long-term commitment to building healthier, connected communities.

- 3.3. **REVIEW** and **PROVIDE COMMENTS** on the draft 2025 Legislative Program.

- Christina Watson

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

4. **RECEIVE** a presentation on the City of Monterey's development of a Local Road Safety Plan (LRSP) and **PROVIDE** feedback on community engagement strategies and potential safety improvements.

- Ariadne Sambrano

The City of Monterey was awarded an Action Planning Grant through the Safe Streets and Roads for All (SS4A) program. This grant supports the development of the City's Local Road Safety Plan (LRSP), which will identify, analyze, and prioritize roadway safety improvements. The LRSP will focus on data-driven engagement and countermeasures to improve safety for all road users. Once completed, the plan will be presented to City Council for adoption as a strategic planning document.

5. **RECEIVE** presentation and **PROVIDE FEEDBACK** on the Salinas Valley Safe Routes to Schools Plan.

- Amelia Conlen

The Salinas Valley Safe Routes to School Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children and families to access 22 public schools in the cities of Gonzales, Soledad, Greenfield, and King City. The draft plan is included for review, and the final plan will be presented to the Board in December. TAMC is working with the four cities to get feedback from their City Councils on the draft plan.

6. **RECEIVE** a presentation from Kimley Horn on the Del Monte Boulevard and Reservation Road Intersection Improvement Project and **PROVIDE** feedback on the proposed design and community impact during construction.

- Ariadne Sambrano

The Del Monte Boulevard and Reservation Road intersection project aims to improve pedestrian and cyclist safety by introducing protected crossings, ADA-compliant curb ramps, and better visibility. The project will also reduce crossing distances and vehicle speeds to enhance safety for non-motorized users. Kimley Horn will present the current design and planned improvements for committee review.

7. **Committee Meeting Calendar and Appointments for 2025**

1. **APPOINT** a Committee Chair and Vice Chair to serve a one-year term beginning January 2025; and
2. **ADOPT** the 2025 Bicycle and Pedestrian Facilities Advisory Committee meeting calendar

- Ariadne Sambrano

The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office. An election is held in November of each year pursuant to the Committee Bylaws. The proposed schedule of meetings for 2025 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m., except for January, when the meeting is on the second Wednesday to avoid conflicts with extended winter holidays, and except in the months of July and December, when all

Agency committee meetings are canceled. Meeting locations for 2025 will be determined by Committee consensus.

8. ANNOUNCEMENTS and/or COMMENTS

9. ADJOURN

ANNOUNCEMENTS

Next Committee meeting will be held at
Wednesday, January 8, 2025 at 6:00 P.M.
55-B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room

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

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

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

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

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

Transportation Agency for Monterey County
www.tamcmonterey.org
55B Plaza Circle, Salinas, CA 93901
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

The Committee Agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available. If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact the Transportation Agency at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish Language interpreters and printed materials, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting, and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From:
Meeting Date: November 6, 2024
Subject: **Draft BPC Minutes**

RECOMMENDED ACTION:

APPROVE the draft Bicycle and Pedestrian Facilities Advisory Committee Minutes for October 2, 2024.

SUMMARY:

The draft minutes of the October 2, 2024, Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

FINANCIAL IMPACT:

None.

DISCUSSION:

ATTACHMENTS:

1. BPC Draft October 2, 2024 MINUTES

WEB ATTACHMENTS:

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

Draft Minutes of October 2, 2024
Transportation Agency Conference Room
55-B Plaza Circle, Salinas CA 93901

Voting Members	FEB 24	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24
Eric Petersen, District 1	P	P	E	P	P	C	P	P
Victor Tafoya– District 2 <i>(David Tavarez)</i>	P	P	P	P	P	A	P	P
Mike Novo – District 3, Vice Chair <i>(Nathalie Gomez)</i>	P	E	P	P	P	N	P	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	P	E	A	E	P	C	P	P
Martin Wegenstein, District 5, Chair <i>(vacant)</i>	P	P	P	P	E	E	P	P
D. L. Johnson, Carmel-By-The Sea	E	P	P	E	P	L	P	A
Del Rey Oaks - vacant	-	-	-	-	-	L	P	-
Gonzales – vacant	-	-	-	-	-	E	-	-
Ernest Gallardo, Greenfield	P	E	A	P	P	D	P	P
King City – vacant	-	-	-	-	-		-	-
Liesbeth Visscher, Marina	P	P	P	E	E		P	P
Gino Garcia, Monterey <i>(Abby Ostovar)</i>	E	P	E	E	E		P	A
Katie Stern, Pacific Grove <i>(Lester Brown)</i>	P(A)	P	P	P	P		P	A
Chris Flescher, Salinas <i>(vacant)</i>	P	P	P	P	P		E	P
Elizabeth (Libby) Sofer, Sand City	P	P	P	A	P		E	E
Ralph Wege, Seaside <i>(Jan Valencia)</i>	P	P	P	P	P		P	A
Soledad - Vacant	-	-	-	-	-		-	-
Marzette Henderson, Monterey Salinas Transit <i>(Michelle Overmeyer)</i>	P(A)	P	P	E	P		P	P
Mark Chaffey, Velo Club of Monterey <i>(Alex Capelli)</i>	P	P	P	P	E		P	P
N. County Recreation & Park District - Vacant	-	-	-	-	-		-	-
Salinas Public Works - Vacant	-	-	-	-	-		-	-
Monterey County Public Works – Vacant	-	-	-	-	-		-	-
Caltrans - District 5 - Vacant	-	-	-	-	-		-	-
AMBAG <i>(Will Condon)</i>	-	-	A	A	A		A	A
CSUMB -vacant	-	-	-	-	-		-	-

E – Excused
P(A) – Alternate
A - Absent

VC – Video Conference
TC – Teleconference

TRANSPORTATION AGENCY STAFF	FEB 24	MAR 24	APR 24	MAY 24	JUN 24	AUG 24	SEP 24	OCT 24
Doug Bilse, Principal Engineer	P	P	A	A	A		-	P
Amelia Conlen, Senior Transportation Planner			P	A	A		-	A
Ariana Green, Principal Transportation Planner	A	A	A	P(VC)	A		-	A
Alissa Guther, Transportation Planner	P (VC)	P(VC)	P(VC)	P(VC)	A		-	P
Aaron Hernandez, Transportation Planner	P	P(VC)	P	P	P		-	P(VC)
Maria Montiel, Administrative Assistant	P	P	P	P	P		P	P
Ariadne Sambrano, Transportation Planner	P	P	P	P	P		P	A
Janneke Strause, Associate Transportation Planner	E	A	A	A	A		A	P
Christina Watson, Director of Planning	P	P	P	P	P		P	P
Mike Zeller, Director of Programing and Project Delivery	A	A	A	P(VC)	A		-	A
OTHERS PRESENT:								
Nathalie Gomez	District 3 Alternate		Cora		Monterey County			

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

2. **PUBLIC COMMENTS**

None

3. **BEGINNING OF CONSENT AGENDA**

M/S/C Novo/ Wriedt
 Abstained: Chris Flescher

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of September 4, 2024.

3.2 Received the call for nominations for the 23rd Annual Transportation Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

END OF CONSENT AGENDA

4. MONTEREY COUNTY ZERO EMISSIONS SHARED MOBILITY STUDY

The Committee received a presentation on the Monterey County Zero Emissions Shared Mobility Study and provided feedback to County of Monterey staff.

Cora Panturad Sustainability Program Manager with the County of Monterey reported that the County of Monterey received a Sustainable Communities Competitive Grant for fiscal year 2022-23 to fund this effort. She noted that the Monterey County Zero Emissions Shared Mobility Study is designed to address transportation challenges in the county by promoting clean mobility alternatives and reducing the reliance on single-occupancy vehicles. Ms. Panturad noted that the County of Monterey led the project and will gather input from regional stakeholders, local residents, and employers to identify transportation needs, especially for underserved communities like low-income Latino populations, farmworkers, and hospitality employees.

The Committee had the following comments and input on the Monterey County Zero Emissions Shared Mobility Study:

- Consider inviting the general public
- Consider hybrid meetings for the public to attend and have input and comments
- Consider listing key components
- Consider more infrastructure for pedestrians and rail to get people out of vehicles
- Consider large employers to be involved in the Advisory Committee
- Consider reaching out to the city's Public Works department to be involved in the Advisory Committee

The following committee members volunteered to be on the Advisory Committee that involves 4 meetings:

- Marzette Henderson
- Liesbeth Visscher
- Mark Chaffey

5. **REVIEW OF PROJECT DELIVERY STAGES AND COMMUNITY ENGAGEMENT**

The Committee received a presentation by TAMC staff reviewing the typical stages of a capital project, including the need for community engagement.

Doug Bilse, Principal Engineer, reported that incorporating pedestrian and bicycle features into a project can often be achieved at a marginal cost. He noted that other times, these features cannot be added to a project without significantly increasing the cost, adding unexpected environmental review or expanding the scope of work beyond the limits. Mr. Bilse noted that staff will review the typical stages of project delivery for capital projects. He noted that the project scope of work can be revised at key stages. In conclusion Mr. Bilse noted that staff will review strategies stakeholders and advocates can use to address pedestrian and bike issues. Agencies must balance the needs of all roadway users against limited resources available to fund these projects.

The Committee had the following comments and feedback on the review of project delivery and community engagement projects:

- Consider reviewing projects before the Preliminary Design & Environmental Review
- Consider being more aware and involved in your representing cities
- Local jurisdictions should consider more public engagement
- Make sure decisions support social equity
- Committee members should reach out to cities yearly for a check-in on upcoming projects
- Work with TAMC staff to request presentations from city staff
- Consider looking at the Capital Improvement Road Projects list

6. TITLE VI LANGUAGE ASSISTANCE PLAN

The Committee received a presentation on TAMC Title VI and Language Assistance Plan for 2024-2027 and complete the Title VI committee representation survey.

Aaron Hernandez, Transportation Planner reported that the Title VI of the Civil Rights Act of 1964 is a federal statute that prohibits recipients of Federal financial assistance from discriminating on the basis of race, color, or national origin in their programs of activities, and it obligates federal funding agencies to enforce statutory compliance. He noted that the Federal Transit Administration's (FTA) guidelines for Caltrans, as a recipient of FTA funding assistance, require sub-recipients of Caltrans Planning Grants to submit a Title VI Plan to FTA every three years.

In conclusion, Mr. Hernandez noted that the Transportation Agency's is required to have vital documents available in each of these languages. He noted that Committee members are strongly encouraged to complete a survey on race/ethnicity, which will be electronically provided during the Committee meeting.

Committee member Ernie Gallardo noted that in South County several speak Spanish and triqui.

7. ANNOUNCEMENTS AND/OR COMMENTS

Committee Member Eric Petersen announced the following:

- Cal Bike Incomplete Streets and he is not happy with Caltrans
- October 3rd at 3 p.m., Monterey County Commission Office the E-Bike Ordinance
- Salinas City Council will bring back the Bicycle Advisory Committee

Committee Member Ernie Gallardo announced that a woman was killed by an electric bicycle (e-bike) in Santa Cruz and also a bicyclist killed in Los Angeles.

Doug Bilse Principal Engineer announced the Toro Park temporary closure.

Committee Member Jeff Wriedt noted that alternate Frank Henderson mentioned Highway 68 Westbound to Reservation Rd has been dangerous due to motorists using the shoulder lane during rush hour to avoid being in the traffic lane at the exit to Reservation Rd.

Committee Member Martin Wegenstein expressed concerns on Carmel Valley Road.

8. ADJOURNMENT

Chair Wegenstein adjourned the meeting at 7:38 p.m.

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariadne Sambrano, Transportation Planner
Meeting Date: November 6, 2024
Subject: **Active Transportation Support Program Application Approval**

RECOMMENDED ACTION:

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

SUMMARY:

TAMC staff seek approval from the Bicycle and Pedestrian Facilities Advisory Committee to utilize funds from the Active Transportation Support Program for the Traffic Garden Shed project. This initiative aims to equip 12 schools across Monterey County with bike racks and sheds stocked with bikes, scooters, and helmets, advancing youth road safety and active transportation as part of TAMC's long-term commitment to building healthier, connected communities.

