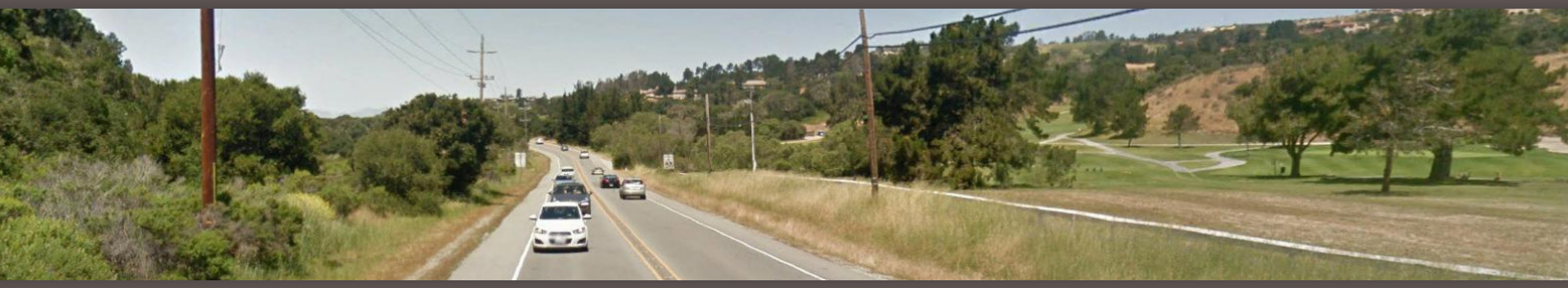
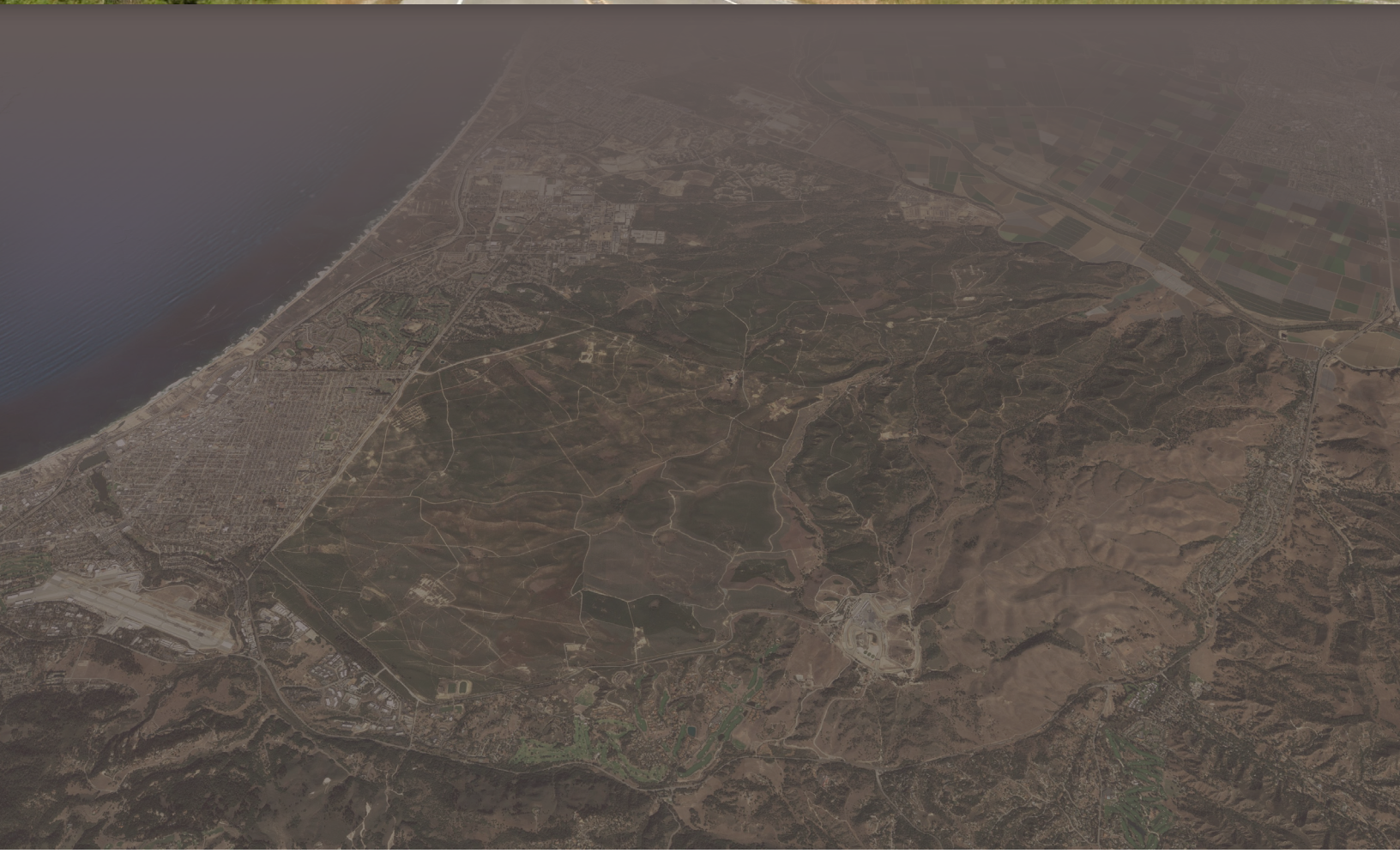
SR 68 Scenic Highway Plan

Final

Appendix A





Transportation Agency for Monterey County

SR68 SCENIC HIGHWAY PLAN

FINAL
SR 68 SCENIC HIGHWAY PLAN
August 2017

Prepared for:
Transportation Agency for Monterey County

Prepared in partnership with:
Caltrans District 5

Prepared by:
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In association with Kittelson & Associates, Wallace Group, Pathways for Wildlife, Rincon Consultants, Regional Government Services, Digiwest and Quality Counts

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Community Outreach Coordinator . . . . . .Theresa Wright

Transportation Agency for Monterey County

FINAL

SR 68 SCENIC HIGHWAY PLAN

Technical Appendix A

Appendix A.1: Summary of Public Comments

Appendix A.2: Analysis Methodology

Appendix A.3: Detailed Wildlife Report

Appendix A.4: Bypass Technical Documentation

- Cost Estimate
- Environmental impacts
- National monument status

Appendix A.5: PID Section Reference

Appendix A.1:

Summary of Public Comments

MEMO

TO: Jim Damkowitch, Project Manager

FROM: Kendall Flint, Task Manager Public Outreach

DATE: July 9, 2016

RE: Phase One Outreach Summary Report

Regional Government Services (RGS) is pleased to provide the Project Team with this summary of our Phase One Outreach Program in support of the SR68 Scenic Corridor Study.

Brand Identity

RGS created a project brand identity to establish an easily recognizable image for all outreach efforts. This was a collaborative effort with our team and TAMC staff.

Project Website

Our project website, www.SR68ScenicCorridorStudy.com , was established in January and became live in March of 2016. The site provides project information, background, documents and a complete video and photo library featuring wildlife in the project area. We also created a two interactive tools to give residents and interested parties who could not attend our workshops to share their ideas and concerns.

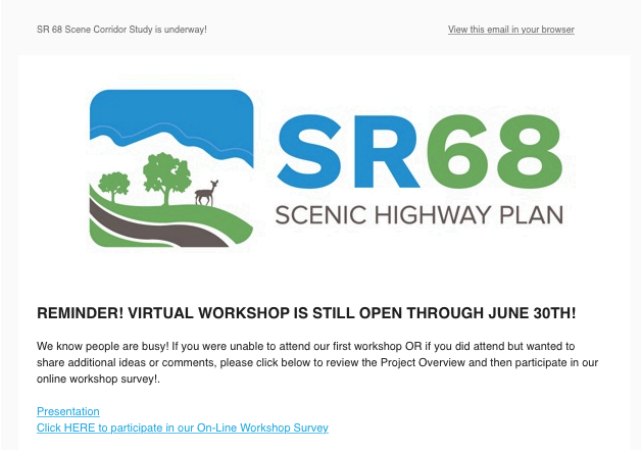
- The site has averaged more than 200 site visits per month.
- It has generated nine individual comments regarding the project.
- 38 people participated in our Virtual Workshop based on the Turning Point presentation given at the April 21 meeting.(Summary Attached).

