



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways & Expressways - Email: info@tamcmonterey.org

BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE (BPC)

**Wednesday, October 2, 2019
6:00 PM**

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY
(TAMC)
Transportation Agency Conference Room**

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 Agency Secretary 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 (13); 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

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.

3. BEGINNING OF 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** minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of September 4, 2019.

- Montiel

END OF CONSENT AGENDA

4. **RECEIVE** presentation on Blue Zones project in Salinas Valley.

- Jacobsen/Howell

The Blue Zones Project is a community-wide well-being improvement initiative to help make healthier choices easier for everyone. The City of Salinas has partnered with Salinas Valley Memorial Hospital and Taylor Farms to implement a Blue Zones program in Monterey County. The goals of the Blue Zones Project are supportive of TAMC's Safe Routes to Schools, Go831 and active transportation programs.

5. **RECEIVE** presentation on current bicycle safety research.

- Jacobsen

Following a presentation on existing research and best practices on bicycle facility design, Staff hopes to engage in a thoughtful discussion with the Committee on bicycle safety in Monterey County. Reviewing current research is anticipated to become a regular Agenda item with the Bicycle and Pedestrian Facilities Advisory Committee.

6. 1. **REVIEW** and **COMMENT** on draft comment letter for consideration in the Caltrans District 5 Active Transportation Plan;
2. **AUTHORIZE** submitting the comment letter to Caltrans District 5 on behalf of the Committee.

- Jacobsen

TAMC's Bicycle and Pedestrian Committee has an opportunity to submit a comment letter regarding bicycle and pedestrian facilities along the state highway system in Monterey County for consideration in the development of Caltrans District 5's Active Transportation Plan.

7. **ANNOUNCEMENTS** and/or **COMMENTS**

8. ADJOURN

ANNOUNCEMENTS

Next Committee meeting:

Wednesday, November 6, 2019

TAMC Conference Room

55b Plaza Circle, Salinas, California, 93901

Light refreshments will be provided

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 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, MEDIA CLIPPINGS, & REPORTS

Correspondence - No items this month.

Media Clipping

- M 1.** [New Bike Lanes and Ped Improvements in Monterey](#) (video recap of Fremont Street Ribbon Cutting)
- M 2.** [North Fremont Boulevard improvements are nearly done and here's what drivers and cyclists can expect.](#)
- M 3.** [Bikes and Scooters Could Replace a Lot of Car Trips in U.S. Cities](#)

Reports - No items this month.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: October 2, 2019
Subject: **BPC Draft September Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of September 4, 2019.

ATTACHMENTS:

- ▢ BPC Draft September 2019 Minutes

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee
Draft Minutes of September 4, 2019

Held at the Transportation Agency for Monterey County

at TAMC office 55-B Plaza Cir., Salinas CA 93901

Voting Members	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19
Eric Petersen, District 1, Past Chair	P	P	P	P	E	P	P	P
Jack Smith – District 2 <i>(David Tavarez)</i>	P	P(A)	P	E	P	E	P	P
Mike Novo – District 3	P	P	P	P	P	P	E	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	P	P(A)	P	P	P	P	P(A)	E
Martin Wegenstein, District 5 <i>(Jeff Lindenthal)</i>	P	P	P	P	P	P(A)	P	P
D. L. Johnson, Carmel-By-The Sea	P	P	P	P	P	-	P	-
Del Rey Oaks - vacant	-	-	-	-	-	-	-	-
Gonzales - Vacant	-	-	-	-	-	-	-	-
Ernest Gallardo, Greenfield	E	P	E	P	E	P	P	E
Michael LeBarre, King City	P	E	P	P	E	E	E	-
Hans Hoffmann Jr, Marina	-	-	-	-	-	-	-	P
Abby Ostovar Monterey	-	-	-	P	P	-	P	E
Linda Petersen, Pacific Grove <i>(Jung Hwa Kim)</i>	P(A)	P(A)	P(A)	E	P	P	P	P
Chris Flescher, Salinas, Vice Chair <i>(Mark Lasnik)</i>	P	P	P	P	P	P	P	P
Elizabeth Sofer, Sand City	-	-	-	-	P	P	E	P
Jan Valencia, Seaside <i>(Ralph Wege)</i>	P	P	P(A)	P	P	P	P	P
Soledad - Vacant	-	-	-	-	-	-	-	-
Vacant, MBUAPCD	-	-	-	-	-	-	-	-
Vacant, Monterey Salinas Transit	P	P	P	P	-	P	P	-
Vera Noghera, Velo Club of Monterey <i>(Alex Capelli)</i>	P	P	P	E	P	P	P	P(A)
Vacant, FORA	E	P	P	P	P	P	-	-
N. County Recreation & Park District - Vacant	-	-	-	-	-	-	-	-
James Serrano, Salinas Public Works	P	-	-	-	-	-	-	-
Raul Martinez – County Public Works	P	P	P	P	E	-	P	P
Caltrans - District 5	-	-	-	-	-	-	-	-
Vacant, AMBAG	-	-	-	-	-	-	-	-
Vacant, Pebble Beach Company	-	-	-	-	-	-	-	-
Matthew McCluney - CSUMB	-	P(A)	P	P	P	P	P	P

