

BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)

Wednesday, April 6, 2011, 6:00 p.m.

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
(TAMC)
CONFERENCE ROOM
55-B PLAZA CIRCLE, SALINAS, CA 93901**

AGENDA

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

- 1. ROLL CALL:** Call to order and self-introductions. Committee bylaws specify that a quorum shall consist of a majority (7) of the number of voting memberships actually filled at that time (12); the existence of any vacancies shall not be counted for purposes of establishing a quorum. *If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to assure a quorum is appreciated.*
- 2. PUBLIC COMMENTS/ANNOUNCEMENTS:** Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today's agenda may be given when that agenda item is discussed.

BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for items 3.1 below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

- 3.1 APPROVE** minutes of Committee meeting March 2, 2011.
– Montiel

Pages 5 - 8

END OF CONSENT AGENDA

4. **ELECT** a Committee Chair to serve a seven-month term beginning of May 2011 upon election and **APPROVE** a certificate of appreciation to Mr. Robert Cruickshank for his three years of service on the Bicycle and Pedestrian Facilities Advisory Committee.
–Cheung **Pages 9 - 11**

In March, Mr. Robert Cruickshank resigned his post as the Committee Chair due to job relocation. The Committee is responsible for selecting a new Chair to serve a seven-month term in office. An election for both the Chair and Vice-Chair positions will take place in November of this year.

5. **PROVIDE** comments on the draft pedestrian recommendations and **RECOMMEND** approval of draft pedestrian project prioritization criteria.
–Cheung **Pages 12 - 27**

A draft set of pedestrian network recommendations, including countywide priority areas, locally identified pedestrian projects for implementation, and a list of evaluation criteria for future funding opportunities have been developed for input and approval.

6. **RECEIVE** report on the 2011 Monterey County Bike Week events, **DISCUSS** event coordination details and **APPOINT** members to serve on a subcommittee selecting a Golden Helmet Award winner.
–Cheung **Pages 28 - 33**

The Transportation Agency is in the process of coordinating the 17th annual Monterey County Bike Week including events such as Discounted Bicycle Safety check, Bike-to-School and Bike-to-Work day, Company bike challenge and Golden Helmet Award. Staff needs assistance from Committee members in various areas to conduct a successful bike week.

7. **ANNOUNCEMENTS** and/or **COMMENTS** from Bicycle and Pedestrian Facilities Advisory Committee members on bicycle and pedestrian related items that are not on the agenda. **No Enclosure**

8. ADJOURNMENT.

ANNOUNCEMENTS

Next Committee meeting:

Wednesday, May 4, 2011

Transportation Agency for Monterey County Conference Room

55-B Plaza Circle, Salinas, California 93901

Light refreshments will be provided

**If you have any items for the next agenda, please submit them to:
Kaki Chen, Bicycle and Pedestrian Coordinator
By Thursday, April 21, 2011
kaki@tamcmonterey.org**

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

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

The Committee Agenda will be prepared by Agency staff and will close at noon Thursday, April 21, 2010 nine (9) working days before the regular meeting. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

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

CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

This agenda with all attachments is available online at
<http://tamcmonterey.org/committees/bpc/meetings.html>

Online

Correspondence

- C1** February 28, 2011 letter from Debra L. Hale to Christine Di Iorio, Community Development Director, City of Marina re: Support for City of Marina Bicycle Transportation Account Grant Application.
- C2** March 24, 2011 letter from Debra L. Hale to Richard Deal, City of Monterey re: Support for City of Monterey's Community Based Transportation Planning Grant Application.
- C3** March 24, 2011 letter from Debra L. Hale to Jason Burnett, City of Carmel-by-the-Sea re: Support for City of Carmel-by-the-sea's Community Based Transportation Planning Grant Application.

Reports, Meetings, Announcements and Publications

None this month.

Media Clippings

None this month.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee
Draft Minutes of March 2, 2011
Held at the Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA

Voting	Members	MAY 10	JUN 10	AUG 10	SEP 10	NOV 10	JAN 11	FEB 11	MAR 11
	Eric Petersen, District 1	P	C	C	P	P	P	P	P
	D.L. Johnson, District 2	P	A	A	P	P	P	-	P
	District 4 Jeff Wriet (<i>Geoffrey Shester</i>)	P	N	N	P	P	P	P	P
	Mathew Sundt, District 5 (<i>Geof Tibbitts</i>)	P	C	C	TC	-	-	P	E
	Del Rey Oaks - Vacant	-	E	E	-	-	-	-	-
	Gonzales - Vacant	-	L	L	-	-	-	-	-
	Greenfield - Vacant	-	L	L	-	-	-	-	-
	King City - Vacant	-	E	E	-	-	-	-	-
	Dominick Askew, Marina City (<i>Debra Daniels</i>)	P	D	D	P	P	P	-	-
	Robert Cruickshank, Monterey, Chair	P			E	P	P	E	E
	Henry Leinen, Pacific Grove (<i>Jan Roehl</i>)	-			P(A)	P(A)	P(A)	P(A)	P(A)
	Judge Alan Hedegard, Salinas, Vice Chair (<i>Chris Flescher</i>)	P			P	P(A)	P(A)	P	P
	Sand City - Vacant (<i>Mike Morris</i>)	-			-	-	-	-	-
	William Randall, Seaside	-			P	-	-	-	-
	Soledad - Vacant	-			-	-	-	-	-
	David Craft, MBUAPCD (<i>Nathan Pierce</i>)	P			P(A)	P	-	P	P
	Alexander Cappelli, Velo Club of Monterey (<i>Robin Harness</i>)	P			P	P	P	P	P
	Jonathan Garcia, FORA (<i>Stan Cook</i>)	P			P	P	E	P	P
	N. County Recreation & Park District - Vacant	-			-	-	-	-	-

Non Voting Members									
	James Serrano, Salinas Public Works	-			-	-	-	-	-
	Patricia Lopez, County Public Works (<i>Oga Carranza</i>)	-			-	P	-	-	-
	Adam Fukushima, Caltrans - District 5	-			-	-	-	-	-
	Sasha Tepedelenova, AMBAG	E			-	-	-	-	-
	Kevin Cole, Pebble Beach Company	-			E	-	P	P	P
	CSUMB – Vacant		-			-	-	-	-

TRANSPORTATION AGENCY STAFF								
Debbie Hale, Executive Director	E			E	E	P	-	E
Don Bachman, Deputy Executive Director	P			P	E	E	P	P
Hank Myers, Assoc. Transp. Planning Engineer	-			-	-	-	-	-
Todd Muck, Principal Transportation Planner	-			-	-	-	-	-
Kaki Cheung, Associate Transportation Planner	P			P	P	E	P	-
Christina Watson, Senior Transportation Planner	-			-	P	-	-	-
Maria Montiel, Administrative Assistant	P			P	P	P	P	P

1. OTHERS PRESENT:

Chris Flescher City of Salinas Alternate

Chair Judge Alan Hedegard called the meeting to order at 6:03 p.m. Quorum was established and self-introductions were made.