FINANCIAL IMPACT:

TAMC staff seek approval from the Bicycle and Pedestrian Facilities Advisory Committee to allocate \$15,895.09 from the Active Transportation Support Program for the Traffic Garden Sheds project. This funding will equip 12 schools across Monterey County with bike racks as part of TAMC's commitment to promoting youth road safety, supporting active transportation, and fostering healthier, more connected communities.

DISCUSSION:

The Transportation Agency for Monterey County (TAMC) seeks approval from the Bicycle and Pedestrian Facilities Advisory Committee to allocate \$15,895.09 from the Active Transportation Support Program for the Traffic Garden Sheds project. This funding will equip 12 schools across Monterey County with bike racks, furthering TAMC's commitment to enhancing youth road safety, promoting active transportation, and building healthier, more connected communities.

The Traffic Garden Sheds project is a critical step in TAMC's long-term strategy to provide schools with infrastructure that supports safe cycling and active transportation for students. Each shed will include bike racks as well as bikes, scooters, and helmets, creating a secure space for students to engage in active transportation activities and learn safe riding practices. By focusing on schools in various regions of Monterey County, the project also promotes equitable access to resources that encourage sustainable transportation habits and outdoor activity among youth.

The sheds are proposed for installation at the following locations:

Monterey Peninsula:

- Crumpton Elementary

- Ord Terrace Elementary
- Del Rey Woods Elementary
- Bay View Academy Elementary

South County:

- La Gloria Elementary
- Gabilan Elementary
- Oak Ave Elementary
- Kammann Elementary
- Martin Luther King Jr. Academy Elementary

North Monterey County:

- Castroville Elementary
- Prunedale Elementary
- Hall Elementary

By approving these funds, the Bicycle and Pedestrian Facilities Advisory Committee will support TAMC's mission to reduce traffic congestion, encourage healthy, active commuting, and create educational environments that foster safe transportation habits for students across Monterey County.

ATTACHMENTS:

1. Quote for 12 Bike Racks for Traffic Garden Shed Project
2. ATSP Application Final - 12 Bike Racks for Traffic Garden Shed Project

WEB ATTACHMENTS:



Park Warehouse LLC
 7495 W. Atlantic Ave., Suite #200-294
 Delray Beach, FL 33446
 888-321-5334

**Quality Commercial Site Furnishings for
 Municipalities, Schools & Property Managers**

Billing

Ariadne Sambrano
 Transportation Agency for Monterey County
 55 Plaza Cir B
 Salinas, CA 93901
 Phone: 831- 775-4409

Shipping

Ariadne Sambrano
 Transportation Agency for Monterey County
 55 Plaza Cir B
 Salinas, CA 93901

Quote: Q304716

Quote Date **Quote Expiration**
 October 25, 2024 30 Days (11/24/2024)

Sales Rep: Rose x520
Ref#:

\$15,895.09
 If you receive a lower quote, please remember our best price guarantee!

Description	SKU	Cost	Qty	Total
Track Rack - Bike Rack - 13 Bike - Wall Mount	554br495-2	\$1,380.00	12	\$16,560.00
Mounting Option: Wall Mount		\$1,058.90		\$12,706.80

Discount	\$3,853.20
Subtotal	\$12,706.80
Shipping	\$1,656.45
Tax 9.25%	\$1,531.84
Total	\$15,895.09

Quote Note: Estimated lead time 2-3 weeks. Freight includes notification before delivery and They would need a forklift or loading dock on site. Not returnable. A forklift is needed on site to offload and place this merchandise. This is not a service we offer. (Freight/ two pallets/ advanced notice, limited access) Thanks for the opportunity to do business! Pallets are too long for liftgate. These racks are not lockable.



Park Warehouse LLC
 7495 W. Atlantic Ave., Suite #200-294
 Delray Beach, FL 33446
 888-321-5334

**Quality Commercial Site Furnishings for
 Municipalities, Schools & Property Managers**

SHIPPING:

All merchandise is sold F.O.B. Deliveries are made during normal business hours, 8am - 4pm Monday - Friday.
 • Standard shipping charges are for Tailgate delivery to any commercial location on a commercial truck route.
 • The truck driver is under no obligation to help you unload.
 • If you are unable to accept a shipment via this method you must purchase additional services.
 (Additional Services Available: Residential Delivery, Limited Access Delivery, Liftgate Service, Inside Delivery, Construction Site Delivery, Notify Before Delivery)

 Customer Initials

SERVICE DISCREPENCIES:

If there is a discrepancy in the services requested and the minimum services required to deliver the product (either before or after delivery of product), Park Warehouse reserves the right to charge the customer for any necessary additional services provided at the time of delivery.

 Customer Initials

INSPECTION OF SHIPMENTS (OR DAMAGED PRODUCT):

It is the customers responsibility to verify the delivery is for the correct product, count the number of pieces being delivered, and inspect for damages
 • All claims of damage MUST be recorded on the delivery receipt provided by the delivery driver at the time of delivery and reported to us within 48 hours of delivery.
 • Park Warehouse does NOT GUARANTEE replacement parts or product FREE of charge due to concealed or unreported damages

 Customer Initials

CANCELLATIONS:

All cancellations must be done in writing prior to shipping. Made-to-Order items already in production may not be cancelled. Any order placed by credit card in excess of \$1000 and cancelled after the close of business on the day the order was placed shall incur a fee of 5%.

 Customer Initials

RETURNS:

• We will accept returns of unused products up to 30 days from shipping date subject to ALL of the following terms and conditions:
 • Written approval: You must receive written approval and utilize the instructions issued by our Customer Service Department before any merchandise can be returned.
 • Shipping Returns: All merchandise must be returned in its original packaging, freight Prepaid. No Collect shipments are accepted.
 • Re-Stocking & Shipping Fees: The customer is responsible for a minimum 25% re-stocking fee and all related shipping charges on product returned for reasons other than damage or defect. Original shipping charges will not be refunded.

 Customer Initials

* Web-Orders: For online orders, Park Warehouse is not responsible if customer orders incorrect product or colors. All return and restock fees apply.
 * Assembly Usually Required. Many of our products are shipped unassembled in order to minimize damage and lower freight charges.
 * **Made-to-Order or Personalized items are not returnable unless a defect in manufacturing is presented to us with pictures prior to return.**
 * **Unless Otherwise noted, shipping charges include standard delivery only. Liftgate service, notify before delivery available at additional cost.**

*** Ship date will be emailed to you. Ship dates are based on raw material availability and production time and can fluctuate. We appreciate your patience as we are fulfilling orders as quickly as possible. AND NOTE- DUE TO FLUCTUATIONS AND UNCERTAINTY OF RAW MATERIAL COSTS, THIS QUOTE IS VALID FOR 14 DAYS ONLY. ANY LEAD TIMES QUOTED ARE ESTIMATES AND MAY CHANGE DUE TO VOLATILITY AND DEMAND OF RAW MATERIALS.**

* Force Majeure: No Party to this Agreement shall be responsible for any delays or failure to perform any obligation under this Agreement due to acts of God, outbreaks, epidemic/pandemic or the spreading of disease or contagion strikes or other disturbances, including, without limitation, war, insurrection, embargoes, governmental restrictions, acts of governments or governmental authorities, and any other cause beyond the control of such party. During an event of force majeure, the Parties' duty to perform obligations shall be suspended.

To accept this proposal, please sign below and initial each section above.

 Signature of Authorized Person

 Date

 Print Name

* By signing you are placing a binding order and agree to the terms of the sale as stated herein.

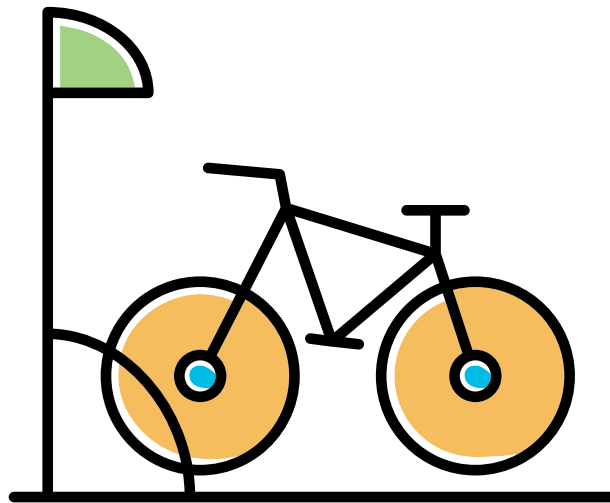
Quote#:	Q304716
Total:	\$15,895.09
Terms:	Credit Card

Active Transportation Support Program **Application**

Prepared by the Transportation Agency for Monterey County



*Adopted by the Transportation Agency Board December 2016
Amended May 2022*



**PLEASE SUBMIT COMPLETED APPLICATIONS TO TAMC
55-B PLAZA CIRCLE, SALINAS, CA 93901
Phone: (831) 775-0903; Fax: (831) 775-0897
Email: alissa@tamcmonterey.org**

**APPLICATIONS ACCEPTED ON AN ON-GOING BASIS,
FUNDING DEPENDENT**

Procedure for Receiving a Grant for Roll Repair Program

The following steps outline how to participate in the Active Transportation Support Program for Receiving a Roll Repair Program Grant:

1. Determine cost for equipment that is planned to be in a fixed location. For fixed location equipment, installation and maintenance costs must be borne by the applicant.
2. Determine who will participate in trainings so that applicants and their affiliates are prepared to assist users. Include names and positions of those who will be receiving training and specify what type of educational support each applicant or affiliate will need.
3. Applicant must commit to host and document at least three events per twelve-month period training people how to repair equipment.
4. Commit to submission of an end of year summary that describes the applicant's involvement in the program, the number of clients served, along with pictures documenting their involvement to the Transportation Agency.
5. Sign and submit the Agreement with the Transportation Agency, promising to install, maintain and be responsible for the equipment requested.
6. Send **ALL THREE** of the following items to Transportation Agency:
 - Program Application.
 - Signed agreement to place bicycle racks and provide pre-installation and post-installation photographs.
 - Event photographs and Map.
 - Data on before and after bicycle usage (counts) at your business/organization, photos of bicycle practices at your organization, and support letters or testimonials are highly encouraged but not required.
7. Transportation Agency staff will review all application materials within three weeks and follow-up with any questions. Agency staff will then submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee for approval.
 - Note: Active Transportation Support Program Grant Applications will be reviewed on a first-come first-serve basis until the annual budget runs out. In an effort to ensure equitable distribution of equipment, applications seeking multiple types of equipment may receive a partial award of the requested equipment.

8. Transportation Agency staff will order the equipment after grant application(s) are approved. The Transportation Agency hopes to take advantage of bulk ordering whenever feasible.
9. Applicants must install the facilities within one month of delivery, as per the agreement, unless other arrangements have been made with Agency staff.
10. Applicants must send Agency staff a picture(s) of the installed facilities to alissa@tamcmonterey.org.

Procedure for Receiving a Grant for Bike Support Kits

The following steps outline how to participate in the Active Transportation Support Program for Receiving a Bike Support Kit Grant:

1. Include information about whether applicants are involved in the Safe Routes to School Program, Go831 Program, and League of American Cyclist Trainings.
2. Applicants must specify the type and number of items they are requesting for their support kits, using the attached menu as a reference.
3. Sign and submit the Agreement with the Transportation Agency, promising to install, maintain and be responsible for the equipment requested.
4. Send **ALL THREE** of the following items to the Transportation Agency:
 - Program Application.
 - Signed agreement to place use kits with photo documentation of use.
 - Site photographs and Map.
 - Data on before and after bicycle usage (counts) at your business/organization, photos of bicycle practices at your organization, and support letters or testimonials are highly encouraged but not required.
5. Transportation Agency staff will review all application materials within three weeks and follow-up with any questions. Agency staff will then submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee for approval.
 - Note: Active Transportation Support Program Grant Applications will be reviewed on a first-come first-serve basis until the annual budget runs out. In an effort to ensure equitable distribution of equipment, applications seeking multiple types of equipment may receive a partial award of the requested equipment.
6. Transportation Agency staff will order the equipment after grant application(s) are approved. The Transportation Agency hopes to take advantage of bulk ordering whenever feasible.