- people participated in our Interactive Mapping Tool which allowed participants to share concerns and ideas connected to specific points of reference in the project area. (Summary attached).

We will continue to provide updates to the site and post documents and information as they become available.

E-Blasts

RGS established a database of interested parties and has created an e-Blast template and mailing list. We sent out a series of sevene-Blasts beginning in March and through June to promote participating at both our Public Workshop and our Virtual Workshop. The list currently includes more than 135 individuals addresses. We are averaging an "open" rate of 52%.



Public Workshop

We held our first public workshop April 21, 2016 at the Laguna Seca Raceway. We had approximately 60 people attend the workshop and provide comments. The

meeting was covered by Channel 5 News (clip is posted to the website). Our meeting was structured as follows:

- Live interactive "click-polling" using Turning Point. (Summary attached.)[1]
- Live Interactive Mapping Tool station. (Summary attached)
- Wildlife station with exhibits and information about fauna in the project area.
- Live comments and comment cards. (Notes attached).

Next Steps

The RGS team will work with the project team to plan, promote and facilitate a second public workshop later this Fall to showcase potential solutions and take public comment on these ideas. This will also include attendance at local farmers markets to share this information with folks who do not or cannot attend public meetings. Other work will include:

- Coordination with TAMC's PIO for media outreach.
- Community events.
- Public Workshop
- Virtual Workshop
- Phase Two Summary Report

[1] Polling results experienced and error in export due to re-polling question XX.

SR 68 Workshop #1
21 April 2016
Notes from Mapping Session

Comments Prior to Mapping Session:

- Re: La Corrales grade/68 intersection in Segment 3 - Signal is not actuated.
- Cyclists want actual bike lanes and farmers not dumping on shoulders.
- Signalized intersections are bad – roundabouts are good (All segments).
- Coordinate signals throughout corridor.
- In major emergency/ power failure, Signals go dark, but Roundabouts still function.
- By-pass should go through Fort Ord.

Mapping Session:

Following the introduction, attendees were asked to participate by placing dots (as shown below) at specific locations along five segments of the SR 68 Corridor, together with any notation they felt was relevant.

Safety Congestion Operational Any Other

Segment 1 - Josselyn Canyon Road to SR 218

(7) Safety Issues

- O'Hare Ave. (Airport) w/ Operational note (below)
- Josselyn Canyon Rd./SR 68 (w/o note)
- Intersection of Olmsted Rd. /SR 68 south side (eastbound)
- East of Olmsted Rd./SR 68, north side (westbound)
- East of Olmsted Rd./SR 68 (westbound side) w/ note: "Need a safety indicator to
- SR 68 west of Canyon del Rey Blvd. (w/o note)
- Intersection of Canyon del Rey Blvd./SR 68 (w/o note)

(11 ½) Congestion Issues @

- Josselyn Canyon Rd./SR 68 (w/o note)
- Josselyn Canyon Rd./SR 68 (w/o note)
- (6) @ Olmsted Rd./SR 68 w/ arrows pointing westbound & note: "PM peak westbound commute traffic"
- (3 ½) @ Canyon del Rey Blvd./SR 68 (w/o note)

(6) Operational Issues @

- O'Hare Ave. (Airport) w/ note: "Consider opportunities to reduce conflict points via access management"
- Olmsted Rd. north of SR 68 w/ note: "Need bus stops along Hwy 68 @ Olmsted Rd."
- SE corner of Olmsted Rd./SR 68 w/o note
- Westbound side of SR 68 east of Olmsted Rd. w/o note
- Eastbound side of SR 68 west of Canyon del Rey Blvd. w/o note
- West of SR 68/Canyon del Rey Blvd. intersection w/o note

Segment 2 - SR 218 to Pasadera Drive

(8 ½) Safety Issues @

- South Boundary Rd. north of SR 68 w/ operational note (below)
- (No dot) Note: "Private driveways!"
- Westbound side of SR 68/SR 218 intersection w/o note
- Westbound side of SR 68/Ragsdale Dr. intersection w/ notes: "Merging 2 EB lanes to 1 lane" and "Difficult to see around bend onto Hwy 68 right turn movement from business park"
- West of SR 68/York Rd. intersection w/ note: "Q backup WB"
- (2 ½) @ SR 68/York Rd. intersection w/ notes: "Safety issue. Turn onto Hwy 68 from Business Park & York school at PM peak commute" and "Light timing – queing (sic) issue"
- Midway between York Dr. and Pasadera Dr. w/ notes: " Q backup rear end collisions" and "York Rd. stop light queue – blind curve in road + speed limit = slamming on brakes to stop for queued traffic"
- SR 68/Pasadera Dr. intersection w/ notes: "West bound/eastbound cars pass illegally on the right shoulder in merge lane," and "cars pass on shoulder off pavement"

(18) Congestion Issues @

- (5) West SR 68/SR 218 intersection w/ note: "PM Peak Westbound"
- (3) Westbound SR 68 east of intersection w/ note: "PM Peak Westbound"
- (2) York Rd./ Wilson Rd. w/o note
- (2) York Rd. north of Blue Larkspur Ln. w/ note: "PM Peak congestion"
- (2) North side of York Rd./ SR 68 intersection w/o note
- (3) South side of York Rd./ SR 68 intersection w/o note
- Intersection of SR 68/Pasadera Dr. w/o note

(3) Operational Issues @

- South Boundary Rd. north of SR 68 w/ note: and "It would be interesting to quantify the total # of access points along the road. Quantification would allow the team to determine concepts that concentrate or change the access points to reduce conflict points. Access management is a key strategy."
- Intersection of SR 68/SR 218 intersection w/o note
- York Rd./ SR 68 intersection w/o note

(3) Wildlife Issues @

- (2) North side of SR 68 between York Rd. and Blue Larkspur Ln. w/ note: "Deer"
- Intersection of SR 68/Pasadera Dr. w/ "X" west of intersection and arrows eastbound indicating deer crossing

Segment 3 - Pasadera Drive to San Benancio Road

(7) Safety Issues @

- (2) Laguna Seca @ A Rd./B Rd. w/ notes: "Event traffic issues"
- South side of SR 68 w/ notes: "SPCA" and "2X I have been rear ended right at SPCA going from Monterey to Toro Park Estates"
- (2) East of A Rd. on SR 68 w/o/ notes
- Intersection of SR 68/Corral de Tierra Rd. w/ note: "Drainage swell (swale?) at Corral de Tierra makes it hard to turn onto Corral – Raise it!"
- South side of SR 68 east of Corral de Tierra Rd. w/ note: "Left onto Hwy 68 from residential area"

(18) Congestion Issues @

- (5) West of A Rd. on SR 68 w/ note: "Congestion eastbound PM Peak commute"
- (No dot) South side of SR 68 w/ note: "The traffic in the AM bypasses 68 by coming through Toro Park Estates jamming over roads so badly we cannot get out 7 – 9 AM"
- (3) East of A Rd. w/o notes
- (4) On SR 68 west of Corral de Tierra Rd. w/ arrow pointing east and note: "Congestion PM to Salinas"
- (2) North side of SR 68/Cypress Church Dr. w/o notes
- North side of SR 68 east of Corral de Tierra Rd. w/o note
- Intersection of SR 68/Benancio Rd. w/ arrow and note: "Left turn onto Benancio Rd.
- (2) Westbound side of SR 68 w/ note: "AM congestion to Monterey"

(2) Operational Issues @

- (2) East of A Rd. south of Hwy 68 w/ note: "Hwy 68 @ Laureles Grade – Need more parking spaces at Park and Ride lot"

(3) Other Issues @

- North side of SR 68 west of B Rd. w/ note: "Animal Kill"
- (2) on SR 68 east of A Rd. w/o notes
- South side of SR 68 w/ note: "Are there other locations of potential Park & Rides"
- South side of SR 68 east of Corral de Tierra Rd. w/ note: "Animal Kill"

Segment 4 - San Benancio Road to River Road

(5) Safety Issues @

- Intersection of SR 68/San Benancio Rd. w/o note
- Intersection of SR 68/Torero Dr. w/ note: "EB Hwy 68 @ Torero (Difficult left turn onto Torero)

  SB Torero Dr. @ Hwy 68 (Difficult right and left turns onto Hwy 68 during weekday peak hours)

  WB on Hwy 68 @ Torero Dr. * Need extensive "pocket" lane for right turning traffic from Torero to Hwy 68 WB

  (Transit buses perform this Dangerous/Challenging turning movement from Torero onto Hwy 68)"
- Toro Park Elementary School w/ note: "The bypass traffic blocks the elementary school entrance – very hazardest (sic)!! Help keep out non-residents before a child is harmed!"
- Intersection of Veronica Dr./Ferdinand Dr. w/ note: "I live at the corner of Ferdinand & Veronica in Toro Park Estates. Traffic west backs up starting @ 7:15 and builds up with school traffic. Cars are using the side streets to circumvent the traffic. Vehicles are flying down the street – Concern for safety as well."
- Intersection of Hwy 68/Reservation Rd. w/ note: "Unsafe passing on the (L) lane w/ east bound traffic in the morning to avoid oncoming traffic from River Road."