2. PUBLIC COMMENTS

Committee member Eric Petersen announced that the Salinas Junior Development Criterium will take place at the Salinas Airport on March 20th.

Committee member David Craft shared that he received an email on European Parking Study and it demonstrates different parking methods. Mr. Craft will ask Ms. Kaki Cheung forward the email to Committee members.

3. BEGINNING OF CONSENT AGENDA

M/S/C Wriet/ Johnson /unanimous

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of February 2, 2011.

END OF CONSENT AGENDA

4. MONTEREY BAY AREA PUBLIC PARTICIPATION PLAN UPDATE

The Committee received *Draft 2011 Monterey Bay Area Public Participating Plan* and direct comments to the Association of Monterey Bay Area Governments.

Don Bachman, Deputy Executive Director reported that the Association of Monterey Bay Area Governments (AMBAG) is required by federal regulations to prepare and maintain a public participation plan for the three counties. The Plan will describe how public participation will be structured for federally funded transportation plans, programs and projects in the region. He noted that the existing Public Participation Plan essentially identifies the Agency’s current public process and outreach program to describe how public outreach will be solicited for transportation issues in Monterey County. Mr. Bachman mentioned that, to address additional state requirements, the Transportation Agency has coordinated with AMBAG to prepare an update to the Public Participation Plan, which will immediately serve as a guide for undertaking public outreach related to the Agency’s preparation of the next Regional Transportation Plan for Monterey County. *The Draft 2011 Monterey Bay Area Public Participation Plan* is included as a Web attachment to this report and available on the AMBAG website at www.ambag.org

In conclusion Mr. Bachman noted that the Transportation Agency has coordinated with AMBAG to prepare an update to the plan, which was released by AMBAG on February 9, 2011 for a 45-day public review period that closes on March 30th. If you have any questions please submitted to the AMBAG offices in writing (P.O. Box 809, Marina, CA 93933), by fax (831-383-3755) or by email to lmeckel@ambag.org.

5. REVISED DRAFT BICYCLE PROJECT RANKING LIST

The Committee provided comments on the revised draft bicycle project ranking for the 2010 Monterey County Bicycle and Pedestrian Master Plan, and recommended Transportation Agency Board approval of the proposed top ten regionally significant projects.

Don Bachman, Deputy Executive Director presented on the revised Draft Bicycle project-ranking list. He noted that at the February Committee meeting, a subcommittee was appointed to propose the top ten regionally significant bicycle projects. Based on feedback from the January Committee meeting and the subcommittee, the consultant has updated the maps and revised the project ranking. Agency staff is seeking comments and recommendation of approval from the Committee members on the proposed top ten projects.

The Committee discussed the potential projects and arrived at the following top seventeen bicycle projects proposed for the Plan:

1. Class 2 bike lane on Imjin Parkway
2. Class 2 bike lane on Canyon Del Rey Blvd. (HWY 218)
3. Castroville Railroad Crossing
4. Class 2 bike lane on Blanco Road from Reservation Road to Davis Road
5. Class 2 bike lane on Davis Road from Blanco Road to Rossi Street
6. Class 2 bike lane on Blanco Road from Davis Road to Abbott Street
7. Class 2 bike lane on Broadway Avenue
8. Class 2 bike lane on Highway 68 from San Benancio Road to Josselyn Canyon Road
9. Class 1 bike path for the Moss Landing segment of Sanctuary Scenic Trail
10. Class 2/3 bike lane/route on San Juan Grade Road from Boronda Road to County line
11. Restoration of Gabilan Creek Trail
12. Class 2 bike lane on Central Ave. between Davis to Hartnell
13. Improvements on Highway 68 to Salinas
14. Improve Alignment on Carmel Valley Road to Highway 68 thru Hatton Canyon
15. Improve connection on Highway 1
16. Highway 68 widening on Salinas River
17. Class 2 bike lane from Lovers Point to 17 Mile Dr.

M/S/C Petersen/ Craft
Oppose: Capelli

Committee Member Eric Petersen motioned to adopt the seventeen bicycle projects proposed above.

6. MODERN ROUNDABOUTS

The Committee received a presentation on how modern roundabout intersections improve safety, reduce congestion and lower lifetime maintenance costs. Current planned modern roundabout locations in Monterey County will also be discussed.

Don Bachman, Deputy Executive Director presented on the modern roundabouts. He reported that a roundabout is a method of intersection traffic control. It is a circular, constant movement, low speed intersection the features include: raised center island, splitter islands with ped refuge, yield on entry and counterclockwise travel. He noted that the roundabout advantages are; safer than other forms of traffic control, reduced delay/ increase in traffic capacity, less expensive to operate than signals, improved walkability and environmentally friendly. Mr. Bachman mentioned the following advantages of why roundabouts are safer:

- Fewer conflict points for vehicle, cyclist and peds
- Vehicle speeds are low (approximately 20 mph)
- Lower speeds and geometry reduce severity of crashes
- Ped crossings are shorter and require looking in one direction only
- Less Expensive to operate
- Reduce delay and decrease fuel consumption

In conclusion Mr. Don Bachman noted that the roundabouts are traffic control devices that reduce emissions, accidents, noise, surface runoff, cost of maintenance, vehicle delays and vehicle stops. Roundabouts increase landscaping, livability, pedestrian safety, and vehicle capacity. He noted that every intersection should be evaluated prior to installing.

7. ANNOUNCEMENTS AND/OR COMMENTS FROM COMMITTEE ON BICYCLE AND PEDESTRIAN RELATED ITEMS THAT ARE NOT ON THE AGENDA

None this month.

8. ADJOURNMENT

Chairman Judge Alan Hedegard adjourned the meeting at 7:57 p.m.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Kaki Cheung, Associate Transportation Planner
Meeting Date: April 6, 2011
Subject: Committee Chair Election

RECOMMENDED ACTION:

ELECT a Committee Chair to serve a seven-month term beginning of May 2011 upon election and **APPROVE** a certificate of appreciation to Mr. Robert Cruickshank for his three years of service on the Bicycle and Pedestrian Facilities Advisory Committee.

SUMMARY:

In March, Mr. Robert Cruickshank resigned his post as the Committee Chair due to job relocation. The Committee is responsible for selecting a new Chair to serve a seven-month term in office. An election for both the Chair and Vice-Chair positions will take place in November of this year.

FINANCIAL IMPACT:

There is no financial impact at this time.

DISCUSSION:

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.” At the November 2010 meeting, Committee members elected Mr. Robert Cruickshank as the Committee Chair. Due to job relocation, Mr. Cruickshank has resigned from his post in March.

The Committee shall make nominations at the Committee meeting for a new Chair to serve a seven-month term limit beginning of May 2011. Responsibilities of the chairperson include leading all Committee meetings, voting on all matters, appointing subcommittees, and calling special meetings. The current Vice Chair is Mr. Alan Hedegard. The normal election cycle will resume in November of this year.

Mr. Robert Cruickshank, representing the City of Monterey, began serving on the Bicycle and Pedestrian Facilities Advisory Committee in 2008. Mr. Cruickshank began serving as Committee

Chair in January 2010 and has been known for his eloquent speaking style and openness to accepting new ideas. Staff recommends the Committee approve a certificate of appreciation to Mr. Cruickshank recognizing his service and dedication to the Committee.