E – Excused **VC – Video Conference**
P(A) – Alternate **TC – Teleconference**

TRANSPORTATION AGENCY STAFF	JAN 19	FEB 19	MAR 19	APR 19	MAY 19	JUN 19	AUG 19	SEP 19
Debbie Hale, Executive Director	E	E	E	E	E	E	E	E
Todd Muck, Deputy Executive Director	E	P	E	E	E	P	E	E
Ariana Green, Associate Transportation Planner	P	-	P	P	-	P	E	-
Maria Montiel, Administrative Assistant	P	P	P	P	P	P	P	P
Madilyn Jacobsen, Transportation Planner							P	P
Stefania Castillo, Transportation Planner	P	P	E	P	P	E	P	P
Laurie Williamson, Engineer	P	-	-	P	-	-	E	-

OTHERS PRESENT:

Ralph Wege Seaside Alternate Joyce Halabi City of Pacific Grove

- Chair Chris Flescher called the meeting to order at 6:01 p.m. A quorum was established, and self-introductions were made.

- PUBLIC COMMENTS**

None.

- BEGINNING OF CONSENT AGENDA**

M/S/C Petersen/Valencia /unanimous

Abstain: Mike Novo

- 3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of August 7, 2019.

END OF CONSENT AGENDA

4. VICE CHAIR APPOINTMENT – REMAINDER OF 2019

The Committee appointed a Vice Chair to serve the remaining months of the 2019 year: October and November.

Stefania Castillo, Transportation Planner reported that the Committee Chair Lisa Rheinheimer needed to step down from the Committee for the remainder of her 2019 term. Vice Chair Chris Flescher will be stepping into the position of Committee Chair for the remainder of the year. Appointment of a new Vice Chair for the remainder of the 2019 term will provide a back-up to Chris Flescher.

M/S/C Novo/Wegenstein/ unanimous

Committee member Mike Novo motioned to elect Jack Smith as Vice-Chair for the remainder of the 2019 year.

5. PACIFIC GROVE UPDATE – CONGRESS AVENUE

The Committee received a presentation on the City of Pacific Grove Congress Avenue Road Rehabilitation project.

Joyce Halabi, City of Pacific Grove presented on the Pacific Grove Congress Avenue Road Rehabilitation Project. She noted that the project was approved as part of the FY 18/19 CIP and the project intended to address vital infrastructure improvements and installation of pedestrian facilities on Congress Avenue between Sunset and David. She noted that it provides better access to Pacific Grove High School and to Forest Grove Elementary School and acts as a thoroughfare in and out of town and serves as a connection point to the adjacent Pebble Beach jurisdiction entry/exit gates. Ms. Halabi noted that 52,000 square feet of pavement reconstruction and 67,000 square feet of asphalt concrete overlay. In addition, there was installation of 12 access ramps and four ADA ramps construction of a continuous 5' wide asphalt concrete pedestrian walkway. This effort included the construction of 210 linear feet of curb and gutter, and 1,120 feet of sidewalk. The Pacific Grove Congress Avenue Road Rehabilitation Project was funded with (\$530,000) Measure X dollars, in addition to funding from the City of Pacific Grove's General Fund (\$250,000), Senate Bill 1 Local Streets and Roads Program (\$257,361) and Regional Surface Transportation Program (\$121,000). The project also addressed various storm-water improvements. Construction was completed in August 2019.

Committee member Linda Petersen expressed that the community in Pacific Grove uses the new and improved project. She noted that it has made a huge difference and she has seen bicyclists and pedestrians using the walkway accommodate each other on the path.

Committee member Mathew McCluney noticed a few bicycle safety constructions bulb outs safety improvements in the City of Pacific Grove.

Committee member Hans Hoffman Jr. requested the City of Pacific Grove place signs indicating that the path is for pedestrians only given that both bikes and pedestrians used the path before it was paved. Mr. Hoffman also requested "Share the Road" signs for the roadway on Congress Avenue.