(12) Congestion Issues @

- (2) @ Intersection of SR 68/San Benancio Rd. w/o notes
- Intersection of San Benancio Rd./Big Sky Ln. w/o note
- (No dot) Note on south side of SR 68: "Bad School traffic:
  - Washington School (Corral)
  - San Benancio School
  - Toro School

  Can we reduce school traffic?"

- (4) On Portola Dr. between Torero Dr. and Davenich St. w/o/ notes

- (No dot) Note on north side of SR 68: "Extend 4 lanes to San Benancio Rd."
- (2) @ intersection of Toreador Dr. and Portola Dr. w/o notes
- (2) on SR 68 south of Ortega Dr. w/ no notes
- (No dot) South side of SR 68 "Improve & move Torero Dr. west to old R.O.W. – Add Signal"
- Portola Dr. on/off @ Toro Park w/o note
- North of Hwy 68 @ Toro Hills Ave. (No dot): "Cars passing through Toro Park community. 10 min. time to traverse from Portola to Torero"
- School traffic staggered start bus service mandatory!

Segment 5 - River Road to Blanco Road

(3) Safety Issues @

- SR 68 EB off-ramp @ Spreckels Blvd. w/ note: "Sight Distance"
- Intersection of SR 68/Hitchcock Rd. w/o notes
- Intersection of SR 68/W. Blanco Rd. w/o note

(6) Congestion Issues @

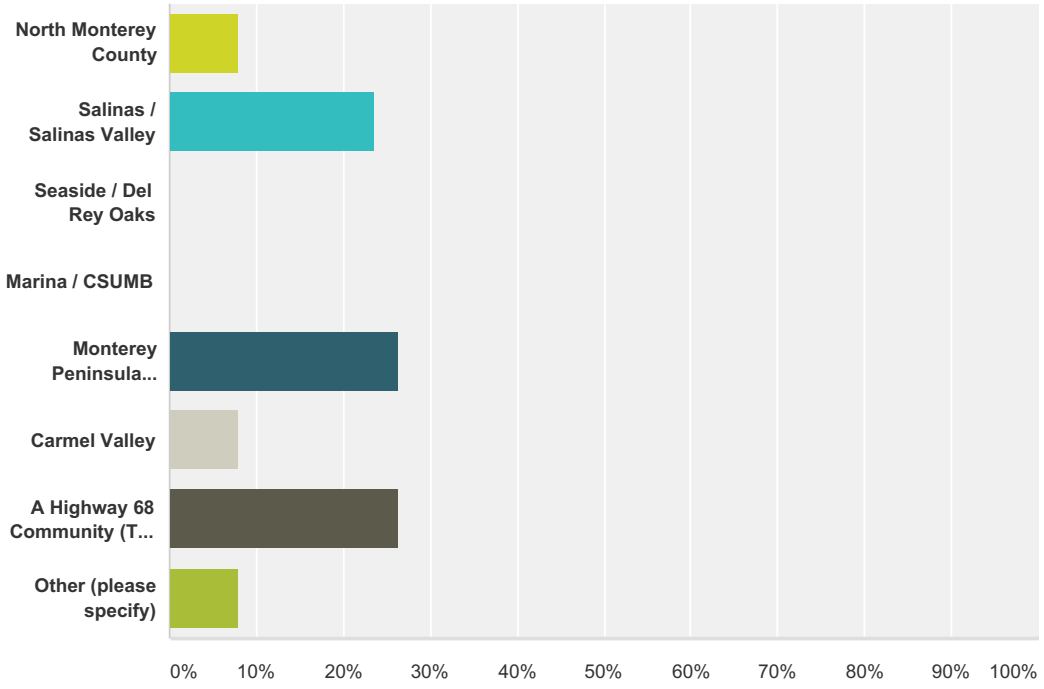
- SR 68 EB on & off-ramp @ Reservation Rd. w/o note
- SR 68 EB on-ramp @ Reservation Rd. w/o note
- SR 68 EB on-ramp @ Spreckels Blvd. w/ note: "AM Commute"
- Intersection of SR 68/Hitchcock Rd. w/o note
- (2) Intersection of SR 68/W. Blanco Rd. w/o note

(1) Operational Issue @

- Intersection of SR 68/Stephanie Dr. w/ note: "Left turn difficult"

Q1 Where do you live?

Answered: 38 Skipped: 1

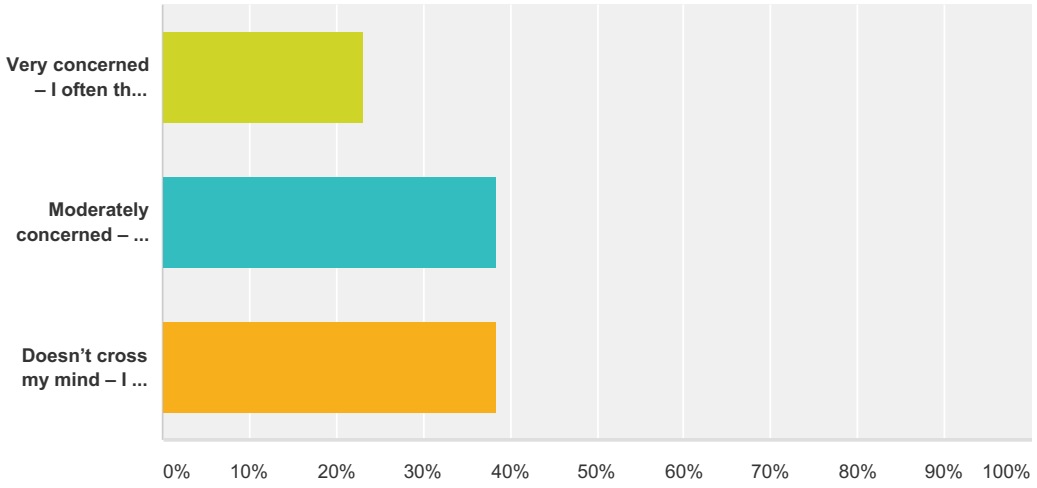


Answer Choices	Responses	
North Monterey County	**7.89%**	3
Salinas / Salinas Valley	**23.68%**	9
Seaside / Del Rey Oaks	**0.00%**	0
Marina / CSUMB	**0.00%**	0
Monterey Peninsula (Monterey, Pacific Grove, Pebble Beach, Carmel)	**26.32%**	10
Carmel Valley	**7.89%**	3
A Highway 68 Community (Toro Park Estates, Corral De Tierra, Pasadera, Other)	**26.32%**	10
Other (please specify)	**7.89%**	3
Total		**38**

#	Other (please specify)	Date
1	Boots Road	7/1/2016 3:21 PM
2	Santa Cruz	6/29/2016 10:35 AM
3	The Villas -63 Units off 68 between CdT and SB	6/29/2016 9:34 AM

Q2 When driving on SR 68 – how concerned are you about hitting an animal on the highway?