Approved by: _____
Debra L. Hale, Executive Director

Date signed: _____

Regular Agenda

Counsel Review: N.A

Attachment: Certificate of Appreciation

CERTIFICATE OF APPRECIATION

PRESENTED TO

Robert Cruickshank

By

The Bicycle and Pedestrian Facilities Advisory Committee

Our sincerest appreciation for your commitment, insight, and leadership in promoting alternative mode of transportation and adding an inestimable value to the Committee and community at large.

Recognized By

Acknowledged By

Committee Chair

Executive Director
Debra L. Hale



TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Kaki Cheung, Associate Transportation Planner
Meeting Date: April 6, 2011
Subject: Pedestrian Recommendations for Bike and Pedestrian Plan

RECOMMENDED ACTION

PROVIDE comments on the draft pedestrian recommendations and **RECOMMEND** approval of draft pedestrian project prioritization criteria.

SUMMARY

A draft set of pedestrian network recommendations, including countywide priority areas, locally identified pedestrian projects for implementation, and a list of evaluation criteria for future funding opportunities have been developed for input and approval.

FINANCIAL IMPACT

There is no financial impact at this time.

DISCUSSION

Walking trips are the foundation of transportation system and provide connectivity to automobile and transit modes. As part of the Bicycle and Pedestrian Plan, draft countywide pedestrian priority areas have been defined, not only to be used as a framework to identify locations in most need of improvement, but also as a starting point for the Transportation Agency and local jurisdictions to target and focus scarce financial resources.

The recommended priority areas are:

- Locations where people walk more frequently, including downtowns, school zones, transit stops and regional trails; and
- Locations where people need to walk, but encounter significant barriers due to the lack of facilities and high speed, high volume traffic, including major arterials and new or

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reconstructed freeway interchanges that can benefit from additional improvements to encourage safe and convenient pedestrian and bicycle travel.

With assistance from the local public agencies, a set of specific pedestrian facility improvements vital to the countywide and local pedestrian networks has been identified. While not all communities in Monterey County submitted projects to be included in the Plan, those included represent local jurisdictions' priorities. These improvements may include sidewalk gap closures and amenities such as lighting and benches, intersection safety improvements, crosswalks and crossing improvements including signalization, curb ramp installation, and pedestrian walkway/paseo. Transportation Agency Staff continues to reach out to local agencies encouraging the submission of projects.

Finally, a preliminary list of criteria has been compiled for the future evaluation of projects for funding opportunities. The criteria links to the following questions:

- Does the project fall within a pedestrian priority area?
- Does the project improve pedestrian safety?
- Does the project provide for or improve facilities for people with disabilities, children, seniors or a vulnerable population?
- Is the project identified in the priority project list submitted by local agencies?
- Is the project consistent with the relevant pedestrian design guidelines?

Transportation Agency staff requests Committee members to review and support the countywide pedestrian priority areas, comment on the local priority project list, and recommend approval of the draft pedestrian project prioritization criteria.

Approved by: _____ Date signed: _____
Debra L. Hale, Executive Director

Regular Agenda

Counsel Review: N.A

Attachment: Draft Pedestrian Recommendations

8. Pedestrian Improvements

While walking is the least expensive and for some, the only transportation mode, implementing, building, and maintaining a high quality pedestrian system requires comprehensive planning and long term funding. Everyone who lives in and visits Monterey County is a pedestrian; whether they walk to work, walk to school, walk to transit, or walk from their car to a shopping destination. As these examples evidence, walking trips are the foundation of our transportation system and provide connectivity to automobile and transit modes. For these reasons, this 2011 Transportation Agency for Monterey County (TAMC) Bicycle and Pedestrian Plan include the following recommendations to focus investment in capital projects to improve walking:

- Definitions for countywide pedestrian priority areas
- Locally-identified pedestrian projects for potential implementation in the short-term
- Evaluation criteria for use in future TAMC calls-for-projects

The recommended countywide pedestrian priority area definitions provide TAMC with a starting point for focusing scarce financial resources in the areas where people walk most often and where people need to walk but encounter significant barriers. First and foremost, these pedestrian priority areas emphasize investment in areas where people walk frequently including downtowns, school zones, transit stops, and regional trails. In addition to these areas with concentrated walking trips, investment should also be focused in areas where people frequently need to walk but encounter significant gaps in the pedestrian network due to lack of facilities and high-speed, high volume traffic. These areas include crossings of major arterials, at-grade highways, and interchanges in areas where there are pedestrian attractors and generators.

This plan includes locally-identified pedestrian projects that reflect local priorities at the time that this Plan was prepared. These projects should be considered for short-term implementation provided that they fall within the recommended countywide pedestrian priority areas and that they rank favorably according to the additional criteria recommended below. These projects are not guaranteed funding by virtue of listing in this Plan, but are considered likely candidate projects.

Finally, this plan recommends preliminary evaluation criteria that can be refined and adopted by TAMC for use in future evaluation of pedestrian projects submitted by local jurisdictions in response to call-for-projects under various funding programs including TDA Article 3, TAMC Measure Z Regional Bicycle/Pedestrian Facilities, Local Street and Road Maintenance, and Transit.

8.1. Countywide Pedestrian Priority Areas

Pedestrian trips are and will continue to be concentrated in key geographic areas in Monterey County, as introduced above, thus it is important to focus investment of scarce resources in these geographic areas. AMBAG's *Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure Blueprint* (AMBAG Blueprint) provides a regional, consensus-based starting point for focusing pedestrian investment for Monterey County in the short-term. The AMBAG Blueprint Priority Areas capture existing concentrations of residential land use, commercial and employment centers, and industrial that offer potential for future infill development. These AMBAG Blueprint Priority Areas are outlined in greater detail below, under 8.1.1. The AMBAG Blueprint Priority Areas do not however capture other areas that are important for Monterey County pedestrian infrastructure investment. This TAMC Plan adds the following additional geographic priorities to the AMBAG Blueprint Priority Areas: major barriers to walking, safe routes to school areas, and safe routes to transit connections.

8.1.1. AMBAG Blueprint Priority Areas

The AMBAG Blueprint describes how communities in Monterey County can grow in a sustainable fashion. The Blueprint's Sustainable Growth Scenario identifies priority areas for compact development centered around transit and job centers. Figure 8-1 and Figure 8-2 present the locations of these Priority Areas. The AMBAG Blueprint Priority Areas capture existing concentrations of residential land use, commercial and employment centers, and industrial that offer potential for future infill development.

AMBAG's specific methodology defines the priority areas by the following characteristics:

- Areas within one half mile of proposed transit stops for Monterey-Salinas Bus Rapid Transit line and TAMC's Light Rail Line
- Areas identified in City and County General Plans as:
 - Density of 15 dwelling units per acre or higher
 - Higher density commercial and industrial areas
- Areas were excluded if they:
 - Fell within an open space, agricultural or conservation easement area
 - Did not fall within at least one of the following: transit corridor, city boundary, sphere of influence or in an annexation area

Future pedestrian infrastructure investments in the Blueprint Priority Areas should at minimum include creation of a continuous pedestrian network through construction of new sidewalks and intersection improvements and crossing improvements. Sidewalks in these more dense areas with higher walking rates should ideally include a planted/furniture zone, a wide pedestrian through zone, and a frontage zone.