6. **ANNOUNCEMENTS AND/OR COMMENTS**

Committee member Eric Petersen noted that he attended the FORTAG Coastal Rec Trail Outreach a few weeks ago. Mr. Petersen noted that he attended the August TAMC Board of Directors meeting and he expressed his preference for Class 2 facilities (bike lanes) on Highway 218 rather than Class 1 (a trail). Mr. Petersen shared a draft letter regarding his concerns to the Committee in preparation for offering a public comment at the upcoming TAMC Board of Directors September meeting.

Madilyn Jacobsen, Transportation Planner, shared an announcement reminding committee members about the open FORTAG survey and the upcoming Fremont Street Ribbon Cutting, scheduled for September 14th. Flyers for both announcements were shared. She also noted that at the November Bicycle and Pedestrian Committee meeting the Committee will vote on the proposed schedule for 2020 and meetings locations for 2020 will be discussed.

7. **ADJOURNMENT**

Chair Flescher adjourned the meeting at 7:08 p.m.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: October 2, 2019
Subject: Blue Zones Well-Being Improvement Project

RECOMMENDED ACTION:

RECEIVE presentation on Blue Zones project in Salinas Valley.

SUMMARY:

The Blue Zones Project is a community-wide well-being improvement initiative to help make healthier choices easier for everyone. The City of Salinas has partnered with Salinas Valley Memorial Hospital and Taylor Farms to implement a Blue Zones program in Monterey County. The goals of the Blue Zones Project are supportive of TAMC's Safe Routes to Schools, Go831 and active transportation programs.

FINANCIAL IMPACT:

No financial impact.

DISCUSSION:

National Geographic Fellow Dan Buettner observed that in certain "blue zones", from Sardinia, Italy, to Okinawa, Japan, to Loma Linda, California, people are living vibrant, active lives well into their hundreds. His book, [The Blue Zones: Lessons for Living Longer from the People Who've Lived the Longest](#), and a companion global longevity study, led to the creation of a Blue Zones program aimed at teaching the lessons of these communities to help others live longer, healthier, and happier lives.

The Blue Zones Project believes that when the entire community participates in making small healthier lifestyle changes - from workplaces to schools, and restaurants to grocery stores - that it can make a big difference in quality of life. These longevity initiatives include: healthier eating, safer streets, more active lifestyles, reduced smoking, enhanced social interactions and an increased sense of purpose.

The Blue Zones Project partners with existing initiatives and community leaders to support policy in the areas crossing the food environment and the built environment. TAMC is active on the Blue Zones Steering Committee, the Built Environment Committee and the Schools Committee to support improved traffic safety and active transportation initiatives.

In February and March 2019, the Blue Zones Project Monterey County team conducted a comprehensive analysis of the current state of well-being and met with local leaders and stakeholders - including the TAMC - to learn about the strengths, challenges, and opportunities for improving well-being in the City of Salinas, which is the geography

proposed for Phase 1 of the multi-phase Blue Zones Project throughout Monterey County.

The Monterey County Blueprint Plan, released in May 2019, identified a number of strategies to enhance the built environment to promote active lifestyles. Strategies identified in the Blue Zone's Built Environment and School sections include:

- Formally adopt a Complete Streets policy for the City of Salinas
- Create a Complete Streets implementation plan, including staff training
- Develop a Safe Routes to School plan for the City of Salinas
- Adopt a Vision Zero program and create an action plan that strives to eliminate traffic-related injuries and fatalities
- Create School Slow Zones with appropriate corresponding design treatments
- Promote a culture of active transportation and an environment that makes it safe to walk or bike to school through activities like a Walking School Bus program or bike-to-school activities

The Blue Zones Project further identifies links that support the TAMC's Go831 Rideshare Program. The Blue Zone Project's Worksite Strategies includes partnering with the Transportation Agency to create commuter incentive programs at worksites that encourage employees to commute to work by walking, biking, carpooling, or public transit.

The Blue Zones Project's Built Environment Committee will be organizing a community education campaign around various projects in the City of Salinas. Interested individuals can also sign up to receive updates about the project, including the Blue Zones Project's monthly purpose workshops.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: October 2, 2019
Subject: **Bicycle Safety - Current Research**

RECOMMENDED ACTION:

RECEIVE presentation on current bicycle safety research.

SUMMARY:

Following a presentation on existing research and best practices on bicycle facility design, Staff hopes to engage in a thoughtful discussion with the Committee on bicycle safety in Monterey County. Reviewing current research is anticipated to become a regular Agenda item with the Bicycle and Pedestrian Facilities Advisory Committee.