7. Applicants must install the facilities within one month of delivery, as per the agreement, unless other arrangements have been made with Agency staff.
8. Applicants must send Agency staff a picture(s) of the installed facilities to alissa@tamcmonterey.org.

Procedure for Receiving a League of American Cyclists League Cycling Instructor (LCI) Grant

The following steps outline how to participate in the LCI Program:

1. Determine how many trainings your organization can participate in the application form.
2. Sign and submit the Agreement with the Transportation Agency, promising to participate in the trainings and events required of the program.
3. Send **ALL THREE** of the following items to Transportation Agency:
 - Program Application.
 - Signed agreement to participate in the trainings and events required of the LCI program.
 - Program photographs
 - Data on before and after bicycle usage (counts) at your business/organization, photos of bicycle practices at your organization, and support letters or testimonials are highly encouraged but not required.
4. Transportation Agency staff will review all application materials within three weeks and follow-up with any questions. Agency staff will then submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee for approval.
 - Note: Active Transportation Support Program Grant Applications will be reviewed on a first-come first-serve basis until the annual budget runs out. In an effort to ensure equitable distribution of equipment, applications seeking multiple parking racks, lockers, or repair stations may receive a partial award of the requested equipment.

5. Applicants must send Agency staff a picture(s) of the trainings to alissa@tamcmonterey.org.

Due to limited funds for this program, grants are not guaranteed to all that apply.

Please direct any questions about the program or the application process to Alissa Guther, Transportation Planner, at (831) 775-4402. **All application materials must be submitted to: Bicycle Secure Program, Transportation Agency for Monterey County, 55-B Plaza Circle, Monterey, CA 93901, or via email to alissa@tamcmonterey.org.**

Procedure for Receiving a Rack or Locker Grant

The following steps outline how to participate in the Rack or Locker Program:

1. Determine a location for your bicycle parking. Parking should be reasonably close to your business or office entrance, preferably closer than the nearest car space. Bicycle parking generally requires at least a 60" X 74" space, so use this measure as a reference, and refer to the specifications contained in this packet if you have more space than that. If the desired location is on publicly owned land (city parking lot, sidewalk, etc.), then an encroachment permit may be necessary; call Transportation Agency for assistance (831-775-0903). If you would like to reduce one automobile parking space to add bicycle parking (bicycle corral), the Transportation Agency may write a letter in support of your application for any permits necessary for this reduction in automobile parking.
2. Determine what sort of parking device will best meet the needs of your business or agency. Will employees or customers be using them? Will the racks be used for long or short periods of time? How secure, in terms of access and visibility, is the probable location of the bicycle parking?
3. Submit a photo and sketch a layout of the proposed parking locations and complete the attached Agreement to place bicycle rack(s) and or locker(s). Please also complete the attached Application form.
4. Sign and submit the Agreement with the Transportation Agency, promising to install, maintain and be responsible for the equipment requested.
5. Send **ALL THREE** of the following items to Transportation Agency:
 - Program Application
 - Signed agreement to place bicycle racks and provide pre-installation and post-installation photographs.

- Site photographs and Map
 - Data on before and after bicycle usage (counts) at your business/organization, photos of bicycle parking practices in the vicinity of the proposed site and support letters are strongly encouraged but not required.
6. Transportation Agency staff will review all application materials within three weeks and follow-up with any questions. Agency staff will then submit a recommendation to the Bicycle and Pedestrian Facilities Advisory Committee for approval.
 - Note: Bicycle Secure Program Grant Applications will be reviewed on a first-come first-serve basis until the annual budget runs out. In an effort to ensure equitable distribution of equipment, applications seeking multiple parking racks, lockers, or repair stations may receive a partial award of the requested equipment.
 7. Transportation Agency staff will order the parking facilities after grant application(s) are approved. The Transportation Agency hopes to take advantage of bulk ordering whenever feasible.
 8. Applicants must install the facilities within one month of delivery, as per the agreement, unless other arrangements have been made with Agency staff.
 9. Applicants must send Agency staff a picture(s) of the installed facilities to:
alissa@tamcmonterey.org.

Due to limited funds for this program, bicycle parking facilities are not guaranteed to all that apply. Please direct any questions about the program or the application process to Alissa Guther, Transportation Planner, at (831) 775-4402. **All application materials must be submitted to: Bicycle Secure Program, Transportation Agency for Monterey County, 55-B Plaza Circle, Monterey, CA 93901, or via email to alissa@tamcmonterey.org**

ACTIVE TRANSPORTATION SUPPORT PROGRAM **APPLICATION**

Business / Agency Name: _____

Address: _____

Contact Person: _____ Phone: _____ Fax: _____

Email Address: _____

Nature of Business / Agency: _____

Number of Employees: _____

Please specify reasons for requesting Active Transportation Support funds:

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

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

Roll Repair

LCI Training

Bike Kit

Racks and Lockers

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

Rack / Locker / Repair Station

Style

Quantity

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

Bike Kit / Roll Repair Kit Tool

Quantity

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

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

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

Name and Title: _____

Signature: *Ariadne Sambrano* **Date:** _____

AGREEMENT TO PLACE AND MAINTAIN **BICYCLE PARKING FACILITIES** AND PROVIDE PRE- AND POST- INSTALLATION PHOTOGRAPHS

The following is an agreement between the Transportation Agency for Monterey County (TAMC) and the undersigned, hereinafter referred to as Recipient:

The Recipient agrees to participate in any and all agreed upon training programs that TAMC or partner's host. The Recipient is required to specify what type of trainings they would like to participate in. Recipients of Roll Repair program grant funds must document and host at least three events per twelve-month period training people how to repair equipment. Documentation must include at least three (3) photographs and at least one (1) paragraph describing the trainings. To continue participation in the Roll and Repair program after one fiscal year, the Recipient must submit an end of year summary that describes the applicant's involvement in the program, the number of clients served along with pictures documenting participant and client involvement to TAMC.

The Recipient agrees that TAMC will cover the purchase price (including tax, shipping, and handling) for maintenance tools and equipment provided by any program included in the Active Transportation Support Program. For equipment planned to be in a fixed location, installation and maintenance costs must be borne by the Recipient.

The Recipient agrees that within one month of receipt of parking devices from TAMC or its contracted supplier, unless other arrangements have been made in writing, to install (#) _____ rack(s)/locker(s) capable of holding (#) _____ bicycles/skateboards at the location described in the attached map, or (#) _____ repair station(s).

Said photograph and map are attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement. Recipient will arrange for and pay for the installation of the following type of bicycle facilities. Initials: _____

The recipient agrees to attach said bicycle facilities in a secure and theft-proof fashion following the appropriate standard outlined in the Active Transportation Support Program Guidelines. Recipient also agrees to maintain the facility and surrounding area for the life of the devices.

The recipient agrees to provide post installation photographs of the installed facility.

The recipient agrees to exonerate, indemnify, defend, and hold harmless TAMC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which TAMC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the Recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of TAMC.

Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons. Recipient also agrees to accept, and TAMC hereby assigns, all manufacturing warranties of the awarded equipment, and Recipient absolves TAMC from any and all claims relating to the equipment itself.

The recipient further agrees that TAMC may exercise its option to repossess said facilities, upon termination of the present place of business by the business or upon removal of the rack(s)/locker(s) from the herein specified location(s).

RECIPIENT

Recipient's Business Name

By: Ariadne Sambrano
(Signature)

(Address)

(City)

Dated: _____

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Christina Watson, Director of Planning
Meeting Date: November 6, 2024
Subject: **Draft 2025 Legislative Program**

RECOMMENDED ACTION:

REVIEW and **PROVIDE COMMENTS** on the draft 2025 Legislative Program.

SUMMARY:

The purpose of the legislative program is to set general principles to guide staff and Board responses to legislative or budgetary proposals. The program also notifies state representatives of the Transportation Agency's position on issues of key importance to the Agency.

FINANCIAL IMPACT:

The recommended action has no direct financial impact.

DISCUSSION:

The draft 2025 legislative program (**attached**) continues to focus on transportation funding and is limited to priorities that are likely to come up in the 2025 legislative session.

Items of particular interest to this Committee include:

State:

- 3S. Pursue funding for bicycle and pedestrian projects.
- 5S. Support incentives for e-bikes.
- 9S. Support Vision Zero strategies.
- 10S. Support funding for the Active Transportation Program.
- 14S. Support complete streets and active transportation.

Federal:

- 2F (4). Support funding for active transportation and vision zero.

The Executive Committee discussed this draft legislative program on October 2, 2024, and on October 23, 2024, the Board approved releasing it to Committees for input. The Rail Policy Committee and the Technical Advisory Committee will review the draft in November. Staff will also meet with partner agencies locally and statewide to discuss common issues. Following the Executive Committee's review of the draft program in January, the final program will come back to the Board on January 22, 2025 for adoption.

ATTACHMENTS:

1. DRAFT TAMC 2025 Leg Program

WEB ATTACHMENTS:



2025 Legislative Program

State Priorities

- 1S. Preserve funding for all modes of transportation projects, including the extension of grant programs, maximize formula funding to regions, and preserve regional discretion and priority-setting for infrastructure needs, particularly safety projects, and the delivery of voter-approved programs and projects.
- 2S. Support the fair application of vehicle miles traveled metrics in rural and suburban areas that seek to complete multi-modal corridors or highway safety projects in underserved communities and address the jobs housing imbalance.
- 3S. Leverage Measure X funds and partner with state agencies to pursue competitive grant or bond funding for highway safety, traffic congestion relief, trade corridors, passenger rail, public transportation, infrastructure resiliency, and bicycle and pedestrian routes for Monterey County projects.
- 4S. Promote jobs-housing balance and clean transportation modes as ways to reduce vehicles miles traveled, such as via funding reduced transit fares, rail expansion, and frequent bus service, while maintaining statewide equity between urban and rural areas.
- 5S. Support funding for zero-emission fuel initiatives that enhance mobility and accessibility while reducing greenhouse gas emissions, such as electric vehicle charging infrastructure, electric power storage capacity, electrical grid reliability, hydrogen hubs, and incentives for electric bike and vehicle purchases.
- 6S. Explore replacement funding mechanisms to the gas and diesel tax for transportation investments, such as a pay-by-the-mile user fee, public private partnerships, full conversion to a vehicle registration fee, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.
- 7S. Support the promotion of telecommuting to reduce vehicle miles traveled via broadband investments in rural areas and disadvantaged communities, support the inclusion of local

government representation in the administration of broadband infrastructure funding, and support new server farms in rural areas.

- 8S.** Support an increase in State rail funding, ~~such as the State Rail Assistance program, Public Transportation Account, or any successor or supplemental source~~, or redistribution of cap-and-trade proceeds, to implement new state-supported passenger rail service on the Coast Route to help the State meet transportation and greenhouse gas emission reduction goals.
- ~~**9S.** Support efforts to reauthorize Public Private Partnership authority, public tolling authority, and design-build authority, expand mode eligibility, and allow for regional control of such projects.~~
- ~~**10S.**~~**9S.** Support legislation that increases roadway safety by implementing Vision Zero strategies and improving driver safety training.
- ~~**11S.**~~**10S.** Support sustainable funding for the oversubscribed Active Transportation Program.
- ~~**12S.**~~**11S.** Support streamlining project delivery, including early engagement of oversight agencies, simplifying grant program applications, raising encroachment permit thresholds, and accelerating project permit approvals.
- ~~**13S.**~~**12S.** Coordinate with the Monterey-Salinas Transit District (MST) to monitor the Transportation Development Act (TDA) reform task force and augment state transit funding programs to provide ongoing operational support.
- ~~**14S.**~~**13S.** Support MST efforts to seek funding to implement the infrastructure needed to meet the deadlines of the Innovative Clean Transit (ICT) Regulation transition to a 100 percent zero-emission bus fleet by 2040.
- ~~**14S.**~~ Support legislation that promotes transit-oriented development (such as via redevelopment or opportunity zones), complete streets, clean commutes, multi-modal transportation, bikes on board trains and buses, and active transportation projects.
- 15S.** Support investments in critical infrastructure and airspace access for carbon neutral advanced air mobility.
- 16S.** Modernize the Brown Act to enhance transparency and wider public access to allow the use of remote access to public meetings without requiring noticing of all remote Board or committee member locations, provided the public can participate via remote access software or in-person.
- 17S.** Support member agencies' requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.



