

# Draft MINUTES

## MON 156 West Corridor Project: Community Advisory Group

January 23, 2008, 5:30-7:30 PM  
Castroville Library, Castroville CA

### Attending

#### Community Advisory Group:

Carolyn Anderson  
Julie Engell  
Brad Houston  
Leonard Rabe  
Mark Reasons  
Mike Scattini  
Jacqueline Simon  
Bill Theyskens  
Mark Verbonich  
Jerry Gifford  
Vee Thomas  
Sherwood Darington

Claudia Espino (Caltrans Traffic)  
Daniel Lum (Caltrans Traffic)  
Joe Espinosa (Caltrans Traffic)  
Joseph Londono (Caltrans Traffic)  
David Murray (Caltrans Planning)  
Dave Silberberger (Caltrans Project Management)  
Lou Hexter (Moore, Iacofano Goltsman Inc)  
Dan Drazen (Moore, Iacofano Goltsman Inc)  
Gui Shearin (Parsons)  
Soumya Ananthanarayana (Parsons)

#### Agencies and consultants:

Kay Goshgarian (Caltrans Environmental)  
Roberto Banda (Caltrans Design)  
Gilberto Baca (Caltrans Design)

#### Other interested parties:

Margie Kay  
Jan Mitchell

A reminder: CAG members please sign the check-in sheet for each meeting.

Community Advisory Group members, representatives from the California Department of Transportation (Caltrans), Moore Iacofano Goltsman Inc. (consulting firm) and members of the general public attended the meeting and Dan Drazen of Moore Iacofano Goltsman Inc facilitated the meeting. The project team provided a packet containing the proposed agenda and project overview materials to the Community Advisory Group members. The complete contents of the packet will be posted at the Transportation Agency for Monterey County, [www.tamcmonterey.org](http://www.tamcmonterey.org) website. The following topics were addressed during the meeting.

Community Advisory Group meeting minutes are posted on the Transportation Agency for Monterey County website, [http://www.tamcmonterey.org/programs/hwyproj/hwy156\\_CAG.html](http://www.tamcmonterey.org/programs/hwyproj/hwy156_CAG.html)

1. Self introductions were made by the Community Advisory Group members and other attendees. Dan asked for public comments.
2. Traffic Modeling
  - 2.1 Claudia Espino gave a presentation on traffic modeling
    - Association of Monterey Bay Area Governments (AMBAG) is a regional government agency covering Monterey, San Benito and Santa Cruz Counties
    - AMBAG model is used for traffic modeling-provides regional traffic perspective. AMBAG model accounts for commercial growth rates, uses General Plan build- out for 2030

- Model provides AM and PM peak traffic volumes and Average Daily Traffic volumes
- Model does not provide accurate local street volumes or local street turning movements
- Model determines growth in traffic between 2000 and 2030
- Usually traffic counts are collected during weekdays, from Tuesday-Thursday
- Caltrans will also include weekend counts
- August 2005 weekend counts are compared to 2005 weekday counts
- Weekend traffic counts are historically higher in August
- Traffic counts are balanced along Route 156 for weekday and weekend peak hours by adjusting turning movements
- Growth rates calculated from AMBAG model for each alternative based on 2000 and 2030 output for each alternative
- 2005 weekday counts are increased to 2036 using AMBAG growth rates
- 2005 weekend counts are compared to 2005 weekday counts
- Relationship applied to 2036 weekday volumes to establish 2036 weekend volumes
- Next step is to conduct traffic operation analysis for 2005 and 2036
- Caltrans has control stations for collecting traffic volumes at US Route 101 at the San Benito County line, north and southbound Highway 1 and State Route 156, US Route 101 and Russell/Espinosa Road
- Projections can change the four-lane design by influencing turning movements at the ramps
- CAG members stated that residents of Monte de Lago, Simonville, Oak Hills, McGuffie Road want to use their driveways to access State Route 156 on the weekends via frontage roads

## 2.2 CAG Comments and Questions

- Several CAG members expressed concern regarding the methodology that Caltrans used when conducting their traffic analysis.
- **Q.** What was Caltrans' rationale for conducting a traffic count in August and using this count as the basis for their analysis?  
**A.** When the 30th -100th worst hour falls on the weekend, then we use the collected counts to establish the percent increase in traffic between the weekday and weekend counts. Then this percent increase is applied to the future weekday volumes which were forecasted using the project specific travel demand model.
- **Q.** How are special events, such as those at Pebble Beach and Arroyo Seco, reflected in Caltrans traffic analysis, if at all?  
**A.** Special events are never included in our traffic analysis. We design a facility to accommodate the 30th-100th worst hour traffic volumes. However, if a special event contributes to one of the 30th-100th highest volume hours, then we have (indirectly) accounted for the event even though we don't design for specific events.
- **Q.** What is Caltrans rationale for conducting a traffic count in August and using this count as basis for the analysis?  
**A.** The Metropolitan Planning Organization (MPO) makes the decision to create a weekday travel forecast model since the 30th to 100th hour demand more often falls during the week day non-summer months. Normally we also don't collect project-specific counts during the summer months. However for this area, the summer month is where the 30th -100th hour falls and therefore we collected counts during the summer. Please note that as part of our census program, we do collect counts during the summer months. These counts are not project-specific. We do use them to find the 30th -100th worst hour traffic volumes.

## 3. Growth Inducement

### 3.1 Gui Shearin gave a presentation on growth inducement

- A Gravity Model is used to compute changes in accessibility to jobs
- Local government plans and policies, housing quality and price, infrastructure are factors for modeling
- Selecting study areas, developing data, and conducting model analysis, assessing the data and presenting to an expert panel are the steps for growth inducement analysis
- Transportation growth factors considered are commute time, access, infrastructure and highway constraints
- Other growth factors considered are cost of land, local government plans (ie Castroville, Monterey County) and policies, public attitudes, terrain and land use, cost and labor pool
- Must calculate growth indices: planned growth index, unconstrained growth pressure index, constrained growth pressure index
- Growth index is a relative comparison of access to all regional jobs from selected areas
- Planned residential growth index is the percentage of the total residential growth planned within five growth areas that is planned for an individual area
- Unconstrained residential growth index considers only job accessibility
- Constrained residential growth pressures index considers planned growth limits along with accessibility to jobs
- Criteria for selecting residential growth areas-areas close to State Route 156, areas for potential growth based on AMBAG projections, range of commute distances to local job centers
- Criteria for selecting employment areas-jobs that are accessible from State Route 156 corridor which are grouped by commute time and distance

### 3.2 CAG Comments

- There was some concern on behalf of CAG members regarding the objectivity of the expert panel that is guiding the growth inducement study.

### 4. Facility and meeting dates

- Next meeting is April 23, 2008, 5:30 to 7:30 PM at the Castroville Library
- Meetings will be held quarterly
- CAG member wants to discuss toll roads to help fund project

Meeting adjourned.