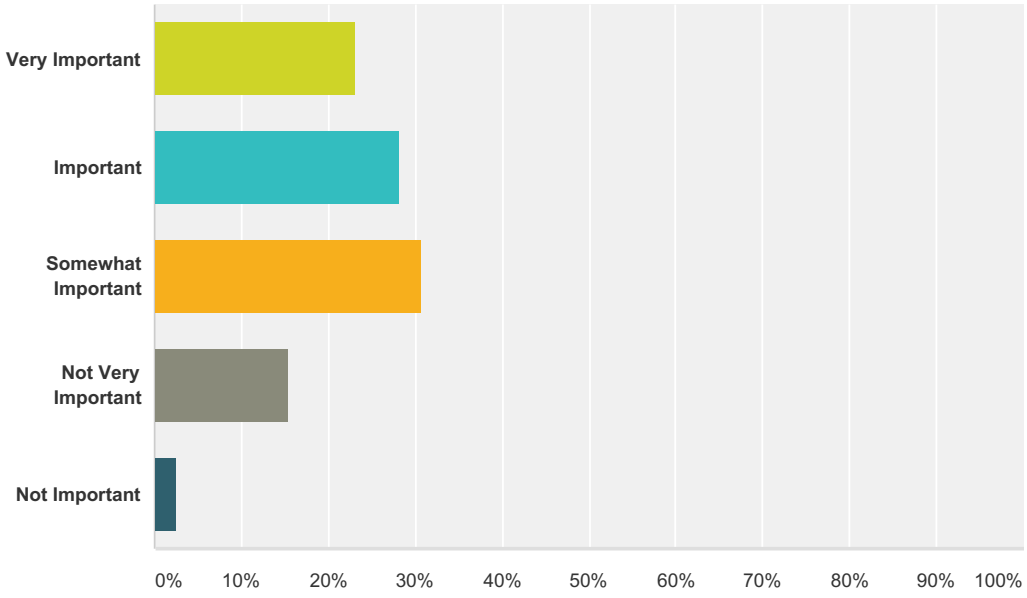
Answered: 39 Skipped: 0



Answer Choices	Responses	
Very concerned – I often think about it.	**23.08%**	9
Moderately concerned – I only think of it when I see roadkill	**38.46%**	15
Doesn't cross my mind – I try not to worry about it.	**38.46%**	15
Total		**39**

Q3 How important is wildlife protection and connectivity along the SR 68 corridor to you?

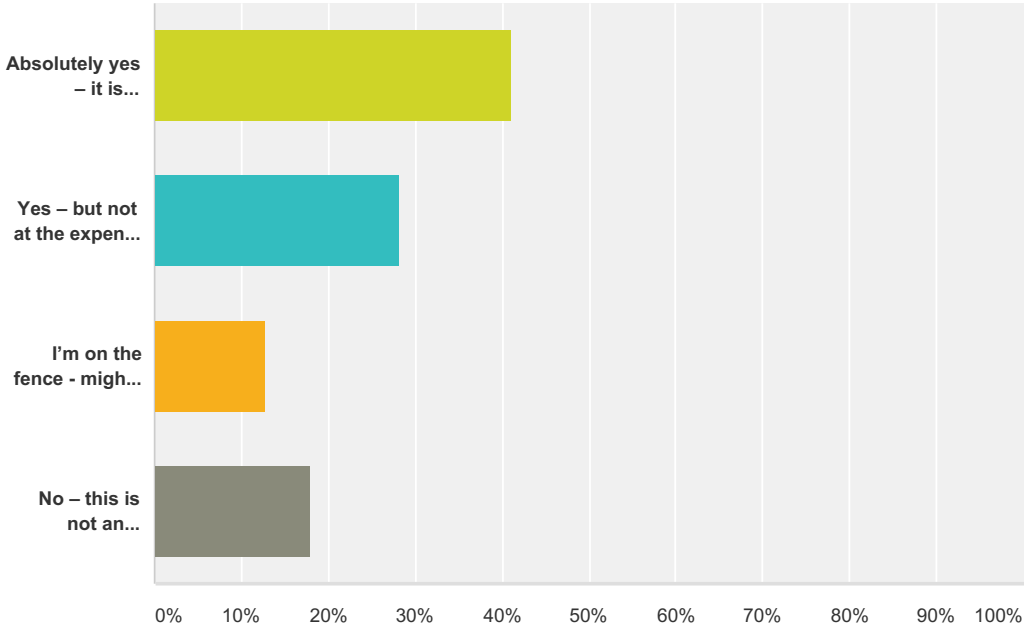
Answered: 39 Skipped: 0



Answer Choices	Responses	
Very Important	**23.08%**	9
Important	**28.21%**	11
Somewhat Important	**30.77%**	12
Not Very Important	**15.38%**	6
Not Important	**2.56%**	1
Total		**39**

Q4 Is funding wildlife safety improvements along Highway 68 something you would support? (i.e., adding culverts and fencing to guide animals to the structures and existing bridges so that wildlife can safely travel under the highway)

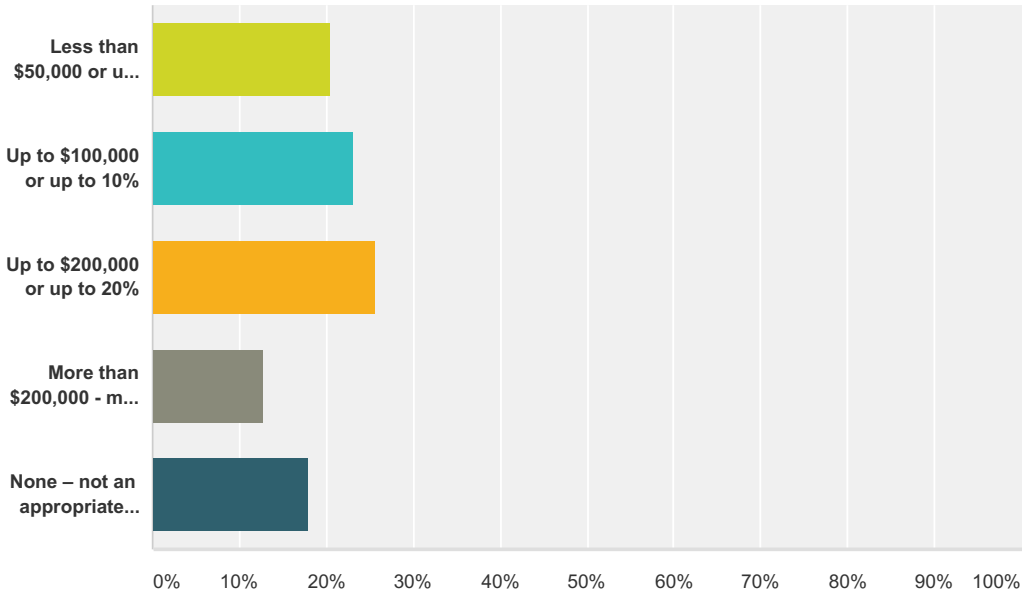
Answered: 39 Skipped: 0



Answer Choices	Responses	
Absolutely yes – it is definitely important enough of an issue.	**41.03%**	16
Yes – but not at the expense of capacity/safety/operational improvement for motorists.	**28.21%**	11
I'm on the fence - might be something I can support.	**12.82%**	5
No – this is not an appropriate expenditure of our limited transportation funds or my tax dollars.	**17.95%**	7
Total		**39**

Q5 How much funding do you think is reasonable? Assume there is an operational/capacity improvement proposed for SR 68 with a price tag of $1 million - what percentage of that budget would find acceptable for making wildlife protection/enhancements

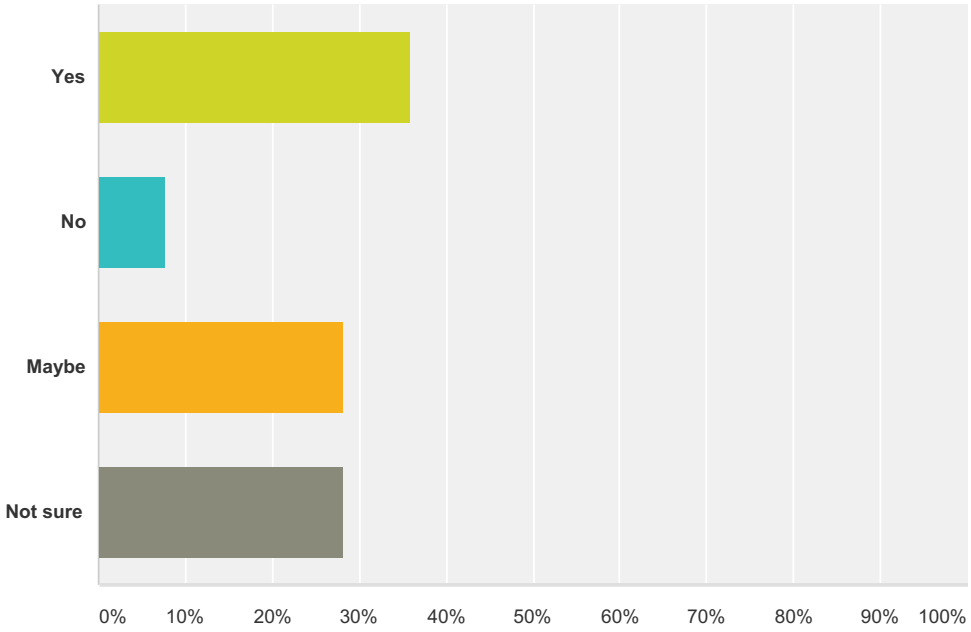
Answered: 39 Skipped: 0



Answer Choices	Responses	
Less than $50,000 or up to 5%	**20.51%**	8
Up to $100,000 or up to 10%	**23.08%**	9
Up to $200,000 or up to 20%	**25.64%**	10
More than $200,000 - more than 20%	**12.82%**	5
None – not an appropriate expenditure of our limited transportation funds or my tax dollars	**17.95%**	7
Total		**39**

Q6 Do you think improving wildlife crossings would be a good way to mitigate for the environmental impacts building improvements to Highway 68?