2025 Legislative Program

Federal Priorities

1F. Support congressionally directed federal funding for Agency transportation priorities.

~~1F. Support stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds.~~

2F. Support adequate funding for the following transportation priorities:

1. Monterey-Salinas Transit (MST) District capital projects, vehicles, and operations.
2. Amtrak and state-supported passenger rail, including a fair share allocation to California for capital improvements and vehicle acquisition.
3. Zero-emission vehicle infrastructure for transit and personal vehicles.
4. Active transportation projects, including Vision Zero.

3F. Support reauthorization of the Infrastructure Investment and Jobs Act (IIJA), to include the following priorities:

1. Stabilizing and increasing transportation infrastructure funding sources to avoid the bankruptcy of the federal highway and transit trust funds.
2. Reauthorize programs that support transportation infrastructure projects, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Consolidated Rail Infrastructure and Safety Improvements (CRISI), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), and Safe Streets for All (SS4A) grant programs and Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.
3. Explore innovative funding mechanisms, such as a vehicle registration fee, pay-by-the-mile user fee, public private partnerships, or wholesale energy taxes, that are equitable to disadvantaged and rural areas.

~~3F. Support congressionally directed federal funding for Agency transportation priorities.~~

- 4F. Coordinate with regional military installations to seek funding for transportation projects with a nexus to operations at those installations.
- 5F. Support applications for Department of Transportation discretionary grant and climate resiliency/adaptation grant programs for projects on the California Central Coast.
- 6F. Preserve regional discretion and priority-setting for infrastructure needs.
- 7F. Support programmatic flexibility in federal funding for infrastructure.
- 8F. Allow the California Environmental Quality Act (CEQA) to substitute for the National Environmental Policy Act (NEPA), and expand the definition of Categorical Exclusions, while retaining environmental protections.
- 9F. Support availability of funding for enhanced broadband and advocate for the Federal Communications Commission to regulate broadband/internet access as a utility to enable the increase of broadband infrastructure capacity to help bridge the digital divide and to encourage telecommuting.
- 10F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing integrated passenger rail service for the traveling public.
- 11F. Support the use of Federal rail funding to implement new passenger rail service on the Coast Route.
- 12F. Support investments in critical infrastructure and airspace access for carbon neutral advanced air mobility.
- ~~11F.~~
- 12F.13F. Support member agencies' requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities when they are consistent with Transportation Agency for Monterey County priorities.

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariadne Sambrano, Transportation Planner
Meeting Date: November 6, 2024
Subject: **Local Road Safety Plan - City of Monterey**

RECOMMENDED ACTION:

RECEIVE a presentation on the City of Monterey's development of a Local Road Safety Plan (LRSP) and **PROVIDE** feedback on community engagement strategies and potential safety improvements.

SUMMARY:

The City of Monterey was awarded an Action Planning Grant through the Safe Streets and Roads for All (SS4A) program. This grant supports the development of the City's Local Road Safety Plan (LRSP), which will identify, analyze, and prioritize roadway safety improvements. The LRSP will focus on data-driven engagement and countermeasures to improve safety for all road users. Once completed, the plan will be presented to City Council for adoption as a strategic planning document.

FINANCIAL IMPACT:

The Local Road Safety Plan is funded through the SS4A Action Planning Grant, and additional funding for the implementation of identified safety measures will be explored following the adoption of the plan.

DISCUSSION:

The City of Monterey's Local Road Safety Plan (LRSP) aims to provide a comprehensive framework for improving safety on local roads. The LRSP will analyze citywide collision patterns and engage with the community to identify data-driven solutions that prioritize the safety of all road users, including pedestrians, cyclists, and motorists.

Plan Objectives:

- **Comprehensive Safety Analysis:** The LRSP will analyze collision data to identify key safety concerns and trends across the city. This analysis will consider all road users and include special focus areas based on risk factors and collision history.
- **Data-Driven Countermeasures:** Based on the analysis, the plan will recommend a combination of short, medium, and long-term countermeasures. These will include low-cost, systemic solutions to address widespread safety concerns and targeted improvements for high-risk areas.
- **Community Engagement:** A key element of the LRSP is data-driven engagement with the public and stakeholders. This engagement will focus on understanding the community's experiences and priorities in relation to road safety, as well as educating the public on the findings and proposed safety measures.

The community-led approach will guide the development of actionable implementation strategies to improve road safety, and the plan will ultimately be presented to the City Council for adoption. The committee's input is critical in ensuring that the engagement strategies are inclusive and that the proposed safety improvements reflect the needs of all road users.

The committee is asked to provide feedback on:

- Strategies for effective community engagement and outreach.
- Potential safety concerns that should be addressed in the LRSP.
- Prioritization of safety improvements for pedestrians, cyclists, and motorists.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Amelia Conlen, Senior Transportation Planner
Meeting Date: November 6, 2024
Subject: **Draft Salinas Valley Safe Routes to Schools Plan**

RECOMMENDED ACTION:

RECEIVE presentation and **PROVIDE FEEDBACK** on the Salinas Valley Safe Routes to Schools Plan.

SUMMARY:

The Salinas Valley Safe Routes to School Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children and families to access 22 public schools in the cities of Gonzales, Soledad, Greenfield, and King City. The draft plan is included for review, and the final plan will be presented to the Board in December. TAMC is working with the four cities to get feedback from their City Councils on the draft plan.

FINANCIAL IMPACT:

The Salinas Valley Safe Routes to School Plan was funded through a \$664,127 Caltrans Sustainable Transportation Planning Grant and \$126,501 of Measure X Safe Routes to School Program funds as is reflected in the approved agency budget.

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 ("Plan"). The three-year planning process identified barriers to safe access to 22 public schools in South Monterey County cities and recommended infrastructure and non-infrastructure improvements.

The Salinas Valley Safe Routes to Schools Plan identifies barriers to safe, convenient transportation and will guide future improvements around 22 public schools in five school districts. Recommendations included in the Plan are designed to help address school-based traffic congestion and improve student health by fostering increased biking, walking, and carpooling. The project team, comprised of staff from the Transportation Agency, County Health Department, Public Works staff from the four cities, School Districts, and non-profit Ecology Action, have engaged administrators, parents, and students in school bike/walk assessments, mapping activities, street demonstrations, and surveys.

The Salinas Valley Safe Routes to School Plan kicked off in spring 2022 with outreach in the City of Greenfield. Outreach continued in the remaining three cities in fall 2022. In 2023, the planning team drafted and received community input on a list of infrastructure and non-infrastructure recommendations around the 22 schools included in the Plan. Starting in fall 2022, the planning team

planned and implemented four pilot projects, one in each city, to demonstrate some of the recommendations included in the plan and get community feedback. These pilot projects were held on 12th Street in Greenfield in 2022, on 5th Street in Gonzales in 2023, on Front Street in Soledad in 2023, and on Collins Street in King City in 2024. The planning team also formed Steering Committees in each of the four cities. Steering Committees led a democratic process, called Participatory Budgeting, where community members vote to decide how public funds are spent. TAMC is providing up to \$250,000 to each city to implement the highest voted projects.

The project team is now seeking input on the Draft Salinas Valley Safe Routes to School Plan, including non-infrastructure recommendations for the Transportation Agency for Monterey County. The Executive Summary is included as an attachment to this report, and the full Plan for each city is linked below. Comments on the draft Plan can be sent via email by November 6th to Amelia Conlen, Senior Planner, at amelia@tamcmonterey.org. The final Plan is anticipated to be adopted in December 2024. Once the Plan has been adopted, the Cities of Gonzales, Soledad, Greenfield, and King City and TAMC staff will pursue funding to implement recommendations in the Plan.

ATTACHMENTS:

1. 0 Executive Summary

WEB ATTACHMENTS:

[Gonzales Safe Routes to Schools Plan](#)

[Soledad Safe Routes to Schools Plan](#)

[Greenfield Safe Routes to Schools Plan](#)

[King City Safe Routes to Schools Plan](#)

Salinas Valley Safe Routes to Schools Plan

Executive Summary

The Salinas Valley Safe Routes to Schools Plan describes community-identified needs and recommendations for infrastructure projects and programs that support walking, bicycling, and carpooling to 22 schools in Gonzales, Soledad, Greenfield, and King City. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan are aimed at supporting healthy communities, improving affordable transportation options for low-income and vulnerable residents, and helping the four cities improve safety and meet statewide goals to address climate change by reducing vehicle miles traveled.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and local matching funds, and it is aligned with the regional and statewide plans and concepts included in the Caltrans District 5 Active Transportation Plan.

The vision for all students and families following the implementation of the Salinas Valley Safe Routes to Schools Plan is as follows:

- I can walk or bike to school safely.
- My trip to school helps our environment, builds healthy habits, and saves my family money.
- I am more connected to my neighborhood and community through my trip to school.
- I have the skills and confidence I need to travel to school safely without using a car.

Plan Contents

The introduction and outreach chapters include an overall introduction and a summary of outreach for the project. The remainder of the plan is divided into four sections, one for each of the four cities.

Chapter 1: Introduction. The first chapter describes the purpose of the plan, the benefits of walking and biking to school, and the plan's relationship to other local planning efforts.

Chapter 2: Outreach. This chapter describes the outreach goals for the project and summarizes the various outreach methods used to involve community members in the planning process.

Chapter 3: Gonzales.

- **3A. Existing Conditions.** This section describes the demographics and commute patterns of Gonzales residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the existing bicycle and pedestrian programs that are currently available to residents.
- **3B. Outreach.** This section describes the public outreach that took place in Gonzales, including community survey data from the temporary pilot project that was installed as part of the planning process.
- **3C. Recommendations.** This section contains profiles of each of the three school sites, with information on the existing conditions at each school and infrastructure recommendations for

making it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.

- **3D. Implementation, Reporting, and Maintenance.** The final section discusses opportunities to fund and complete the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Chapter 4: Greenfield.

- **4A. Existing Conditions.** This section describes the demographics and commute patterns of Greenfield residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the bicycle and pedestrian programs that are currently available to residents.
- **4B. Outreach.** This section describes the public outreach that took place in Greenfield, including community survey data from the temporary pilot project that was installed as part of the planning process.
- **4C. Recommendations.** This section contains profiles of each of the six school sites, with information on the existing conditions at each school and infrastructure recommendations for making it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.
- **4D. Implementation, Reporting, and Maintenance.** The final section discusses opportunities to fund and construct the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Chapter 5: King City

- **5A. Existing Conditions.** This section describes the demographics and commute patterns of King City residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the bicycle and pedestrian programs that are currently available to residents.
- **5B. Outreach.** This section describes the public outreach that took place in King City, including community survey data from the temporary pilot project that was installed as part of the planning process.
- **5C. Recommendations.** This section contains profiles of each of the five school sites, with information on the conditions at each school and infrastructure recommendations for making it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.
- **5D. Implementation, Reporting, and Maintenance.** The final section discusses opportunities to fund and construct the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Chapter 6: Soledad

- **6A. Existing Conditions.** This section describes the demographics and commute patterns of Soledad residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the bicycle and pedestrian programs that are currently available to residents.
- **6B. Outreach.** This section describes the public outreach that took place in Soledad, including community survey data from the temporary pilot project that was installed as part of the planning process.
- **6C. Recommendations.** This section contains profiles of each of the eight school sites, with information on the conditions at each school and infrastructure recommendations for making it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.
- **6D. Implementation, Reporting, and Maintenance.** The final section discusses opportunities to fund and construct the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Appendices: The appendices include outreach materials, survey data from the parent survey and the temporary installations, the complete project list for all 22 schools, and public comments received for all school sites.