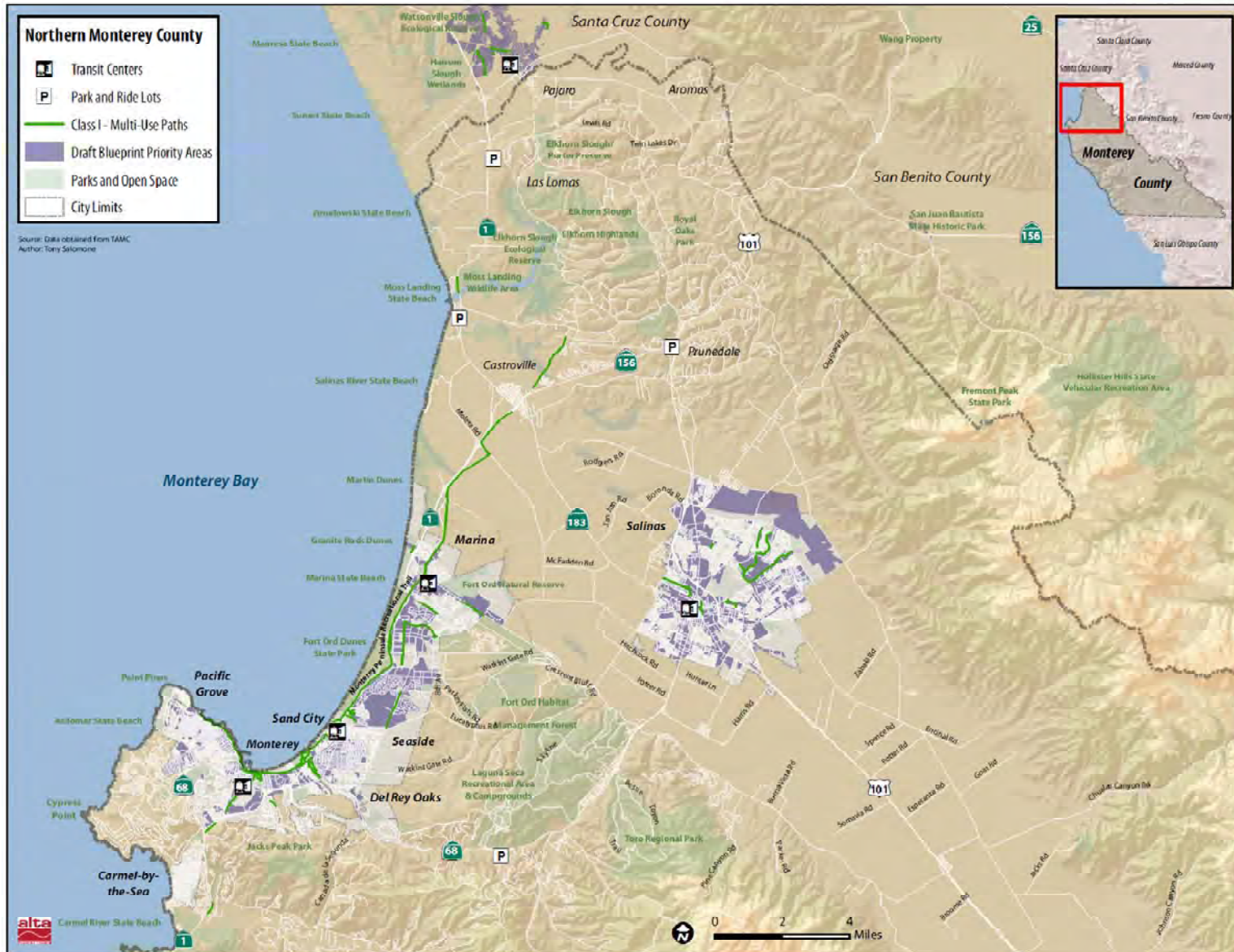


Figure 8-1: Northern County AMBAG Blueprint Priority Areas (DRAFT)

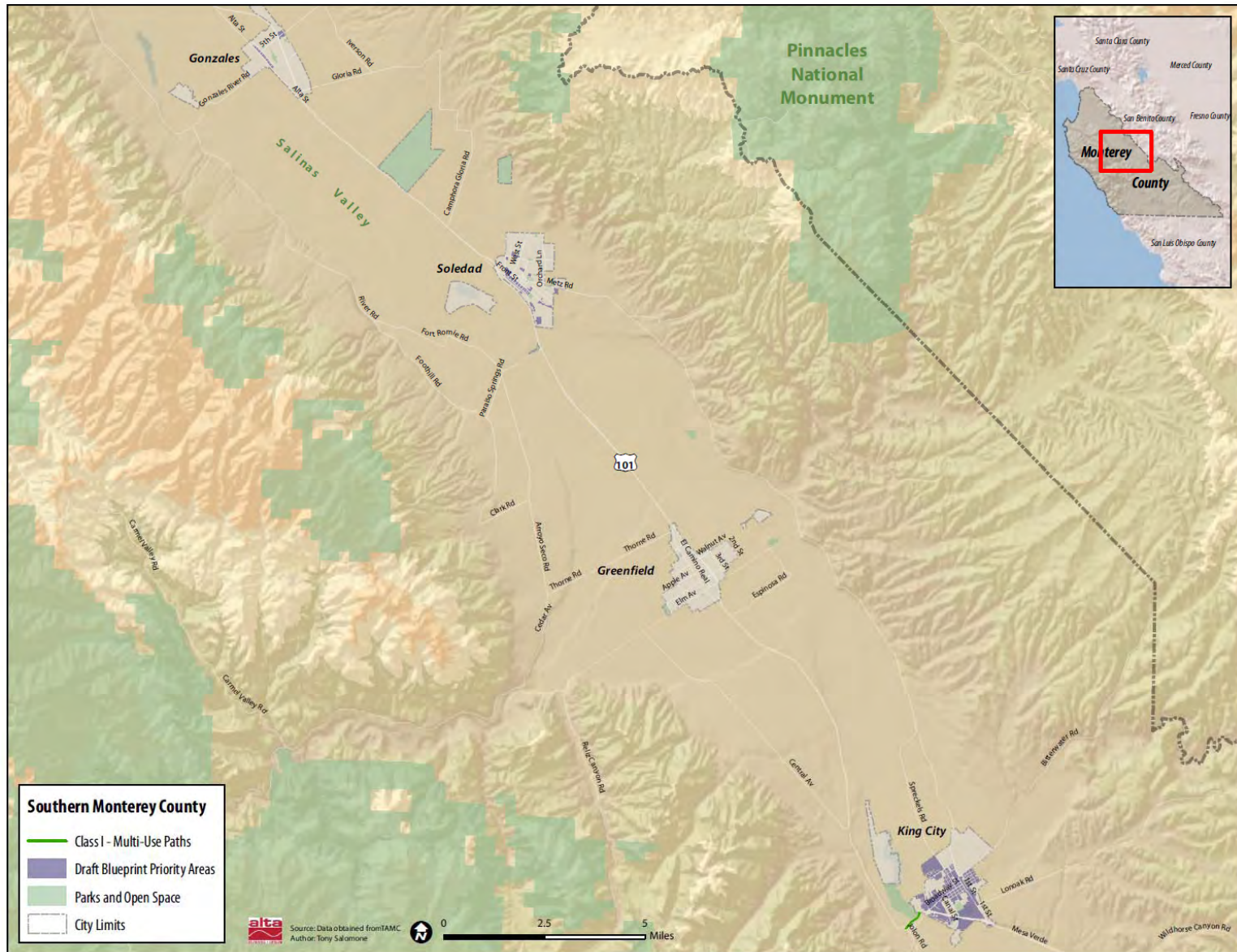


Figure 8-2: Southern County AMBAG Blueprint Priority Areas (DRAFT)