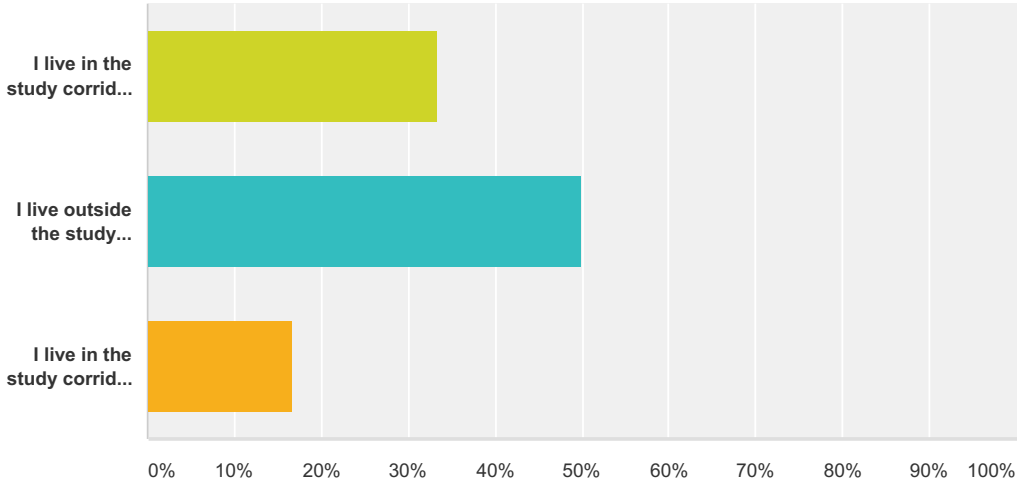
Answered: 39 Skipped: 0



Answer Choices	Responses	
Yes	**35.90%**	14
No	**7.69%**	3
Maybe	**28.21%**	11
Not sure	**28.21%**	11
Total		**39**

Q7 What is your primary purpose for using SR 68 as a motorist in our study area?

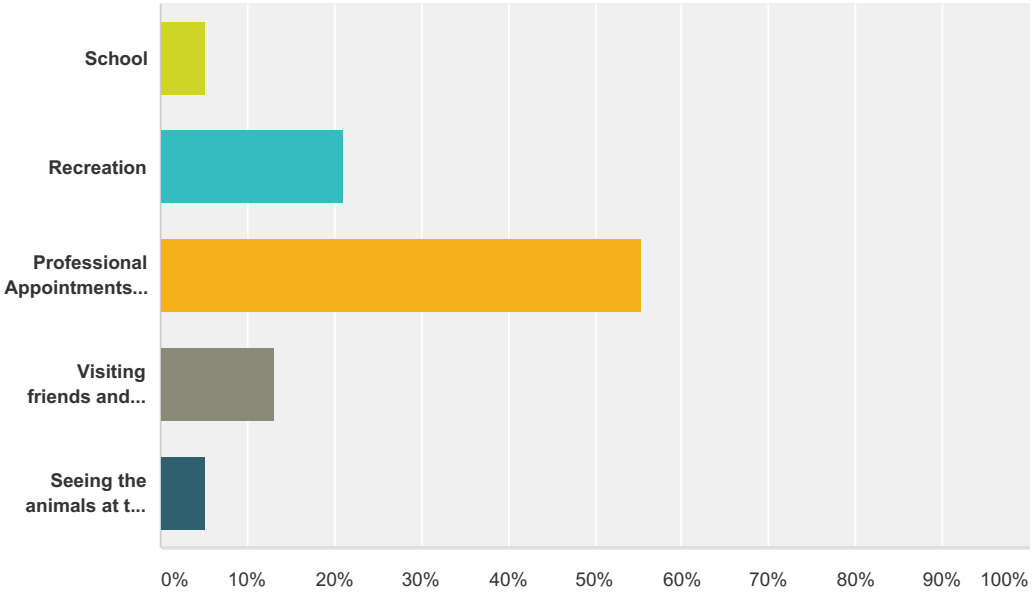
Answered: 36 Skipped: 3



Answer Choices	Responses	
I live in the study corridor and commute via 68.	**33.33%**	12
I live outside the study corridor and commute via 68.	**50.00%**	18
I live in the study corridor but do not commute.	**16.67%**	6
Total		**36**

Q8 Other than commuting, what are your main reasons for using Highway 68?

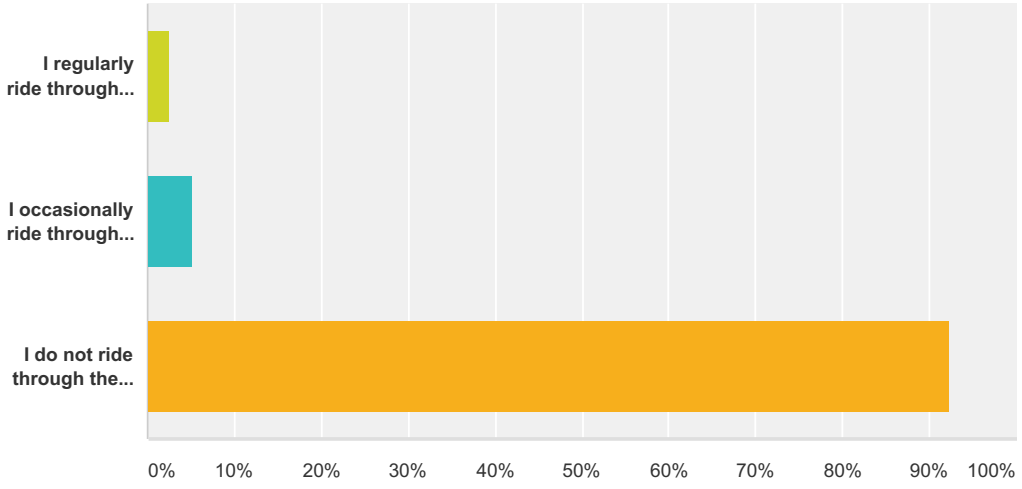
Answered: 38 Skipped: 1



Answer Choices	Responses	
School	**5.26%**	2
Recreation	**21.05%**	8
Professional Appointments (medical offices in Ryan Ranch for instance)	**55.26%**	21
Visiting friends and family	**13.16%**	5
Seeing the animals at the SPCA	**5.26%**	2
Total		**38**

Q9 What is your primary purpose for using SR 68 as a cyclist in our study area?

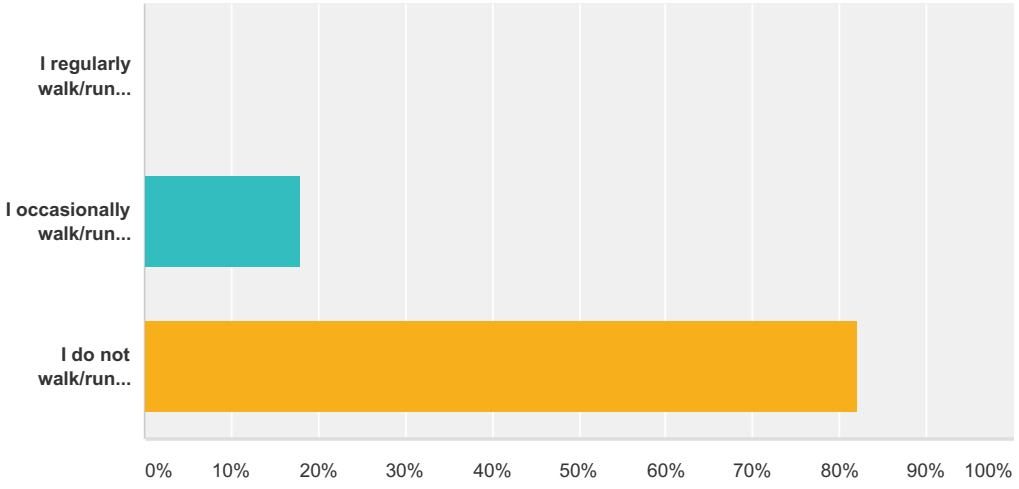
Answered: 39 Skipped: 0



Answer Choices	Responses	
I regularly ride through the study area.	**2.56%**	1
I occasionally ride through the study area.	**5.13%**	2
I do not ride through the study area.	**92.31%**	36
Total		**39**

Q10 What is your primary purpose for using SR 68 as a pedestrian in our study area?