Goals and Objectives

The cities of Gonzales, Greenfield, King City, and Soledad and partner agencies have set the following goals and objectives for the future of Safe Routes to Schools, to be accomplished through the projects and programs in this plan.

Goal 1. Encouragement: The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool.

- **Objective 1.1:** Identify and promote a broad spectrum of projects to provide a connected network of active transportation options along Safe Routes to Schools corridors and connections.
- **Objective 1.2:** Design and construct street improvements that are accessible and comfortable for all ages and abilities. Incorporate tree planting into active transportation projects to provide shade for people who are walking and bicycling.
- **Objective 1.3:** Transportation Agency for Monterey County (TAMC), schools, and the cities will support events that encourage active transportation to school, such as “Walk & Roll to School,” at least twice a year.
- **Objective 1.4:** Work with schools and Safe Routes to Schools partners to provide walking school buses at all elementary schools.
- **Objective 1.5:** Work with schools and Safe Routes to Schools partners to promote Safe Routes to Schools corridors as the preferred routes to school.

Goal 2. Safety: Zero collisions involving bikes or pedestrians that result in injury or death.

- Objective 2.1: Prioritize Safe Routes to Schools projects that address fatal and severe-injury crashes.
- Objective 2.2: Prioritize projects on school routes that reduce traffic speeds to 25 mph or less and increase the separations between pedestrians and bicyclists and motor vehicle traffic.
- Objective 2.3: Enhance low-stress alternative routes to high-stress corridors.
- Objective 2.4: Prioritize safety over travel speed, convenience, and congestion reduction in project design.
- Objective 2.5: Crossing guards will be present at all elementary schools.
- Objective 2.6: Provide annual updates on safety projects and traffic collisions to governing bodies.

Goal 3. Education: All children in the Salinas Valley will receive traffic safety education.

- Objective 3.1: Incorporate bicycle and pedestrian safety education into the curriculum in all elementary schools.
- Objective 3.2: By second grade, all children will receive pedestrian safety training in school; by fifth grade, all children will receive bike safety training in school.
- Objective 3.3: By high school, students will know the basics of bike maintenance and have opportunities to practice these skills at school or in the community.

Goal 4. Engagement: Engage the greater community to create safe environments around schools.

- Objective 4.1: Run annual community-wide campaigns that encourage neighbors to keep eyes on the streets and drivers to slow down around schools.
- Objective 4.2: Enforce traffic laws in school zones without overburdening offenders. An example would be a diversion program that requires school-zone traffic offenders to assist with crossing guard duties (Austin, TX program model).
- Objective 4.3: Recruit volunteers from the community to assist with Safe Routes to Schools programs such as walking school buses and crossing guards.

Goal 5. Equity: Ensure that all community members have equitable access to schools and Safe Routes to Schools programming.

- Objective 5.1: Prioritize infrastructure projects that serve transportation-disadvantaged and special-needs populations.
- Objective 5.2: Provide opportunities for a diverse group of community members to take leadership roles in the development and implementation of Safe Routes to Schools projects and programs. An example would be positions on a Safe Routes to Schools steering committee.
- Objective 5.3: Provide access to active transportation and safety equipment such as bicycles, scooters, helmets, and lights.

Outreach Summary

Public input was the foundation of the Safe Routes to Schools Plan. The planning team developed an outreach plan and sought input from community members to understand school transportation needs and barriers and to refine their draft recommendations. Parent and student surveys, presentations at parent meetings, and walking audits with school staff all contributed to the team's understanding of barriers to walking and biking to school in Salinas Valley cities and the types of improvements community members would like to see.

In addition, Steering Committees were formed in each of the four cities to lead a participatory budgeting process. This is a democratic process in which community members decide how to spend part of a public budget. The Steering Committees were made up of representatives from each city, including students, parents, school staff, advocates, and residents. Each Steering Committee met monthly for nine months to review project recommendations and design an election process for learning from the community about the highest priority projects in the Safe Routes to Schools Plan. TAMC allocated \$250,000 per city to construct the highest-priority projects.

- Parent Outreach
 - 42 presentations at virtual parent meetings
 - 1,109 responses to online parent survey
 - 26 responses to draft recommendations survey
 - 15,000+ parents reached through Parentsquare or social media
- Student Outreach
 - 1,824 responses to student survey
- Temporary Installations
 - 4 demonstration projects: on 12th Street in Greenfield, 5th Street in Gonzales, Front Street in Soledad, and Collins Street in King City
- Steering Committees
 - 4 Steering Committees formed, in Gonzales, Soledad, Greenfield, and King City
 - 21 projects awarded funding through participatory budgeting process
 - \$1 million in project funding awarded from TAMC

Project Prioritization

Key routes to school in each of the four cities were ranked to help decision makers and City staff prioritize projects and identify the most competitive projects for various grant funding opportunities. Grant programs often prioritize larger-scale, corridor-wide improvements, and future grant applications will likely focus on improvements to one or more streets in each city.

The corridors below were evaluated on four criteria aligned with the vision and goals of this plan and with common grant criteria. Equity scores are based on two sources: free or reduced-price meal data, which is an indicator of family income, and the Healthy Places Index map, which shows data on health indicators such as education, job opportunities, and clean air and water. Each corridor was assigned a number from 0 to 100 based on the criteria in Table 1.

Table 1: Criteria for Project Prioritization

Criterion	Description	Max Points
Safety	The following points are awarded for bicycle and pedestrian collisions in the last 10 years within 150 ft of the project, for a maximum of 30 points: <ul style="list-style-type: none"> • 5 points per fatal or severe-injury collision. • 1 point per other visible injury or complaint-of-pain collision. 	30
Access to Key Destinations	10 points for every school within 500 ft of the corridor and 5 points for every park, library, and recreation center, for a max of 25 points.	25
Equity	20 points if the project is located within an area designated as disadvantaged.	20
Community-Identified Need	15 points if the project or location was identified by 10+ members of the community during project outreach.	25
	10 points if the project or location was identified in one or more community planning documents.	
TOTAL		100

Prioritized Corridor Lists

The tables below show the highest-priority corridors for Safe Routes to Schools improvements in each of the four cities.

Table 2: Prioritized Corridors, Gonzales

Street	Cross Street 1	Cross Street 2	Score
5th Street	Alta Street	Fanoe Road	100
Elko Street	5th Street	1st Street	70
Center Street	10th Street	A Street	60
7th Street /Cielo Vista	Alta Street	Del Monte Drive	45
Belden Street	10th Street	C Street	40
Longhorn Drive	Hereford Drive	Devon Way	25

Table 3: Prioritized Corridors, Greenfield

Street	Cross Street 1	Cross Street 2	Score
Apple Avenue	13thStreet	2nd Street	100
Oak Avenue	13thStreet	2ndStreet	100
Walnut Avenue	12th Street	2ndStreet	100
Elm Avenue	13th Street	3rd Street	95
El Camino Real	Cherry Avenue	Hwy 101 off-ramp	95
9th Street	Elm Avenue	Apple Avenue	55
12th Street	Harvest Way	Elm Avenue	50
7th Street/Moreno Avenue	Tyler Avenue	End of street	40

Table 4: Prioritized Corridors, King City

Street	Cross Street 1	Cross Street 2	Score
Broadway Street	River Drive	1st Street	100
Mildred Avenue	San Antonio Drive	Broadway Street	95
San Antonio Drive	Broadway Street	Metz Road	80
Russ Street	King Street	Pearl Street	80
Pearl Street	San Lorenzo Avenue	1st Street	60
King Street	Sandringham Street	Beech Street	60
Ellis Street	Mildred Avenue	1st Street	55
Collins Street	Mildred Avenue	3rd Street	55
Division Street	Canal Street	1st Street	50

Table 5: Prioritized Corridors, Soledad

Street	Cross Street 1	Cross Street 2	Score
Main Street	Gabilan Drive	Front Street	95
Orchard Lane/3rd Street	Palm Avenue	Terraza Street	80
Gabilan Drive	San Vicente Road	Bryant Canyon Road	80
Metz Road	East Street	Tiburon Place	80
Market Street	San Vicente Road	Dixi Street	75
Monterey Street	West Street	8th Street	70
West Street	Front Street	Cuesta Court	65
Front Street	East Street	Nestles Street	50

Participatory Budgeting Approved Projects

Participatory budgeting is a democratic process in which community members decide how to spend part of a public budget. TAMC allocated \$250,000 per city to construct the highest-priority projects, and Steering Committees were formed in each of the four cities to lead a participatory budgeting process to determine the highest priority projects. The following projects were awarded funding through this process.

Table 6: Participatory Budgeting Funded Projects, Gonzales

School	Location	Project Description
All	5th Street at Hwy 101 North Entrance	Study options to install roundabout, study quick-build curb extensions, and install high-visibility crosswalks and signage.
All	5th Street at Hwy 101 South Entrance	Study options to install roundabout, study quick-build curb extensions, and install high-visibility crosswalks and signage.
All	5 th Street at Rincon Road	Install curb extensions to move the existing crosswalk closer to the center line on 5th Street. Install high-visibility crosswalks on north

		and south legs of intersection. Relocate stop bar to prevent cars from encroaching on crosswalk.
--	--	--

Table 7: Participatory Budgeting Funded Projects, Greenfield

School	Location	Project Description
Vista Verde Middle, Oak Avenue Elementary	12th Street between Oak and Elm Avenues	Install 0.24 miles of sidewalk, high-visibility crosswalks, curb ramps, and flashing stop signs.
All schools	Citywide	Upgrade signs around all school campuses.
Arroyo Seco Academy	12th Street between Cherry Avenue and Harvest Way	Install 0.12 miles of sidewalk on 12th Street.
Vista Verde Middle, Greenfield High	Heidi Drive	Install high-visibility crosswalk and school crossing signage.

Table 8: Participatory Budgeting Funded Projects, King City

School	Location	Project Description
Chalone Peaks Middle	Intersection of San Antonio Drive and Spreckels Road	Install stop bars and high-visibility crosswalks on each leg of intersection.
King City High	Intersection of Canal Street and Division Street	Install high-visibility crosswalks and ADA-compliant curb ramps on each corner of the intersection.
Del Rey Elementary	Intersection of King Street and Russ Street	Install high-visibility crosswalks and station a crossing guard at this intersection.
Del Rey Elementary	Intersection of King Street and 3rd Street	Install high-visibility crosswalks and ADA-compliant curb ramps on each corner of the intersection.
Santa Lucia Elementary	Intersection of Russ Street and Ulrey Street	Install high-visibility crosswalks on the south and east legs of the intersection, and install advance yield markings.
Santa Lucia Elementary	Intersection of 3rd Street and Ulrey Street	Install high-visibility crosswalks on the north, south, and west legs of the intersection.
Santa Lucia Elementary	Intersection of Collins Street and Mildred Avenue	Install high-visibility crosswalks on the north and east legs of the intersection and ADA-compliant curb ramps on the northeast, northwest, and southeast corners.
Santa Lucia Elementary	Intersection of Collins Street and Patterson Street	Install high-visibility crosswalks on the north and south legs of the intersection.
All schools	Ellis Street between Mildred Ave and 2nd Street	Install high-visibility crosswalks on the north and south legs of each intersection.
All schools	Intersection of Russ Street and Bassett Street	Install high-visibility crosswalks on the east and west legs of intersection and ADA-compliant curb ramps on each corner.

Table 9: Participatory Budgeting Funded Projects, Soledad

School	Location	Project Description
Jack Franscioni	Intersection of Orchard Lane and Gabilan Drive	Conduct a roundabout study. Station a second crossing guard at the intersection. Install ADA-compliant curb ramps on the northeast, northwest, and southwest corners, install stop bars and flashing stop signs on all legs, and install high-visibility crosswalk on the south leg of the intersection.
Pinnacles High	Intersection of Main Street and Gabilan Drive	Conduct a roundabout study. Dedicate two parking spaces on Main Street to a white curb loading zone for school drop-off and pick-up. Install curb extensions on the southeast and southwest corners of the intersection, and station crossing guards at the intersection, ideally one at the east and one at the west crosswalk.
Soledad High	Intersection of Benito and Gabilan Street	Install stop bars on the south leg of the intersection, install ADA-compliant curb ramps on the southwest corner, and install school-crossing pavement markings approaching the midblock crosswalk.
San Vicente Elementary	Orchard Lane, Metz Road	Install high-visibility crosswalks across side streets at Aromas Place, Cadena Drive, and Cambria Drive. Remove the current loading zone on the north side of Metz Road between Almond Acres and the midblock crosswalk, and make this a red curb. Move the loading zone to be west of the school driveway, and formalize the dirt parking lot and stripe the parking spaces.

