

MINUTES

MON 156 West Corridor Project: Community Advisory Group

September 26, 2007, 5:30-7:30 PM
Castroville Library, Castroville CA

Attending

Community Advisory Group:

Carolyn Anderson
Greg Burch
Julie Engell
Brad Houston
Pete Lonero
Leonard Rabe
Carlos Ramos
Mark Reasons
Mike Scattini
Madaleine Clark, alternate for Jacqueline Simon
Bill Theyskens
Mark Verbonich
Sig Matt, alternate for Leonard Rabe
Jerry Gifford
Vee Thomas

Bobi Lyon-Ritter (Caltrans Environmental)
Roberto Banda (Caltrans Design)
Gilberto Baca (Caltrans Design)
Alejandro Correa (Caltrans Design)
Dave Silberberger (Caltrans Project Management)
Debbie Hale (Transportation Agency for Monterey County)
Jeff Morgan (Transportation Agency for Monterey County)
Lou Hexter (Facilitator, Moore, Iacofano Goltsman Inc)
Josh (Moore, Iacofano Goltsman Inc)

Other interested parties:

Henry Gowin (Board of Supervisors)
Gary DeAmaral (North County Chamber)

Agencies and consultants:

Kay Goshgarian (Caltrans Environmental)

A reminder: CAG members please remember to sign the check-in sheet for each meeting. I'm not sure we got everyone's name on this list that was actually present.

Community Advisory Group members, the general public, and representatives of the California Department of Transportation, the Transportation Agency for Monterey County and Moore, Iacofano, Goltsman attended the meeting. Lou Hexter 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 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

1. Self introductions were made by the Community Advisory Group members and other attendees.
2. David Silberberger described a Project Development Team as a group of affiliated agencies that make decisions about a project. The MON 156 West Corridor PDT consists of representatives from Monterey County agencies, Caltrans and the Coastal Commission.
3. Lou Hexter provided feedback from the survey on the effectiveness of the CAG meetings.
 - Most people felt satisfied with information presented so far
 - CAG members expressed concerns about the availability of emergency services and wanted:

- more information on economics of project.
 - a balance with issues and politics
 - to know the return of investment of project, ie. what is useful life, not just how long we will be paying for it
3. Roberto Banda and Gilberto Baca continued their alternatives discussion. The following questions/comments were asked at various times throughout the meeting. Answers are also given if provided at the time. More detailed answers will be researched and discussed at future meetings.
- **Q.** G15 corridor traffic along 101 stops on the existing roadbed. Is there enough width?
A. Two lanes should be adequate. The McDonalds will be impacted. The Safeway does not appear to be impacted at this time. A traffic study is still being done; level of service analysis will be completed for the 20-year period.
 - **C.** Private road near alpaca ranch could experience security problem with proposed design.
A. Caltrans will review proposed project design in the area.
 - **C.** There is a concern about motorists making sharp turns on Berta Canyon.
A. A proposal is being considered that would prevent the sharp turns the trade-off being that Berta Canyon residents may have out of direction travel that could add to their travel time.
 - **C.** Caltrans needs to do more noise studies on Route 156 to capture the noise of increased traffic on the special event weekends and of seasonal goods movement. For goods movement need to complete by October.
A. Alternative 11 is located away from the current alignment and traffic noise is directed away from residential properties. Caltrans is looking into the possibility of collecting weekend noise data.
 - **C.** Frontage road is separated from alignment-would like a connector from frontage road to alignment.
 - **Q.** How many individual parcels are affected by the project?
A. Approximately 120 parcels are directly impacted by the project but many only involve acquisition of slivers of the parcel.
 - **Q.** When does appraisal begin?
A. After the environmental document and project report are completed and approved.
 - **Q.** By increasing capacity on Route 156 without improving Route 101, wouldn't you shift gridlock to Route 101?
A. There will be enough space in the median for future widening on Route 101--can add two additional lanes if traffic numbers support it.
 - **C.** Want more information on drainage and farmland impacts.
 - **Q.** There are blockages on Route 101-are there ways to improve flow?
A. Operational improvements as in the interchanges to be added by the PIP project will improve traffic flow.
 - **Q.** Where are traffic models for Route 101-can the data be accessible for review?
A. Caltrans and TAMC will try to find the accessible information and get back to you.
 - **Q.** What is the difference between a freeway and expressway.
 - **A.** There is no direct access to a freeway, all access is with an interchange. An expressway would consolidate access, but direct, at-grade access would still be allowed.
 - **Q.** When will the traffic study for Route 156 be available?
A. We anticipate study to be available in October or November.
 - **C.** People will not want to spend money unless the whole system improves.

- A. Caltrans and TAMC are looking at other improvements to Route 101-an interchange at the Red Barn is on the radar.
- **Q.** Could we start sooner such as adding a traffic signal to Cathedral Oaks?
A. That project is being proposed.
 - **Q.** Why not add an interchange to Alternative 11?
A. There is not enough traffic to justify an interchange.
 - **C.** Concerns for businesses in Prunedale, i.e. low visibility for the shopping centers from the freeway. You are catering to non-locals. Wants to review an economic impact analysis for the Route 156 West Corridor project and find out how locals travel from one side of freeway to the other. Wants mapping that will show movement for locals to shopping centers in Prunedale.
A. Economic impacts will be discussed in the environmental document. New diagrams will be developed that better show how locals travel from one side of the freeway to the other.
 - **Q.** Can we transfer the Messick Road overpass to the PIP project so we do not get cut-off?
 - **A.** We are too far along for the PIP project to add Messick Road overpass, but improvements would help commercial vehicle traffic.
 - **Action item: Bring PIP configuration to next meeting.**
 - **C.** Need to make signage exiting Route 101 southbound to Route 156 westbound and Prunedale Road North clearer.
 - **Q.** Is there enough room for Safeway?
A. Yes.
 - **Q.** Is the G12 Corridor been made bigger for stacking cars?
A. Cannot answer the question at this time-need to get final traffic numbers.
 - **Q.** Have all businesses been informed of the project?
A. An open house was held in November 2006 to inform the public about the project. CAG members are to take the information from these meetings to the public and provide feedback to Caltrans and TAMC.
 - **Q.** When do you address constructability for this project?
A. As you design the project you are considering how it will be built. Traffic management plans also consider constructability.

8. Facility and meeting dates

- Next meeting is October 24, 2007, 5:30 to 7:30 PM at the Castroville Library
- Issues of interest are traffic, noise

Meeting adjourned.