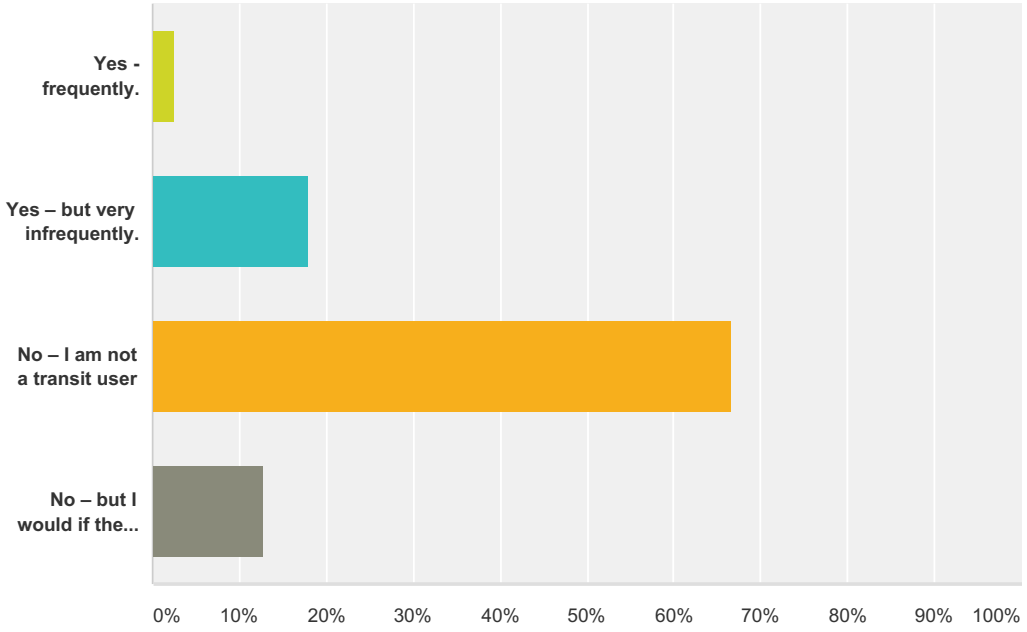
Answered: 39 Skipped: 0



Answer Choices	Responses	
I regularly walk/run through the study area.	**0.00%**	0
I occasionally walk/run through the study area.	**17.95%**	7
I do not walk/run through the study area.	**82.05%**	32
Total		**39**

Q11 Have you ever used public transit on SR 68?

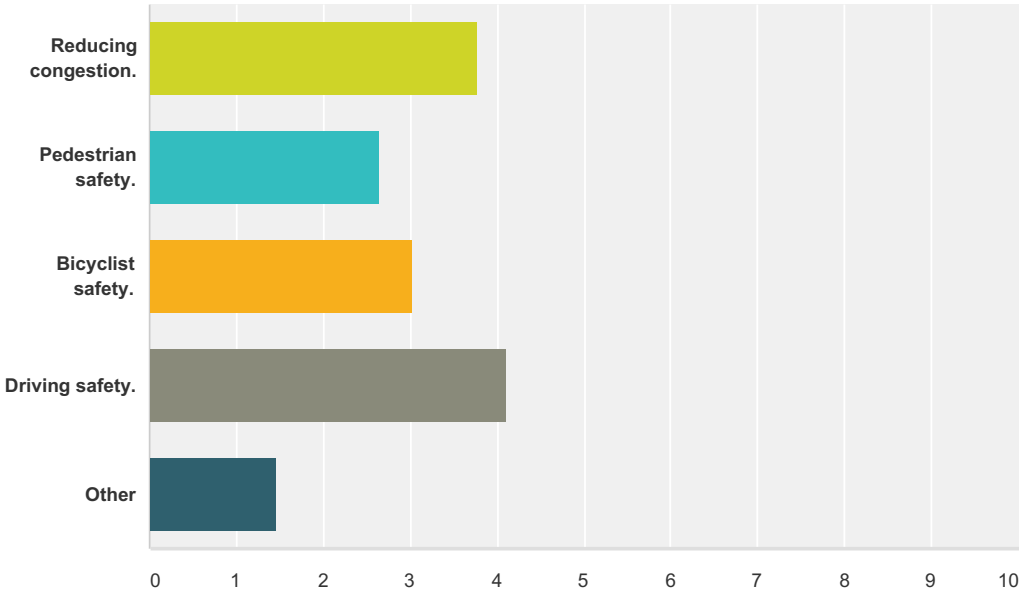
Answered: 39 Skipped: 0



Answer Choices	Responses	
Yes - frequently.	**2.56%**	1
Yes – but very infrequently.	**17.95%**	7
No – I am not a transit user	**66.67%**	26
No – but I would if there was more frequent service along the corridor	**12.82%**	5
Total		**39**

Q12 Rank these in order of importance for Blanco Road to Reservation Road with 1 being MOST important.

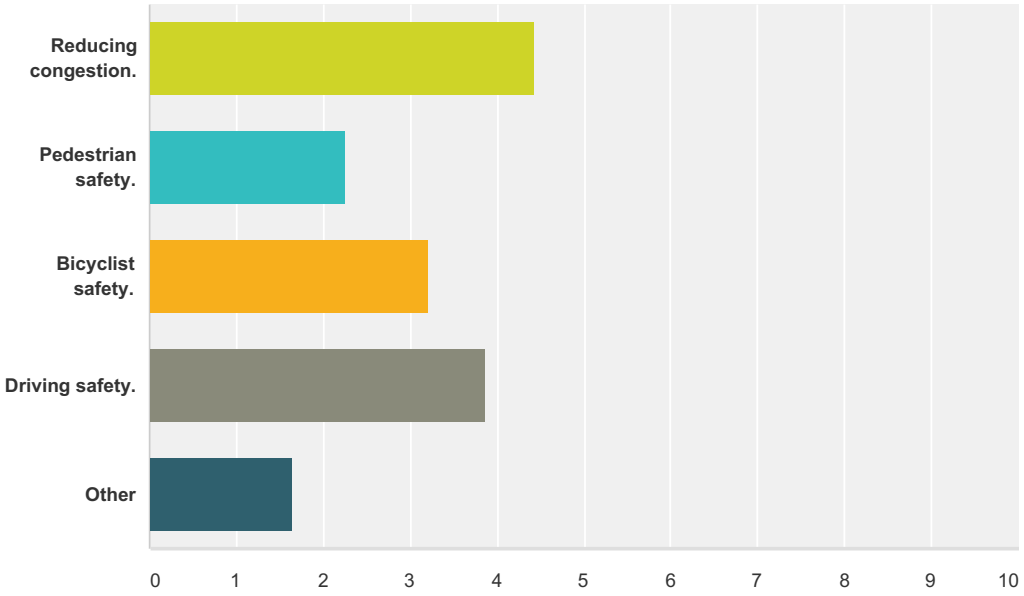
Answered: 36 Skipped: 3



	1	2	3	4	5	Total	Score
Reducing congestion.	**45.71%** 16	**17.14%** 6	**11.43%** 4	**20.00%** 7	**5.71%** 2	35	3.77
Pedestrian safety.	**6.25%** 2	**15.63%** 5	**21.88%** 7	**50.00%** 16	**6.25%** 2	32	2.66
Bicyclist safety.	**5.71%** 2	**17.14%** 6	**57.14%** 20	**14.29%** 5	**5.71%** 2	35	3.03
Driving safety.	**36.11%** 13	**50.00%** 18	**8.33%** 3	**0.00%** 0	**5.56%** 2	36	4.11
Other	**5.88%** 1	**0.00%** 0	**5.88%** 1	**11.76%** 2	**76.47%** 13	17	1.47