DRAFT

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariadne Sambrano, Transportation Planner
Meeting Date: November 6, 2024
Subject: **Del Monte Boulevard / Reservation Intersection - Kimley Horn**

RECOMMENDED ACTION:

RECEIVE a presentation from Kimley Horn on the Del Monte Boulevard and Reservation Road Intersection Improvement Project and **PROVIDE** feedback on the proposed design and community impact during construction.

SUMMARY:

The Del Monte Boulevard and Reservation Road intersection project aims to improve pedestrian and cyclist safety by introducing protected crossings, ADA-compliant curb ramps, and better visibility. The project will also reduce crossing distances and vehicle speeds to enhance safety for non-motorized users. Kimley Horn will present the current design and planned improvements for committee review.

FINANCIAL IMPACT:

The project has been funded by a \$1.7 million grant from TAMC's Regional Surface Transportation Program, and additional financial information will be provided during the presentation.

DISCUSSION:

The Del Monte Boulevard and Reservation Road intersection improvement project aims to enhance safety and accessibility for pedestrians and cyclists, addressing key issues identified in several local transportation plans, including the TAMC Active Transportation Plan and the Marina Local Road & Safety Plan. This intersection serves as a critical connection point for local and regional multimodal travel, linking the downtown Marina area with the Monterey Peninsula Coastal Trail, a Class I pathway that runs between Castroville and Pacific Grove.

Existing Conditions

The current intersection design poses several challenges, including long crossing distances, exposure to high-speed vehicles, and insufficient separation between pedestrian, cyclist, and vehicular traffic. The intersection lacks a crosswalk on the south leg, and many of the existing pedestrian facilities do not meet ADA standards. High vehicle speeds and significant right-turn volumes contribute to cyclist and pedestrian discomfort, especially at the intersection corners.

Proposed Improvements

The proposed project will implement a protected intersection design with several key improvements:

- **Curb bulb-outs and ramp elements** to physically separate pedestrians and cyclists from vehicle traffic, providing a safer refuge and queuing space.
- **Shortened crosswalks and relocated crossings** to minimize exposure time for pedestrians

and cyclists.

- **High-visibility cross-bike striping** to enhance cyclist visibility and reduce conflicts with vehicles.
- **Signal timing updates**, including leading pedestrian intervals (LPI), accessible push buttons, and countdown timers, to provide priority for pedestrians and cyclists at crossings.
- **New south crosswalk** to close a gap in the pedestrian network and improve connectivity between downtown Marina and the Monterey Peninsula Coastal Trail.

These improvements are designed to increase safety, particularly for vulnerable populations such as children, people with disabilities, and seniors. Additionally, the project supports local and regional transportation goals by promoting active transportation modes, reducing congestion, and enhancing connectivity to public transportation and recreational areas.

The committee is asked to provide feedback on:

- The overall design and layout of the intersection, with a focus on the safety of pedestrians and cyclists.
- Potential community impacts during the construction phase, including traffic disruptions and outreach efforts.
- Recommendations to further improve safety and accessibility during and after construction.

ATTACHMENTS:

1. Del Monte Reservation PowerPoint Presentation

WEB ATTACHMENTS:



Del Monte / Reservation Intersection Improvements

TAMC Bike and Pedestrian Advisory Committee
(November 2024)

Kimley»»Horn

Overview Map



Monterey
Recreation Trail



Project Location
Del Monte / Reservation
Intersection

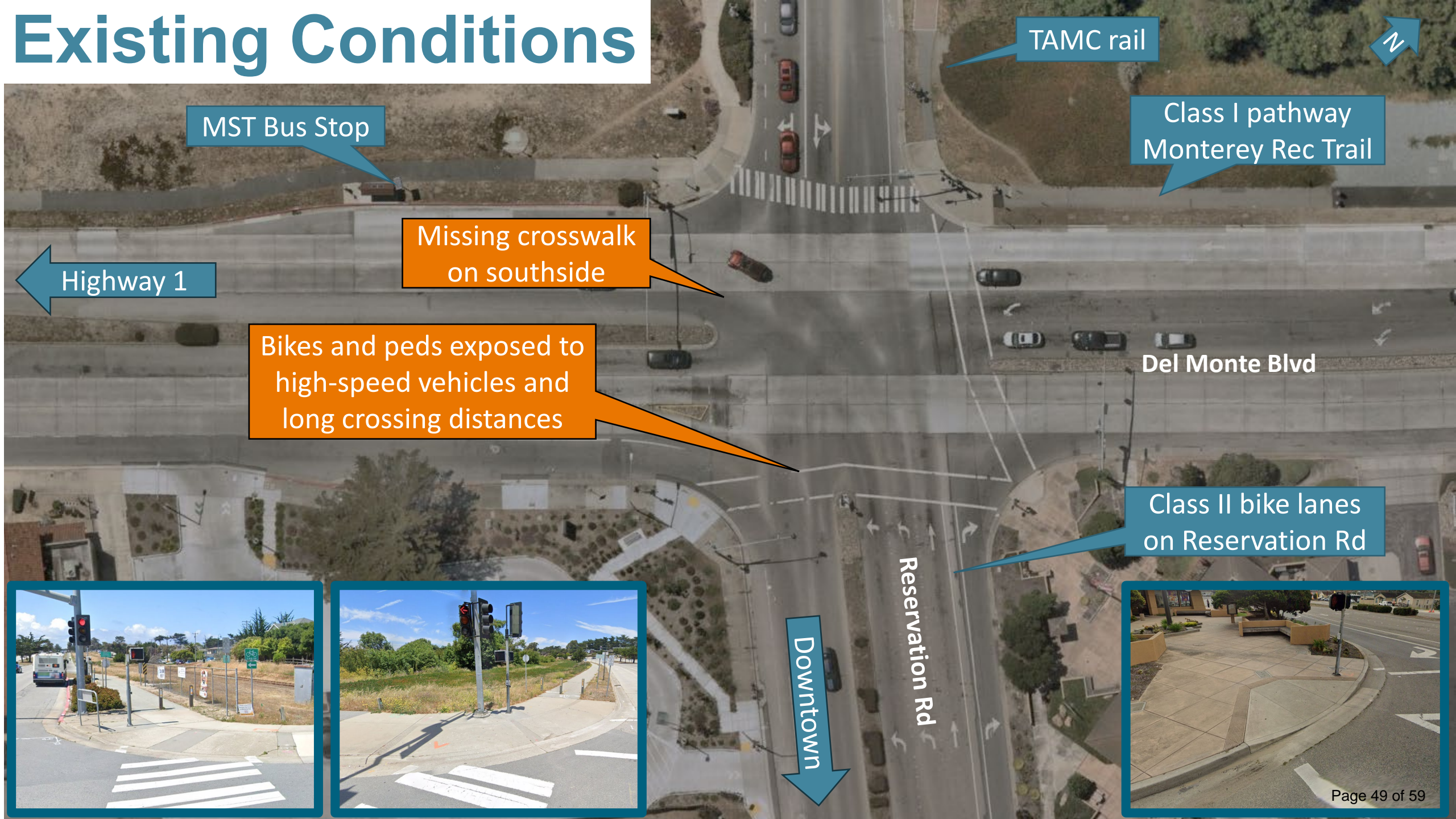
Downtown
Marina



Project Background

- Bicycle and pedestrian improvements along Del Monte Blvd and Reservation Rd identified as high priority in:
 - TAMC Active Transportation Plan
 - Marina Local Road & Safety Plan
 - Marina Downtown Specific Plan
- (August 2023) – City awarded \$1.7 million from TAMC Regional Surface Transportation Program for bike and ped safety improvements
- (October 2024) – Project presented to Marina City Council and TAMC for input