8.1.2. Major Barrier Crossing Areas

Major barriers to walking that influence countywide pedestrian mobility and safety include both physical barriers, long and design barriers such as blocked or long unprotected crossings of State routes, railroads, and large arterial roadways. Major barrier crossing improvements benefit both bicyclists and pedestrians. New or improved crossings for pedestrians are especially beneficial where they would connect pedestrian attractors and generators that are currently separated such as a crossing improvement or sidewalk gap closure project on a major arterial that connects a school site to an isolated neighborhood. Additionally, new or reconstructed freeway interchanges can benefit from additional design improvements to encourage safe convenient pedestrian and bicycle access or dedicated bicycle and pedestrian overcrossings.

Projects in these focus areas will generally consist of crossing and sidewalk improvements on major arterials designated in the Monterey County Regional Road System (Monterey County Regional Transportation Plan, 2010) pedestrian over and undercrossings at freeway interchange and ramp areas, improvements to at-grade arterial intersections, and pedestrian-related improvements to interchanges.

8.1.3. Safe Routes to School Areas

Safe Route to School improvements facilitates walking and bicycling schools in Monterey County. A one-mile radius around a school is considered the highest priority for Safe Routes to School infrastructure improvements. Pedestrian improvements in Safe Routes to School areas will improve safety and help encourage children to walk to school.

Projects in these priority areas may include sidewalk installation along school access routes, development of improved pedestrian crossings, and traffic calming measures to help reduce motor vehicle speeds.

8.1.4. Safe Routes to Transit Areas

Access to transit can be a challenge for pedestrians and is a priority improvement for the Transportation Agency for Monterey County. In some cases, there are few or no safe and convenient walkways between residential areas and transit stops and stations. Intersections and crossings near station areas can be challenging and unpleasant to navigate because of large intersections and vehicular volume and speeds. Pedestrian improvements in transit areas will improve safety while making transit accessible to more people. Priority Safe Routes to Transit should focus on the Monterey-Salinas Transit Regional Fixed Route service lines as determined in the Regional Transportation Plan, in addition to the Monterey-Salinas Bus Rapid Transit and Light Rail projects captured under 8.1.1 AMBAG Blueprint. Projects within these priority areas will generally consist of sidewalks, wayfinding signage, intersection improvements within a half-mile radius of Amtrak and future light rail and a quarter-mile of major bus lines, and bus stop and transit station amenities that improve the pedestrian experience.

8.1.5. Regional Trails and Trail Access

Regional trail facilities meet important recreation and transportation needs for Monterey County residents. Trails are typically a significant investment for implementing agencies, and to protect this investment, trail use should be maximized by providing convenient pedestrian access and safe crossings of roadways.

Projects in these priority areas will consist of pathway construction, trailhead amenities, and crossing improvements along the Monterey Bay Sanctuary Trail and other trails of regional significance.

8.2. Priority Project List

As part of this Plan’s development, a request for priority pedestrian projects was sent to all communities within Monterey County. While not all communities submitted projects, the following are those submitted.

8.2.1. Monterey County

Table 8-1 presents specific priority pedestrian improvement projects in unincorporated Monterey County. The projects include installation of sidewalks where there are none.

Table 8-1: Monterey County Pedestrian Improvements

Location	Start	End	Improvement
Las Lomas Dr	Hall Rd	Thomas Rd	New sidewalks, new drainage system and Class II bike lanes
Moss Landing Road	Marine Lab	Highway 1	Design and construct storm drain and street improvements.
Intersection Improvements			
Boronda Road and Rancho Road at Carmel Valley Road			Widen and reconfigure the intersections
Country Club Drive at Carmel Valley Road			Widen and reconfigure intersection
Unincorporated Countywide Improvements			
Sidewalk gap closure			
Sidewalk repair and maintenance			
Sidewalk amenities including lighting and benches			

8.2.2. California State University Monterey Bay

Specific pedestrian priority projects for California State University Monterey Bay are presented in Table 8-2. The projects primarily include providing pedestrian connections from the roadway network to campus buildings and athletic areas.

Table 8-2: California State University Monterey Bay Pedestrian Improvements

Location	Start	End	Improvement
2nd Ave to Otter Sports Center	2nd Ave	Otter Sports Center	New sidewalk walkway path
2nd Ave to Sports Fields	2nd Ave	Sports Fields	New sidewalk walkway path
Inter-Garrison Rd (south side)	2nd Ave	Ocean Hall (closest building)	New sidewalk
Inter-Garrison Rd (south side)	4th Ave	5th Ave	New sidewalk
Divarty St (south side)	Tide Hall	Library	New sidewalk

Location	Start	End	Improvement
Inter-Garrison Rd south to Science Bldg	Inter-Garrison Rd	Science Bldg	New sidewalk walkway path
B St	6th Ave	Watershed Institute	New sidewalk
3rd Ave	Inter-Garrison	Child Center	New sidewalk
4th St	General Jim Moore Blvd	Black Box Cabaret	New sidewalk
General Jim Moore Blvd to Stadium	General Jim Moore Blvd	Stadium	New sidewalk walkway path

8.2.3. Carmel by the Sea

Project list not submitted. Please submit projects.

8.2.4. Castroville

Project list not submitted. Please submit projects.

8.2.5. Del Rey Oaks

Project list not submitted. Please submit projects.

8.2.6. Gonzales

Table 8-3 presents specific priority pedestrian improvement projects in the City of Gonzales. The majority of the improvements address pedestrian crossing improvements at uncontrolled intersections. Highway 101 bisects the City and presents a major pedestrian barrier. To overcome this pedestrian network challenge, the City of Gonzales seeks to provide a pedestrian overcrossing at Fifth Street and Highway 101.