Q13 Rank the following in terms of importance for Reservation Road to San Benancio with 1 being MOST important.:

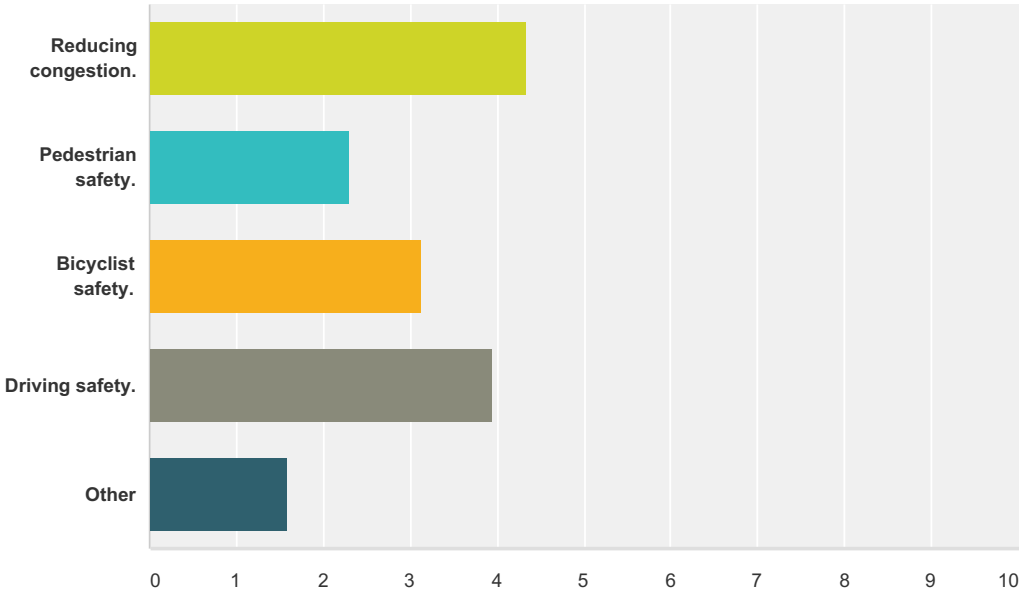
Answered: 32 Skipped: 7



	1	2	3	4	5	Total	Score
Reducing congestion.	**76.67%** 23	**6.67%** 2	**6.67%** 2	**3.33%** 1	**6.67%** 2	30	4.43
Pedestrian safety.	**3.70%** 1	**7.41%** 2	**7.41%** 2	**74.07%** 20	**7.41%** 2	27	2.26
Bicyclist safety.	**6.90%** 2	**17.24%** 5	**65.52%** 19	**10.34%** 3	**0.00%** 0	29	3.21
Driving safety.	**13.33%** 4	**70.00%** 21	**10.00%** 3	**3.33%** 1	**3.33%** 1	30	3.87
Other	**9.09%** 1	**0.00%** 0	**9.09%** 1	**9.09%** 1	**72.73%** 8	11	1.64

Q14 Please rank the following in terms of importance for the road between San Benancio to Pasadera Drive with 1 being MOST important.:

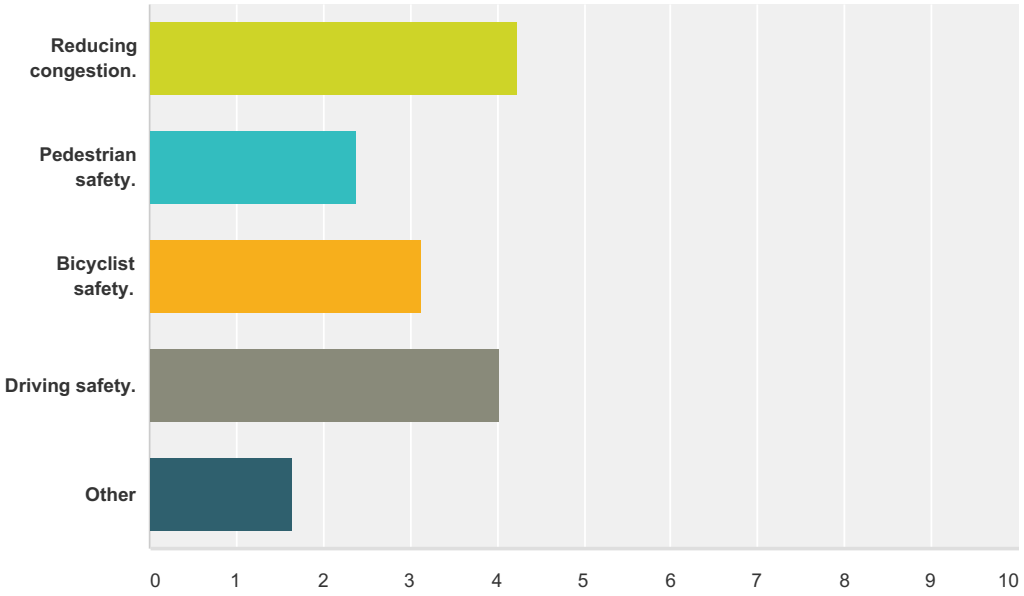
Answered: 33 Skipped: 6



	1	2	3	4	5	Total	Score
Reducing congestion.	**71.88%** 23	**12.50%** 4	**3.13%** 1	**3.13%** 1	**9.38%** 3	32	4.34
Pedestrian safety.	**3.57%** 1	**7.14%** 2	**10.71%** 3	**71.43%** 20	**7.14%** 2	28	2.29
Bicyclist safety.	**6.25%** 2	**12.50%** 4	**68.75%** 22	**12.50%** 4	**0.00%** 0	32	3.13
Driving safety.	**15.63%** 5	**68.75%** 22	**9.38%** 3	**6.25%** 2	**0.00%** 0	32	3.94
Other	**8.33%** 1	**0.00%** 0	**8.33%** 1	**8.33%** 1	**75.00%** 9	12	1.58

Q15 Please rank the following in order of importance for the road between Pasadera Drive to SR 218 with 1 being MOST important.:

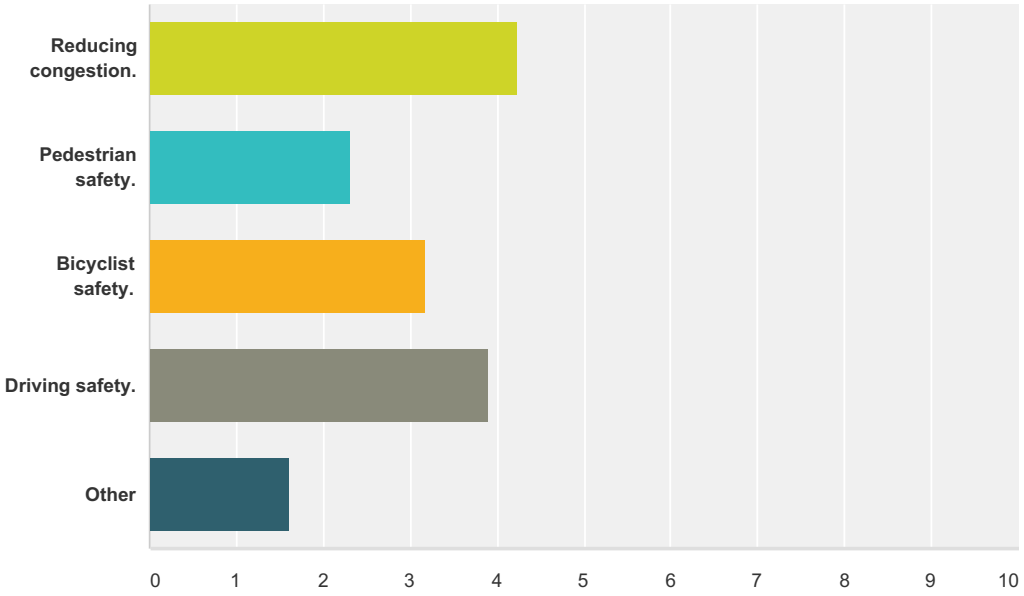
Answered: 32 Skipped: 7



	1	2	3	4	5	Total	Score
Reducing congestion.	**61.29%** 19	**22.58%** 7	**3.23%** 1	**3.23%** 1	**9.68%** 3	31	4.23
Pedestrian safety.	**3.85%** 1	**7.69%** 2	**15.38%** 4	**69.23%** 18	**3.85%** 1	26	2.38
Bicyclist safety.	**6.90%** 2	**13.79%** 4	**65.52%** 19	**13.79%** 4	**0.00%** 0	29	3.14
Driving safety.	**25.81%** 8	**58.06%** 18	**9.68%** 3	**6.45%** 2	**0.00%** 0	31	4.03
Other	**9.09%** 1	**0.00%** 0	**9.09%** 1	**9.09%** 1	**72.73%** 8	11	1.64