Existing Conditions



MST Bus Stop

TAMC rail

Class I pathway
Monterey Rec Trail

Highway 1

Missing crosswalk
on southside

Bikes and peds exposed to
high-speed vehicles and
long crossing distances

Del Monte Blvd

Class II bike lanes
on Reservation Rd

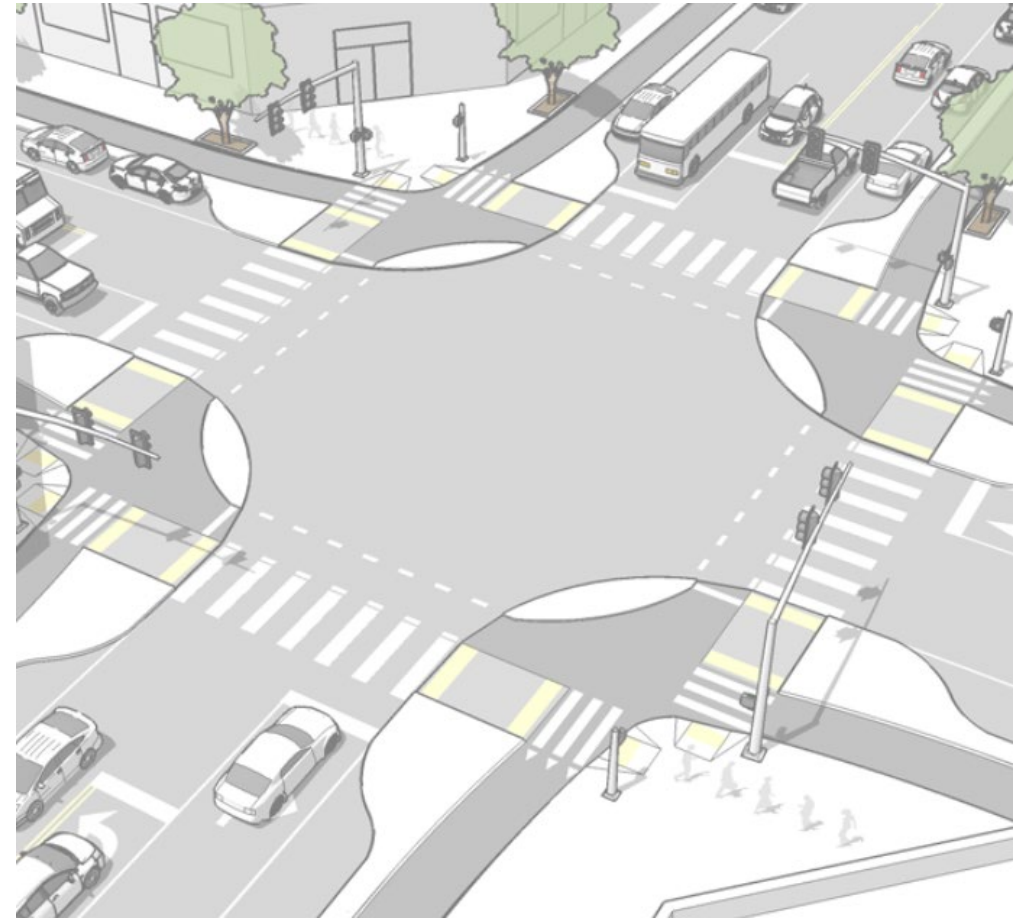
Downtown

Reservation Rd

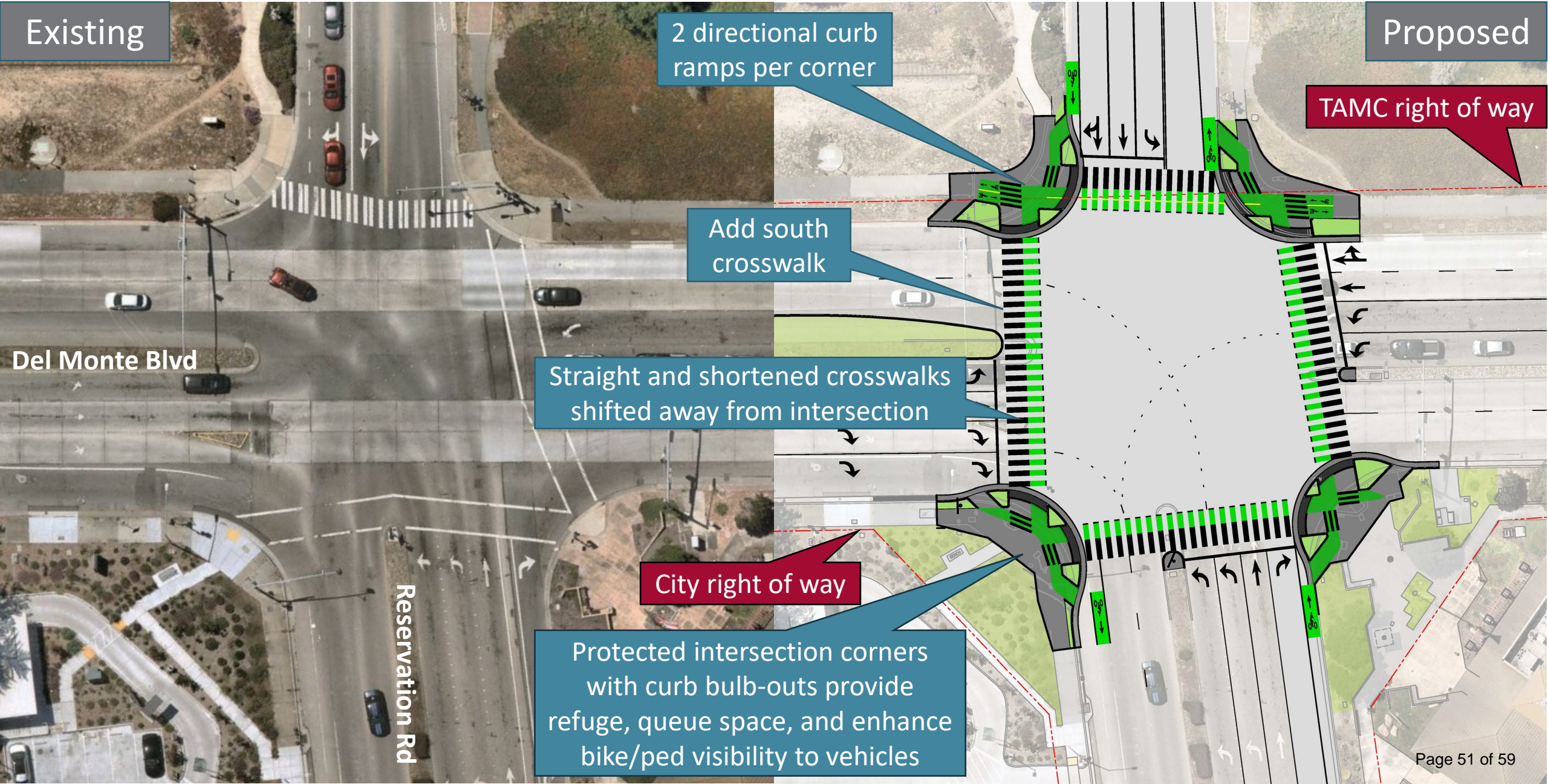


Protected Intersection

- Curb bulb-out and ramp elements that physically separate bikes & peds from vehicle traffic
- Protected queuing area for bikes & peds
- Increased bike and ped visibility
- Shorter crossing distances
- Slower vehicle turn speeds



Project Improvements



Existing

Proposed

2 directional curb ramps per corner

TAMC right of way

Add south crosswalk

Straight and shortened crosswalks shifted away from intersection

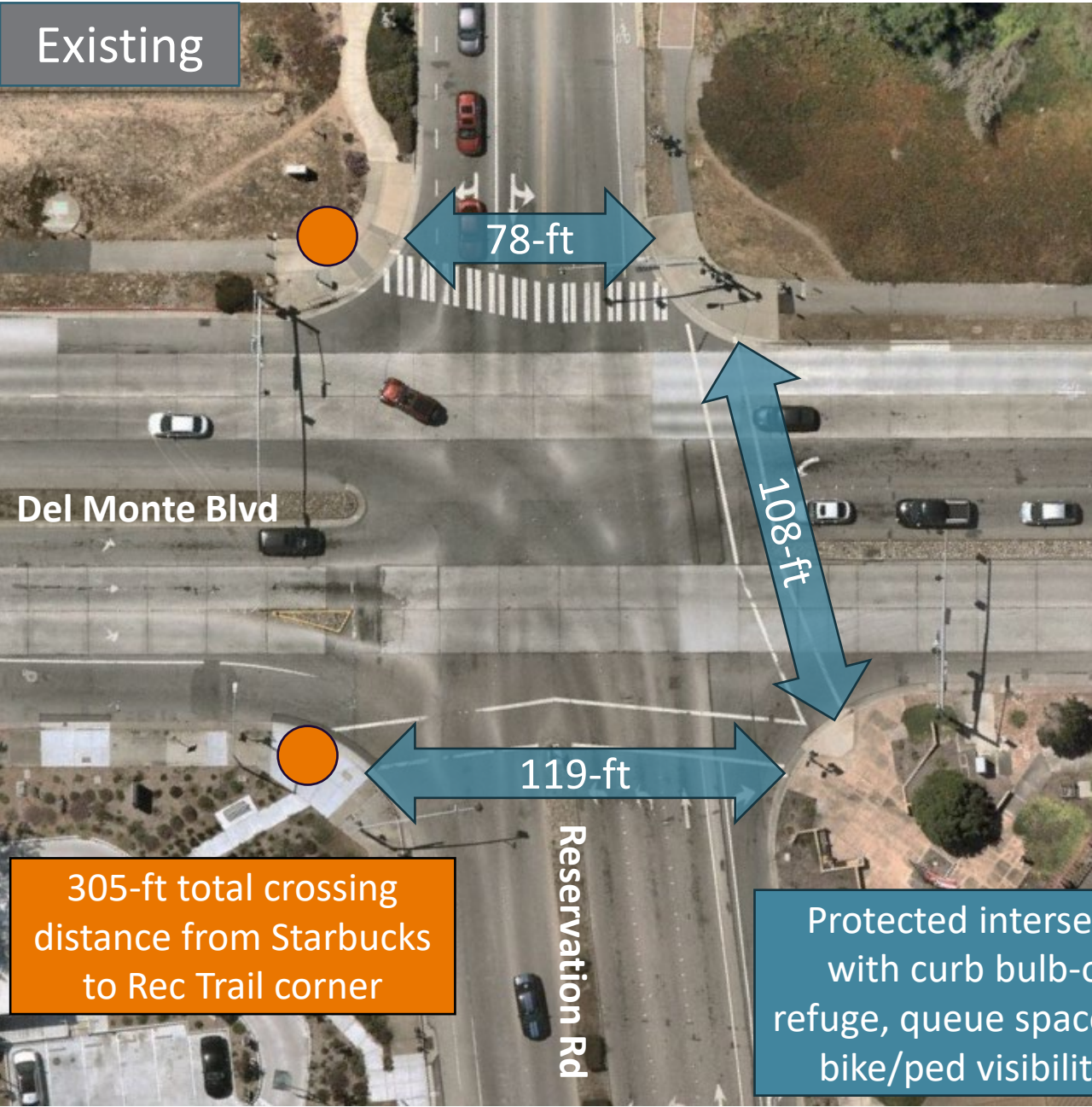
City right of way

Protected intersection corners with curb bulb-outs provide refuge, queue space, and enhance bike/ped visibility to vehicles

Del Monte Blvd

Reservation Rd

Project Improvements



Existing



Proposed

305-ft total crossing distance from Starbucks to Rec Trail corner

Protected intersection corners with curb bulb-outs provide refuge, queue space, and enhance bike/ped visibility to vehicles

Bike ramps transition cyclists onto protected corner and crosswalks

Widened bi-directional crossing separates bike and ped traffic along Class I pathway