Table 8-3: City of Gonzales Pedestrian Improvements

Location	Start	End	Improvement
Specific Improvements			
Fifth Street	Ricon Road	Elko Street	Multi-use path
Elko Street	Fourth Street	Fifth Street	Pedestrian amenities
Intersection Improvements			
Fifth Street and Harold Parkway			Lighted crosswalk installation
Fifth Street and Elko Street			Traffic signal installation
Fifth Street and Rincon Road			Traffic signal installation
Fifth Street and Railroad Crossing			Traffic signal installation
Fifth Street and Highway 101 Overpass			Pedestrian overcrossing and traffic signal installation
Harold Parkway at Gloria Road			Traffic signal installation
Citywide Improvements			
Sidewalk gap closure			
Sidewalk repair and maintenance			
Curb ramp installation			

8.2.7. Greenfield

Project list not submitted. Please submit projects.

8.2.8. King City

Project list not submitted. Please submit projects.

8.2.9. Marina

Project list not submitted. Please submit projects.

8.2.10. Monterey

Project list not submitted. Please submit projects.

8.2.11. Moss Landing

Project list not submitted. Please submit projects.

8.2.12. Pacific Grove

Specific priority pedestrian projects for the City of Pacific Grove are presented in Table 8-4. The City of Pacific Grove seeks to install sidewalks where there are none, improve pedestrian access to shopping and schools and improve intersections with pedestrian elements.

Table 8-4: Pacific Grove Pedestrian Improvements

Location	Start	End	Improvement
David Avenue sidewalk	SaveMart driveway	West end of David Avenue	New sidewalk on south side of David Avenue
Forest Grove School	Congress Avenue	Forest Grove School	New sidewalk on east side of Congress Avenue, along high school stadium
Pacific Grove Middle School	Sinex Drive	Hillcrest Avenue	Re-stripe Forest Avenue
Rec Trail (Monterey Bay Sanctuary Trail)	David Avenue	Ocean View Blvd	Repair and maintenance for pedestrian safety
Robert Down School	12th Street	13th Street	Add passenger loading zones
Intersection Improvements			
Ocean View Avenue access to Trail	Intersections at Forest, Grand, and Fountain		Bulb outs, crosswalks
Central and Grand intersection			Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates
Forest and Sinex intersection			Traffic signal upgrade, modify existing signals, include countdown ped signals and vehicle detection
Forest Ave at Forest Hill Blvd			Lighted crosswalk, pavement markings, signs
Forest Avenue crosswalk at Grove Market			Mid-block crosswalk, bulb out, pavement markings, loading zone switch
Fountain and Central intersection			Re-align and narrow intersection, consider round-about
Forest and Lighthouse intersection			Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates

Location	Start	End	Improvement
Jewell, Pacific, and Caledonia intersection			Pedestrian crossing, new stop sign, curb extension
Lighthouse and 17th intersection			Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates
Lighthouse and Congress intersection			Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates
Lighthouse and Grant intersection			Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates
Lighthouse intersections			Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates

8.2.13. Prunedale

Project list not submitted. Please submit projects.

8.2.14. Salinas

Project list not submitted. Please submit projects.

8.2.15. Sand City

Project list not submitted. Please submit projects.

8.2.16. Seaside

Table 8-5 presents the specific priority pedestrian improvements in the City of Seaside. The City seeks to improve the pedestrian environment with sidewalk widening, crossing and curb ramp improvements.

Table 8-5: Seaside Pedestrian Improvements

Location	Start	End	Improvement
Broadway Avenue	Terrace	Terrace	Sidewalk curb, gutter, crossing improvements
West Broadway Avenue	Del Monte	Fremont	Widen sidewalks, ped and bicycle facilities
Broadway Avenue	San Lucas	San Lucas	Signal installation, crosswalk, sidewalk curb and gutter
Gabilan Drive	West Street	Benito Street	Crossing improvement
Gabilan Drive	West Street	Main Street	Curb ramp installation
Front Street	San Vincent		Curb ramp installation

8.2.17. Soledad

Project list not submitted. Please submit projects.

8.3. Recommended Pedestrian Project Prioritization Criteria

This section describes criteria that can be used to prioritize pedestrian projects during the TAMC funding process. TAMC distributes state and federal funding for local and regional transportation projects, including approximately \$250,000 per year from Transportation Development Act Article 3. These criteria reflect the goals and policies of this Plan, and ask the following questions:

- Does the project fall within a pedestrian priority area?
- Does the project improve pedestrian safety?
- Does the project provide for or improve facilities for people with disabilities, children, seniors, or a vulnerable population?
- Is the project identified in the priority project list?
- Is the project consistent with relevant pedestrian design guidelines?

8.3.1. Improvement Located In a Countywide Pedestrian Priority Area

Projects located in the Countywide Pedestrian Priority Areas including AMBAG Blueprint priority areas, major barrier crossing improvements, safe routes to school priority areas, safe routes to transit priority area and regional trail access areas as described in Section 8.1 should receive priority over projects that do not.

8.3.2. Pedestrian Safety

Pedestrian safety is a key concern within the county and should be considered when identifying potential projects. A high rate of pedestrian injuries and fatalities suggest the pedestrian realm is an unsafe place to travel and may benefit from enhanced pedestrian facilities focusing on safety. While the total number of reported pedestrian collisions in a given area is readily available, it is often difficult to establish a rate—pedestrian collisions per pedestrian exposed to motor vehicles. When available, pedestrian collision rate should be considered to identify potential projects. When not available, number of pedestrian related collisions should be used.

8.3.3. Provides for Vulnerable Communities

There are vulnerable and underserved communities that would benefit significantly from improved pedestrian infrastructure. They include: people with disabilities, children, and seniors, and people living in lower income underserved communities. People with disabilities often face transportation challenges, and require a connected transportation network that meets or exceeds ADA guidelines. Children and seniors are more at risk of being injured or killed in a car crash than other age groups. People living in underserved communities are more likely to walk than other income groups. Projects that address the needs of people with disabilities, children, seniors and those living in underserved communities should receive priority over those projects that do not.

8.3.4. Priority Project List

Projects listed on the priority project list in Section 8.2 were identified by local jurisdictions as high priority and of citywide importance. Projects on the priority project list should receive priority over projects that do not.

8.3.5. Consistency with Design Guidelines and Complete Streets Policies

Projects that meet or exceed the design guidelines listed in Table 8-6, should receive priority over those that do not. For additional reference, the Pedestrian Design Guidelines included in Appendix B (pending) of this document, provide a toolbox of potential strategies to improve walking conditions.

