



2018 Monterey County Active Transportation Plan



Appendix 4 –Requirements for Active Transportation Plans

	<p><b>The Active Transportation Guidelines require that an active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable.</b></p>	<p><b>Relevant Chapters</b></p>	<p><b>If not, explain why not applicable.</b></p>
<p><b>A</b></p>	<p><u>Mode Share:</u> The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.</p>	<ul style="list-style-type: none"> <li>• Chapter 2: Existing Conditions</li> <li>• Appendix 4: Mode Share</li> </ul>	
<p><b>B</b></p>	<p><u>Description of Land Use/Destinations:</u> A map and description of existing and proposed land uses which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.</p>	<ul style="list-style-type: none"> <li>• Chapter 2: Existing Conditions</li> <li>• Chapters 5.1 to 5.13: Jurisdiction chapter maps</li> </ul>	<p>At the regional level, highlighting each jurisdiction’s land use does not make sense as each jurisdiction maintains and amends land use maps. Each jurisdiction chapter includes maps showing the locations of schools, shopping centers, public buildings, major transit hubs, and other destinations.</p>
<p><b>C</b></p>	<p><u>Pedestrian Facilities:</u> A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.</p>	<ul style="list-style-type: none"> <li>• Chapter 2: Existing Conditions</li> <li>• Chapters 5.1 to 5.13: Jurisdiction chapters</li> </ul>	



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<p><b>D</b></p>	<p><u>Bicycle Facilities</u>: A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those that serve public and private schools.</p>	<ul style="list-style-type: none"> <li>• Chapter 2: Existing Conditions</li> <li>• Chapters 5.1 to 5.13: Jurisdiction chapters</li> </ul>	
<p><b>E</b></p>	<p><u>Bicycle Parking</u>: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of any existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.</p>	<ul style="list-style-type: none"> <li>• Chapter 3: Plans and Programs</li> </ul>	<p>A high-level discussion of TAMC’s bike parking program is included in Chapters 2 and 3.</p> <p>At the regional scale, a map of bicycle parking is not feasible.</p>
<p><b>F</b></p>	<p><u>Wayfinding</u>: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.</p>	<ul style="list-style-type: none"> <li>• Chapter 3: Plans and Programs</li> </ul>	



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<p><b>G</b></p>	<p><u>Non-Infrastructure Programs</u>: A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.</p>	<ul style="list-style-type: none"> <li>• Chapter 3: Plans and Programs</li> </ul>	
<p><b>H</b></p>	<p><u>Collision Analysis</u>: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.</p>	<ul style="list-style-type: none"> <li>• Chapter 1: Introduction includes countywide safety goals</li> <li>• Chapter 2: Existing Conditions</li> <li>• Chapters 5.1 to 5.13 include collisions maps for all Monterey County jurisdictions</li> </ul>	
<p><b>I</b></p>	<p><u>Equity Analysis</u>: Identify census tracts that are considered to be disadvantaged or low-income and identify the bicycle and pedestrian needs of those disadvantaged or low-income residents.</p>	<ul style="list-style-type: none"> <li>• Chapters 5.1 to 5.13 include the identification of disadvantaged communities, if these are present and a discussion of their needs.</li> </ul>	
<p><b>J</b></p>	<p><u>Community Engagement</u>: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.</p>	<ul style="list-style-type: none"> <li>• Chapter 1: Introduction includes a discussion of community engagement</li> </ul>	



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<p><b>K</b></p>	<p><u>Coordination</u>: A description of how the plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.</p>	<ul style="list-style-type: none"> <li>• Chapter 3: Plans and Programs</li> <li>• Chapters 5.1 to 5.13 includes this discussion for individual jurisdictions</li> </ul>	
<p><b>L</b></p>	<p><u>Prioritization</u>: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.</p>	<ul style="list-style-type: none"> <li>• Chapter 6: Funding and Implementation</li> <li>• Appendix 1: Project Ranking Criteria</li> </ul>	
<p><b>M</b></p>	<p><u>Funding</u>: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.</p>	<ul style="list-style-type: none"> <li>• Chapter 6: Funding and Implementation</li> </ul>	
<p><b>N</b></p>	<p><u>Implementation</u>: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.</p>	<ul style="list-style-type: none"> <li>• Chapter 6: Funding and Implementation</li> </ul>	
<p><b>O</b></p>	<p><u>Maintenance</u>: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of</p>	<ul style="list-style-type: none"> <li>• Chapter 1: Introduction includes goals related to maintenance.</li> </ul>	<p>TAMC does not maintain bicycle and pedestrian facilities, but coordinates with the underlying jurisdictions when a</p>



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	<p>traffic control devices including striping and other pavement markings, and lighting.</p>		<p>maintenance request is received.</p>
<p><b>P</b></p>	<p><u>Resolution:</u> A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.</p>	<ul style="list-style-type: none"> <li>Resolution pending TAMC Board of Directors approval on June 27, 2018.</li> </ul>	