FINANCIAL IMPACT:

No direct financial impacts.

DISCUSSION:

Researchers suggest that there is a need for far more rigorous research to understand the impacts of bicycle treatments (DiGioia et al., 2017). One of the main issues facing researchers who study bicycle infrastructure is the availability of accurate bicycle volume counts and the current dependence on crash data. The Highway Safety Manual (HSM) includes quantitative, crash-based outcome measures that are not reflective of the near-miss accidents or users levels of comfort. Safety measures suggested through the HSM are therefore examined in terms of an increase or decrease in crash rates. Staff has reviewed and collected a variety of resources to help educate ourselves and others on existing research related to bicycle safety through design, diving beyond the standards presented in the HSM.

After the release of the National Association of City Transportation Official's (NACTO) 2nd Edition of the Urban Bikeway Design Guide, NACTO released a document entitled Contextual Guidance for Selecting All Ages & Abilities Bikeways. This document includes a chart that allows individuals to see the recommended Bicycle Facilities, based on the following factors:

- Target Motor Vehicle Speed
- Target Motor Vehicle Volume
- Motor Vehicle Lanes
- Key Operational Considerations (pedestrians, curbside activity level, etc.)

An example of how the chart operates is demonstrated below:

- Target Motor Vehicle Speed: <10 mph
- Target Motor Vehicle Volume: 1,000 to 2,000

- Motor Vehicle Lanes: No center lane, or single lane one-way
- Key Operational Considerations: Pedestrians share the roadway
- All Ages & Abilities Bicycle Facility: Shared Street

The above-discussed resource was released as a subsequent publication to the 2014 Urban Bikeway Design Guide. Note that in 2014, the California Department of Transportation (Caltrans) officially endorsed NACTO's Urban Street Design Guide and Urban Bikeway Design Guide as valuable tools for designing and constructing safe infrastructure.

In addition to the Guidance by NACTO, Staff reviewed a 2014 Master's Thesis by Jonathan E. DiGioia of Georgia Institute of Technology entitled "Safety Impacts of Bicycle Infrastructure: A Critical Review." This research has since been published by the Journal of Safety Research (2017, Vol. 61). DiGioia's study examined literature related to 22 different types of bicycle treatments, synthesized the findings, and data sources used in the findings. While this research reiterates the need for more studies to be conducted, it does offer some key findings; see below:

- **Bike Box treatments:** A study showed a 400-500% increase in drivers yielding to cyclists after a bike-box treatment, and 76% motorist compliance with not encroaching in the bike box.
- **Bike Lanes:** Study shows bike lanes result in significantly less wrong-way riding than merely "wide curb lanes"; three older studies found decreases in crash risk with bike lanes.
- **Buffered Bike Lanes:** No quantitative studies found dealing with crash / injury / conflict outcomes relating to buffered bike lanes; cyclist volumes increase 77-271% after installation of buffered bike lanes; a study in Portland, OR saw overwhelming preference by bicyclists for buffered bike lanes and stronger sense of protection from motorized traffic and less worry of being "doored" by a parked car.
- **Colored (Green) Bike Lanes:** Survey of drivers and cyclists showed positive perceptions of increased safety by both parties when colored bike lanes were present.
- **Cycle Track:** Study found 28% lower injury crash rate on streets with cycle tracks versus streets without; a different study noted that one-way cycle tracks appear to be safer at intersections than two way cycle tracks.
- **Increase bicycling levels in community** (eyes on the street philosophy) – Findings are that injury rates decrease with increased levels of walking and bicycling.

Safety research on the effects of bicycle infrastructure is an on-going, nationwide project. Educating ourselves and others on current research and publications is a crucial step for increased knowledge and education on the topic. Staff intends to continue to bring reports and academic literature to the Bicycle and Pedestrian Facilities Advisory Committee as further studies are released.

ATTACHMENTS:

- NACTO Urban Bikeway Designing for All Ages and Abilities

WEB ATTACHMENTS:

[DiGioia et al., 2017](#)

[DiGioia, J. 2014 - Master's Thesis](#) (full study)

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			
	Any			Multiple lanes per direction
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
limited conflicts			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

* While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 95th percentile speed captures high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

† Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress (<https://nacto.org/wp-content/uploads/2017/11/1005-low-stress-bicycling-network-connectivity.pdf>) level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.

‡ Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

Who is the "All Ages & Abilities" User?

(<https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/ages-abilities-user/>) (<https://nacto.org/publication>

[urban-bikeway-design-guide/designing-ages-abilities-new/ages-abilities-design-toolbox/](https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/ages-abilities-design-toolbox/))

The All Ages & Abilities Design Toolbox

Adapted from the Urban Bikeway Design Guide, published by Island Press.