Table 8-6: Design Guidelines for Pedestrian Priority Areas

	AMBAG Blueprint Priority Areas	Major Barrier Crossings	Safe Routes to School	Safe Routes to Transit	Regional Trails and Trail Access
Streets & Sidewalks	<ul style="list-style-type: none"> • 6' - 16' sidewalk • Vertical curb and gutter • Obstacles removed from pedestrian way • ADA-compliant curb ramps • Pedestrian-scale lighting • 5' landscape buffer • Street trees • On-street parking or bike lane buffer 	<ul style="list-style-type: none"> • 10' - 20' paths or min. 5' detached sidewalks; wider pathways where high pedestrian and/or bicycle demand expected • Min. 12' path if vertical enclosure • Obstacles removed from pedestrian way • ADA-compliant curb ramps • Pedestrian-scale lighting, min. at crossings 	<ul style="list-style-type: none"> • 4' - 12' sidewalk or pathway • Vertical curb and gutter where sidewalks exist • Obstacles removed from pedestrian way • ADA-compliant pathways • Pedestrian-scale lighting, min. at crossings 	<ul style="list-style-type: none"> • 6' - 16' sidewalk • Vertical curb and gutter • Obstacles removed from pedestrian way • ADA-compliant curb ramps • Pedestrian-scale lighting • Minimum 5' landscape buffer • Street trees • On-street parking or bike lane buffer 	<ul style="list-style-type: none"> • 10' - 20' paths • Obstacles removed • ADA-compliant curb ramps • Pedestrian-scale lighting, min. at crossings • Min. 12' path if vertical enclosure
Crossings	<ul style="list-style-type: none"> • Marked crossings at signalized and stop controlled locations • Accessible pedestrian signals • High visibility, enhanced crossings at uncontrolled locations • High visibility, enhanced mid-block crossings where appropriate • Median islands • Bulb-outs • Max 300' between crossings 	<ul style="list-style-type: none"> • Max 1 mile between crossings • Marked crossings at signalized and stop controlled locations on access routes to barrier crossing 	<ul style="list-style-type: none"> • Marked crossings at signalized and stop controlled locations • High visibility, enhanced crossings at uncontrolled locations, including possible raised crosswalks • Median islands and bulbouts possible 	<ul style="list-style-type: none"> • Marked crossings at signalized and stop controlled locations • Accessible pedestrian signals • High visibility, enhanced crossings at uncontrolled locations • High visibility, enhanced mid-block crossings where appropriate • Median islands • Bulb-outs • Max 300' between crossings 	<ul style="list-style-type: none"> • Marked crossings at signalized and stop controlled locations • Accessible pedestrian signals • High visibility, enhanced crossings at uncontrolled locations • High visibility, enhanced mid-block crossings where appropriate • Median islands and bulbouts possible

	AMBAG Blueprint Priority Areas	Major Barrier Crossings	Safe Routes to School	Safe Routes to Transit	Regional Trails and Trail Access
Pedestrian Realm Vitality	<ul style="list-style-type: none"> • Medium/high density housing, employment • Regional, community shopping destinations • Public art • Street fairs • Street furniture • Wayfinding • Sidewalk seating/cafes • Show windows • Vendor carts • Awnings/shade structures • Paseos 	<ul style="list-style-type: none"> • Street furniture • Wayfinding • Crime prevention through environmental design measures (lighting, visibility, regular maintenance, etc.) 	<ul style="list-style-type: none"> • Slow zones for vehicles • Walking programs (e.g. walking school bus) 	<ul style="list-style-type: none"> • Medium/high density housing, employment • Regional, community shopping destinations • Public art • Street fairs • Street furniture • Wayfinding • Sidewalk seating/cafes • Show windows • Vendor carts • Awnings/shade structures • Paseos 	<ul style="list-style-type: none"> • Street furniture • Wayfinding • Crime prevention through environmental design measures (lighting, visibility, regular maintenance, etc.)

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Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Kaki Cheung, Associate Transportation Planner
Meeting Date: April 6, 2011
Subject: **2011 Monterey County Bike Week Event Coordination**

RECOMMENDED ACTION

RECEIVE report on the 2011 Monterey County Bike Week events, **DISCUSS** event coordination details and **APPOINT** members to serve on a subcommittee selecting a Golden Helmet Award winner.

SUMMARY

The Transportation Agency is in the process of coordinating the 17th annual Monterey County Bike Week including events such as Discounted Bicycle Safety check, Bike-to-School and Bike-to-Work day, Company bike challenge and Golden Helmet Award. Staff needs assistance from Committee members in various areas to conduct a successful bike week.

FINANCIAL IMPACT

Bike Week sponsors donated a total of \$3,500 in cash and products and services for the weeklong events. Combined with a \$7,000 contribution from the Transportation Agency and a Monterey Bay Air Pollution District grant of \$2,500, the event budget is at a total of \$13,000, which is a 19% drop from year 2010.

DISCUSSION

The 17th annual Bike Week events are scheduled to take place from May 9 through May 15th. The preparation of Bike Week posters and postcards has been completed. Staff encourages Committee members to bring the printed materials to local bike shops, downtown businesses, sport centers, city buildings and Chambers of Commerce for distribution and display.

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April 6, 2011

Due to limited resources, staff will focus this year's campaign on events that require minimal amount of staff time and have been successful in the past. Without the support from community volunteers, event participation is likely to suffer.

The Agency began seeking nominations for the Golden Helmet Award competition, where a local bicyclist will be praised for his/her dedication for using bicycle for daily trips. The Committee is asked to appoint members to serve on a subcommittee selecting this year's winner for recognition at the April 27 Transportation Agency Board meeting.

Staff also needs volunteers to assist with the following tasks:

- Recruit local schools to participate in Bike to School Day
- Promote the discounted bike safety maintenance event
- Encourage local employers to participate in the Company Bike Challenge
- Lead other bike week activities, including bike to city council meeting ride, bike vs. car challenge, Twilight Ride at Laguna Seca, bike to work/school day, and informal local bike rides.

Staff plans to market this year's event through electronic newsletters to previous bike week participants, facebook page, local television and radio stations, and at community events. Staff welcomes Committee member's feedback on all bike week related activities.

Approved by: _____
Debra L. Hale, Executive Director

Date signed: _____

Regular Agenda

Counsel Review: N.A

Attachment: 2011 Bike Week Event Sign-up Sheet

2011 BIKE WEEK EVENT SIGN-UP SHEET						
Tuesday, May 10	Team Leader	Volunteers	TAMC Staff	Address	Phone	Email
Bike vs. Car Challenge (Begin at 7:45a.m.)						
Cycle from Natividad Plaza Shopping Center to Star Center in Salinas				Natividad Plaza Shopping Center to Star Center	831-775-4413	kaki@tamcmonterey.org
Salinas Bike to City Council Meeting Ride(3:30p.m.)						
Ride with elected officials and city staff from Steinbeck Library to Salinas City Hall				Salinas Steinbeck library		kaki@tamcmonterey.org
Wednesday, May 11	Team Leader	Volunteers	TAMC Staff	Address	Phone	Email
Twilight ride (5:30-7:30 pm)						
The 2.238-mile track will be open to all levels of cyclists, including children				Mazda Raceway Laguna Seca		kaki@tamcmonterey.org
Thursday, May 13	Team Leader	Volunteers	TAMC Staff	Address	Phone	Email
Bike to Work breakfast sites (6:30a.m. to 9:30 a.m.)						
Marina						
Recreational Equipment, Inc	Ellie Kincade			2nd Ave. and Imjin Parkway on the Recreational Trail	831-883-9037	hkincad@rei.com
Monterey						
Joselyn's Bicycles 398 E. Franklin Street	Frank Pinto		N.A	398 E. Franklin Street, Monterey, CA 93940	831-649-8520	joselynsbicycles@sbcglobal.net
Light & Motion 300 Cannery Row on the Coastal Trail	Eric Squires			300 Cannery Row, Monterey, CA 93940	831- 645-1538	esquires@lightandmotion.com