TAMC right of way

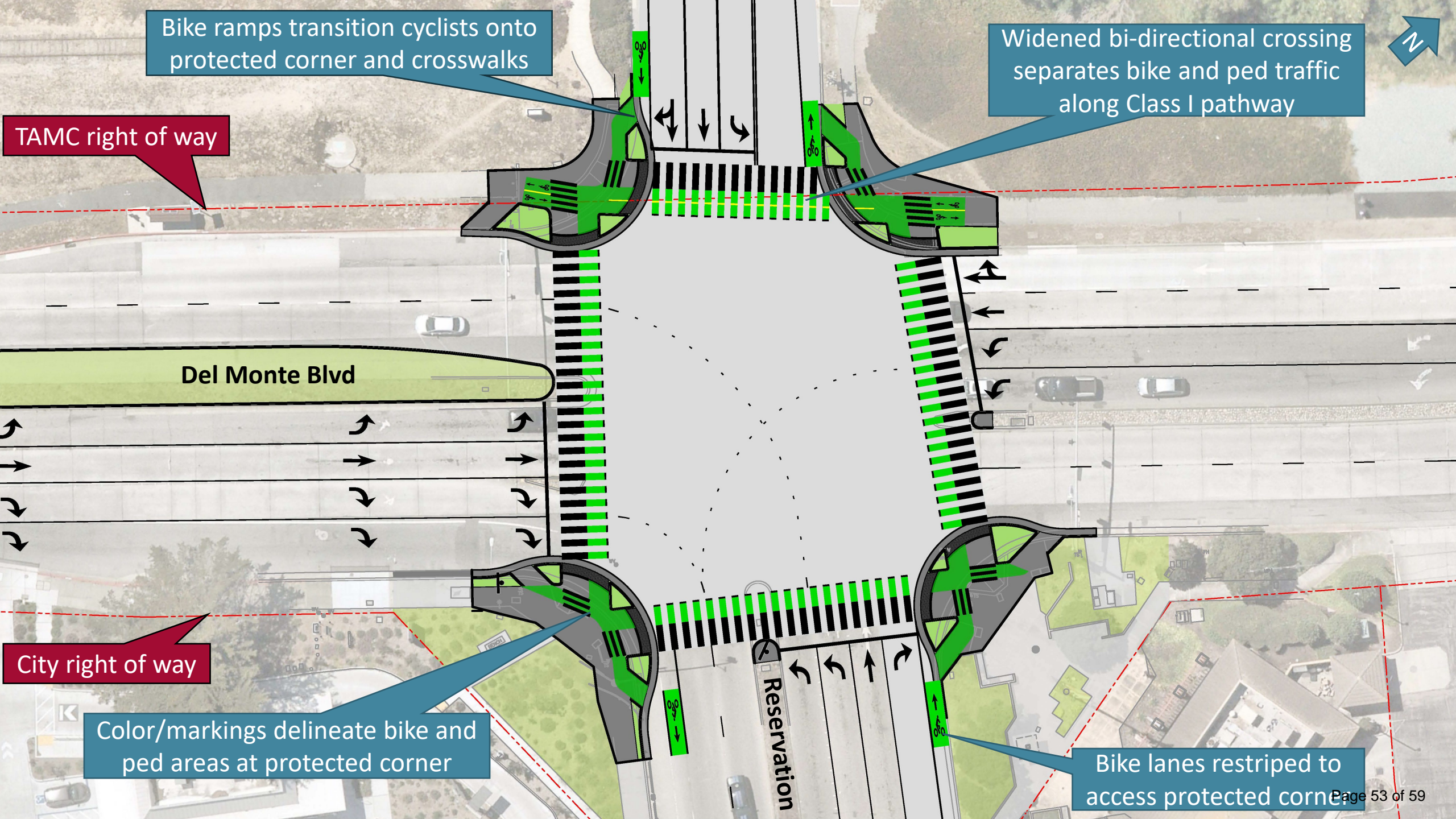
Del Monte Blvd

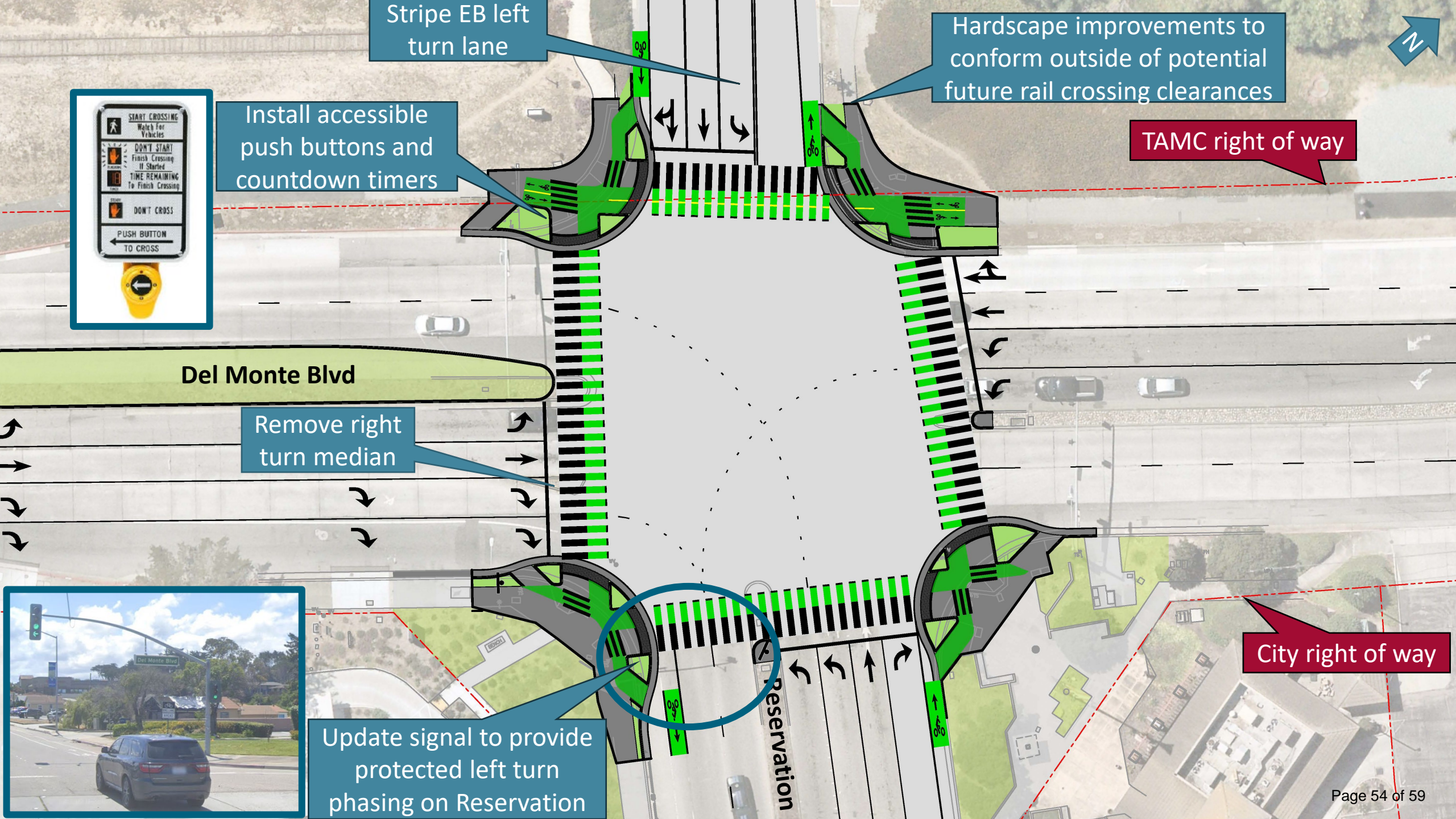
City right of way

Color/markings delineate bike and ped areas at protected corner

Bike lanes restriped to access protected corner

Reservation





Stripe EB left turn lane

Hardscape improvements to conform outside of potential future rail crossing clearances

TAMC right of way

Install accessible push buttons and countdown timers

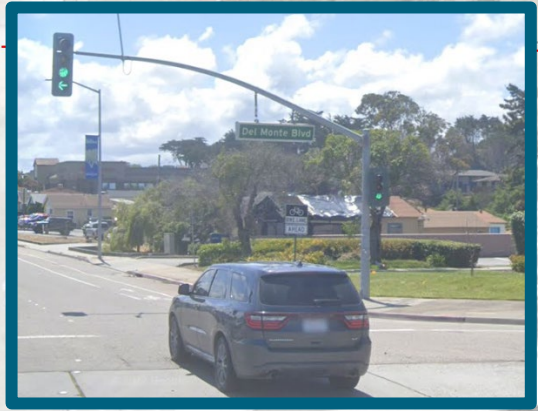


Del Monte Blvd

Remove right turn median

City right of way

Update signal to provide protected left turn phasing on Reservation



Schedule and Next Steps

Fall 2024

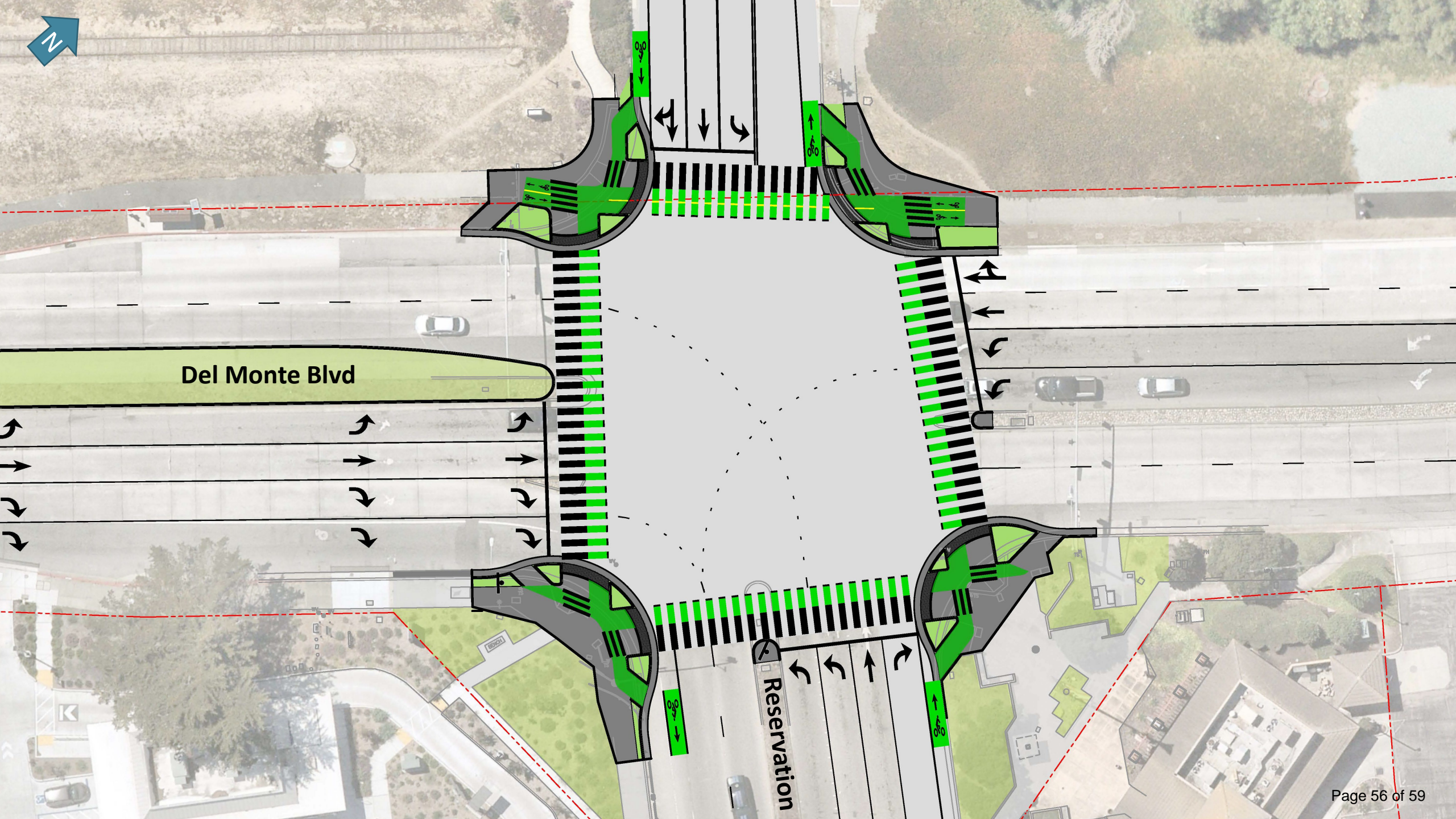
- Receive input and approval of intersection layout from TAMC, BPC, and City Council

Fall 2024 – Spring 2025

- Finalize design and prepare PS&E construction documents

Summer 2025 – Spring 2026

- Anticipated construction of project



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariadne Sambrano, Transportation Planner
Meeting Date: November 6, 2024
Subject: **Committee Meeting Calendar and Appointments for 2025**

RECOMMENDED ACTION:**Committee Meeting Calendar and Appointments for 2025**

1. **APPOINT** a Committee Chair and Vice Chair to serve a one-year term beginning January 2025; and
2. **ADOPT** the 2025 Bicycle and Pedestrian Facilities Advisory Committee meeting calendar

SUMMARY:

The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office. An election is held in November of each year pursuant to the Committee Bylaws. The proposed schedule of meetings for 2025 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m., except for January, when the meeting is on the second Wednesday to avoid conflicts with extended winter holidays, and except in the months of July and December, when all Agency committee meetings are canceled. Meeting locations for 2025 will be determined by Committee consensus.

FINANCIAL IMPACT:

There is no financial impact to the Transportation Agency budget associated with this action.

DISCUSSION:

The Bicycle & Pedestrian Facilities Advisory Committee must elect officers and approve its 2025 meeting calendar.

Committee Appointments

The Committee Bylaws indicate that “The Committee shall have a Chairperson and a Vice Chairperson who shall be elected by the general membership of the Committee.” The Committee will make nominations at the November Committee meeting and the new chair and vice chair will start serving in January 2025. The chairperson presides over all committee meetings, may vote on all matters, appoint subcommittees, and call special meetings. The current Chair is Martin Wegenstein and the Vice Chair is Mike Novo.

Meeting Calendar

The meetings will be held at the TAMC conference room at 55-B Plaza Circle, Salinas, or other location to be determined in advance of each meeting (the agenda will specify). In-person meetings are accessible for remote participation, following the revised Brown Act rules for remote participation, which requires at least a quorum to attend in person. Committee members needing to participate remotely must get prior approval from the Committee, unless timing makes that impossible, in which

case the authorization can occur at the meeting, citing “emergency circumstances.” The statute defines “emergency circumstances ”as” a physical or family medical emergency that prevents a member from attending in person.” In addition, Committee Member remote participation is limited to 20% of the meetings, meaning no more than 2 Committee meetings, per year.

ATTACHMENTS:

1. Committee_Calendar_and_Appointment 2025

WEB ATTACHMENTS:

2025 CALENDAR OF MEETINGS
BICYCLE AND PEDESTRIAN COMMITTEE MEETINGS
6:00 p.m. - 8:00 p.m.

Meetings held at the Transportation Agency Conference Room, 55-B Plaza Circle, Salinas or Alternate Monterey Peninsula Location (subject to change) Sand City Council Chamber 1 Pendergrass Way, Sand City 6:00 p.m.-8:00 p.m. or other location to be determined in advance of each meeting (the agenda will specify).

Month	Date	Day	Location
January	8*	Wednesday	TAMC
February	5	Wednesday	TAMC
March	5	Wednesday	Alt Location
April	2	Wednesday	TAMC
May	7	Wednesday	Alt Location
June	4	Wednesday	TAMC
<i>No July Committee meeting</i>			
August	6	Wednesday	TAMC
September	3	Wednesday	Alt Location
October	1	Wednesday	TAMC
November	5	Wednesday	TAMC
<i>No December Committee meeting</i>			

**January meeting moved to the 2nd Wednesday of the month to accommodate potential committee member and/or staff vacations.*