References

Urban Bikeway Design Guide

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Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: October 2, 2019
Subject: Caltrans District 5 Active Transportation Plan Comment Letter

RECOMMENDED ACTION:

1. **REVIEW** and **COMMENT** on draft comment letter for consideration in the Caltrans District 5 Active Transportation Plan;
2. **AUTHORIZE** submitting the comment letter to Caltrans District 5 on behalf of the Committee.

SUMMARY:

TAMC's Bicycle and Pedestrian Committee has an opportunity to submit a comment letter regarding bicycle and pedestrian facilities along the state highway system in Monterey County for consideration in the development of Caltrans District 5's Active Transportation Plan.

FINANCIAL IMPACT:

No direct financial impact to the Agency. The Transportation Agency is supported in part through state funding to promote coordination and plan future transportation facilities. The Bicycle and Pedestrian Facilities Advisory Committee is an advisory body to the Transportation Agency Board of Directors that provides public input on bicycle and pedestrian projects and planning efforts.

DISCUSSION:

Attached is a draft letter Staff prepared based on comments submitted by members of the Bicycle and Pedestrian Facilities Advisory Committee. Upon authorization from the Committee, Staff will submit the letter to Caltrans on behalf of the Bicycle and Pedestrian Facilities Advisory Committee.

ATTACHMENTS:

- Active Transportation Plan Comment Letter

September 20, 2019

Ingrid McRoberts
Project Manager
Active Transportation Plan
Caltrans – District 5
50 Higuera St
San Luis Obispo, CA 93401

SUBJECT: Comments for Consideration regarding Caltrans District 5 Active Transportation Plan

Dear Ms. McRoberts:

The Transportation Agency for Monterey County (TAMC) established the Bicycle and Pedestrian Facilities Advisory Committee to act at its direction and discretion in response to state and federal requirements for citizens' participation. The Committee offers the following comments for Caltrans consideration regarding bicycle and pedestrian facility needs that should be addressed in District 5's Active Transportation Plan:

1. **Highway 1-Ocean Avenue Crossing at Carmel High School** – It is estimated that up to 200 students are crossing this intersection both in the morning and afternoon. Pedestrians waiting to cross are only a few feet from vehicles traveling at highway speeds. Vehicle drivers running red lights is a common occurrence at this location. The afternoon crossing is more impacted given that students are all leaving school at the same time. One potential short-term recommendation is to implement crosswalk warning lights that activate after the crosswalk buttons have been pressed.
2. **“Share the Road” Signs and Green Pavement Markings** –
 - a. Highway 1 South of Rio Road intersection. Cycling to Big Sur is a popular route and Highway 1 has limited shoulder widths and many conflict points where vehicles exit and enter the roadway.
 - b. Highway 1 Carpenter Street intersection to Hwy 68 (Holman Highway). Cyclists traveling from Carmel and other points south exit Hwy 1 at the Hwy 68 off-ramp to reach the bicycle path that parallels Hwy 1 from Hwy 68 to Soledad Drive in Monterey. Pavement surfaces, signage and striping need improvement for safety and enhanced access.
 - c. Highway 68 South Main Street Salinas. Existing bicycle facilities on South Main Street are intermittent. Improvements to signage and striping are needed to improve route continuity for cyclists.

3. **Highway 183 North Main Street-Union Pacific Railroad Undercrossing in Salinas** – There are no bicycle facilities on this route, one of the few options traveling to north Salinas. High speed motor vehicle traffic, higher than normal curbs and narrow sidewalks are detrimental to safe and comfortable bicycling and walking on this important route. Improvements to signage and striping are needed to improve route continuity and safety for cyclists.
4. **Highway 183 Merritt Street Castroville** – Existing bicycle facilities on Merritt Street are intermittent. Improvements to signage and striping are needed to improve route continuity for cyclists. There are significant gaps lacking sidewalks along Merritt Street and facilities for pedestrian crossings are deficient.
5. **General Comment:** Shoulder maintenance including sweeping, painting, and restoration/repair for all state highways needs to be proactive and on-going in order to maintain safety and accessible for bicycles.

Thank you for the consideration of the Committee's comments. If you have any questions, please follow-up with the Committee's staff liaison, Madilyn Jacobsen, at madilyn@tamcmonterey.org or via phone at (831) 775-4402.

Sincerely,

Chris Flescher
Chair, TAMC Bicycle and Pedestrian Facilities Advisory Committee