Thursday, May 13	Team Leader	Volunteers	TAMC Staff	Address	Phone	Email
Bike to Work breakfast sites (6:30a.m. to 9:30 a.m.)						
Moss Landing						
Haute Enchilada 7902-A Moss Landing Road	Kim Solano	N.A		7902 -A Moss Landing Road, Moss Landing, CA 95039	831-633-5843	kim@hauteenchilada.com
Seaside						
Embassy Suites 1441 Canyon Del Rey	Barry Parris			1441 Canyon Del Rey, Seaside, CA 93955	831-241-9134	barry.parris@jqh.com
Thursday, May 14	Team Leader	Volunteers	TAMC Staff	Address	Phone	Email
Bike to School Sites (Event times vary)						
Aromas						
Aromas Elementary	John Biddick		N.A		(831) 726-5100	b1ddick@cuzio.com
Monterey						
La Mesa Elementary School				1 La Mesa Way, Monterey, CA 93940		
North Monterey County						
North Monterey County High School				13990 Castroville Blvd., Castroville, CA 95003		

Bike to School Sites (Event times vary)						
Pacific Grove	Kristi Heath			1004 David Ave., Pacific Grove, CA 93950	(831) 655- 4638	k.heath@mbcharterschool.org
Monterey Bay Charter School	Linda Williams			485 Pine Ave, Pacific Grove, CA 93950	831-646-6540	lwilliams@pgusd.org
Robert Down Elementary						
Salinas						
Kammann School	Leticia Garcia				(831) 753- 5665	legarcia@monterey.k12.ca.us
Oasis Charter School	Kelly Moore				(831) 424- 9003	kcmoore13@gmail.com
McKinnon School	Susan Fisher/Jyl Lutes				(831) 443- 7224	sfisher@monterey.k12.ca.us
Frank Paul School	Irma Lopez				(831) 753- 5740	irma.lopez@alisal.org
Mission Park School	Melissa Lewington				(831) 753- 5635	mlewingt@monterey.k12.ca.us
Bardin School	Conny Kutter				(831) 753- 5730	conny.kutter@alisal.org
New Republic	John Morrison				(831) 809- 5611	johnmorrison05@comcast.net

Bike to School Sites (Event times vary)						
South Monterey County						
Franklin Ledesma Elementary	Jamie Mumuah			973 Vista De Soledad, Soledad, CA 93960	831-678-6320	jmumau@monterey.k12.ca.us
Sunday, May 15	Team Leader	Volunteers	TAMC Staff	Address	Phone	Email
Sunday Morning Ride with Velo Club (8:00 a.m.)		N.A.		Portola Plaza		



February 28, 2011

Ms. Christine di Iorio
Community Development Director
City of Marina
211 Hillcrest Avenue
Marina, California 93933

Re: Support for City of Marina Bicycle Transportation Account Grant Application

Dear Ms. di Iorio:

On behalf of the Transportation Agency for Monterey County, I am writing to support the City of Marina's Bicycle Transportation Account grant application for improvements on Cardoza Avenue and Carmel Avenue.

The application will provide funding for improvements consisting of the construction of 2,600 feet of Class II bike lane on Cardoza Avenue from Reservation Road to end, and 6,700 feet of bike lanes on Carmel Avenue from Del Monte Boulevard to Salinas Avenue.

Both of these streets are currently widely utilized by bicyclists. We believe that with the installation of designated bike lanes, bicyclists will benefit from the increased visibility. These bicycle facilities will also act as an important link between the neighborhoods throughout central Marina and Reservation Road, which connects with the Monterey Bay Sanctuary Scenic Trail and the City of Salinas with the bicycle route on Blanco Road.

We support the City of Marina's effort to improve safety and convenience for bicycle commuters, and urge approval of funding for the project mentioned in the grant application. Should you have any questions, please contact Kaki Cheung of my staff at (831) 775-4413. Thank you for your consideration

Sincerely,

Debra L. Hale
Executive Director

Cc: Maziar Bozorginia, PE, City of Marina



Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

March 24, 2011

Mr. Richard Deal
City of Monterey
Department of Planning Engineering and Environmental Compliance
580 Pacific Street
Monterey, CA 93940

**RE: Support for City of Monterey's Community Based Transportation
Planning Grant Application**

RDH
Dear Mr. Deal:

On behalf of the Transportation Agency for Monterey County, I am writing to support the City of Monterey's Community Based Transportation Planning Grant application for the preparation of a Complete Streets Transportation Plan.

This grant will enable the City of Monterey to conduct a community-based project that will amend their Bicycle Transportation Plan to include a pedestrian element, which will address needed safety improvements, such identifying alternatives to existing mid-block crosswalks, and meet Americans with Disability Act requirements. A key component of the pedestrian plan is to identify significant walking routes and linking these facilities to economic areas, popular tourist and recreation destinations, transit centers and residential homes and schools.

The level of planned community involvement and interaction for this project will result in a list of projects that are tailored to meet the needs of the community. The City can then actively pursue funding and resources to implement these projects and create a walkable environment.

We support the City's effort to improve the physical environment for bicycle commuters and pedestrians, and urge approval of funding for the project mentioned in the grant application. Should you have any questions, please contact Kaki Cheung of my staff at (831) 775-4413. Thank you for your consideration.

Sincerely,

Debra L. Hale
Executive Director



March 24, 2011

Jason Burnett
City Council Member, City of Carmel-by-the-Sea
City Hall
P.O. Box CC
Carmel-by-the-sea, CA 93921

RE: Support Letter for City of Carmel-by-the-Sea's Community Based Transportation Planning Grant Application

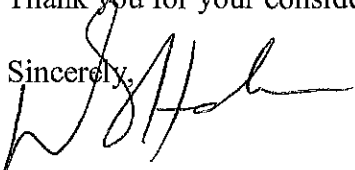
Dear Mr. Burnett:

On behalf of the Transportation Agency for Monterey County, I am writing to support the City of Carmel-by-the-Sea's Community Based Transportation Planning Grant application for the identification of missing link in pedestrian, bicycle, and transit routes within the City. This grant will provide a roadmap to maximize the number of people bicycling and walking to work, school, shopping and for other activities throughout the City and will reduce the number of vehicle trips and emissions.

A Plan that identifies the missing bicycling and walking connections will be the guide for planning and funding citywide bicycle and pedestrian projects. The Plan is one of the multi-pronged approaches to alleviate congestion, reduce air and water pollution, improve safety and ensure mobility for all residents. The Plan will describe the existing bicycle and pedestrian environment, identifies and prioritizes significant projects, and lays out actions that can be taken to fund and implement these priorities. A noteworthy component of the plan includes a study of accessibility to public transit facilities. Many public organizations and citizen groups will be involved in this planning effort to ensure that the Plan meets the area's specific needs.

We support the City's effort to improve the physical environment for bicycle commuters and pedestrians, and urge approval of funding for the project mentioned in the grant application. Should you have any questions, please contact Kaki Cheung of my staff at (831) 775-4413. Thank you for your consideration.

Sincerely,


Debra L. Hale
Executive Director