Q16 Please rank these in order of importance for the road between SR 218 to Josselyn Canyon Road with 1 being MOST important.:

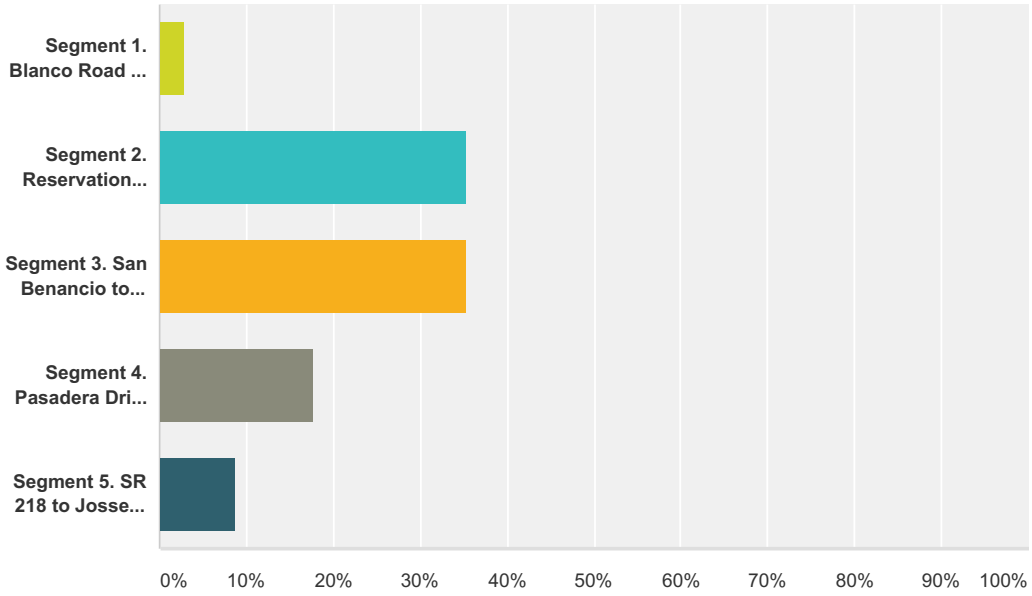
Answered: 31 Skipped: 8



	1	2	3	4	5	Total	Score
Reducing congestion.	**64.52%** 20	**16.13%** 5	**6.45%** 2	**3.23%** 1	**9.68%** 3	31	4.23
Pedestrian safety.	**0.00%** 0	**11.54%** 3	**11.54%** 3	**73.08%** 19	**3.85%** 1	26	2.31
Bicyclist safety.	**6.90%** 2	**13.79%** 4	**68.97%** 20	**10.34%** 3	**0.00%** 0	29	3.17
Driving safety.	**20.00%** 6	**60.00%** 18	**10.00%** 3	**10.00%** 3	**0.00%** 0	30	3.90
Other	**10.00%** 1	**0.00%** 0	**10.00%** 1	**0.00%** 0	**80.00%** 8	10	1.60

Q17 Where you think the worst SR 68 corridor congestion occurs on a recurring basis?

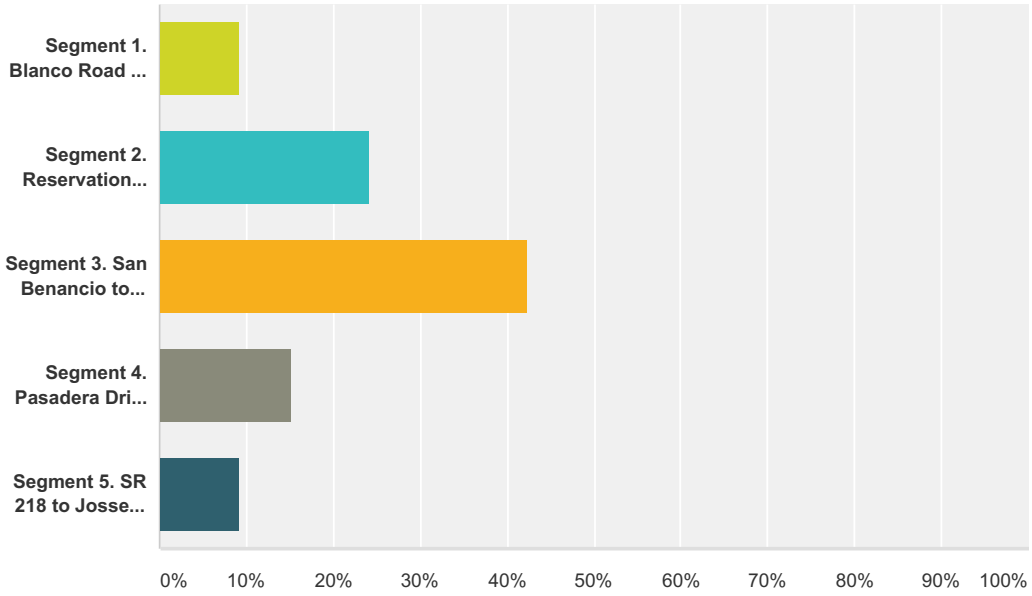
Answered: 34 Skipped: 5



Answer Choices	Responses	
Segment 1. Blanco Road to Reservation Road	**2.94%**	1
Segment 2. Reservation Road to San Benancio	**35.29%**	12
Segment 3. San Benancio to Pasadera Drive	**35.29%**	12
Segment 4. Pasadera Drive to SR 218	**17.65%**	6
Segment 5. SR 218 to Josselyn Canyon Road	**8.82%**	3
Total		**34**

Q18 Where do you perceive the biggest safety problems exist along the SR 68 study corridor?

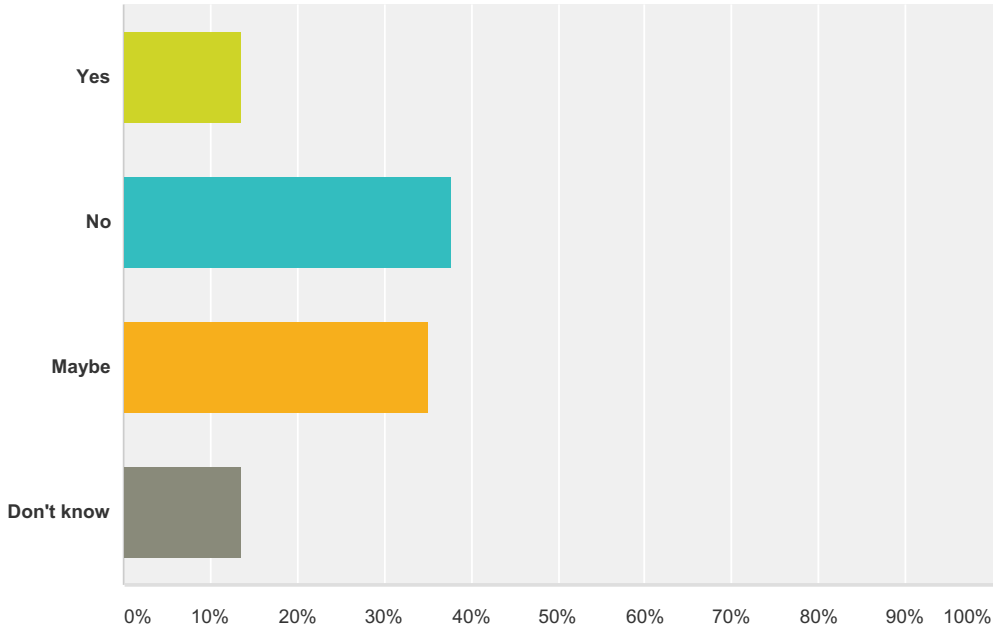
Answered: 33 Skipped: 6



Answer Choices	Responses	
Segment 1. Blanco Road to Reservation Road	**9.09%**	3
Segment 2. Reservation Road to San Benancio	**24.24%**	8
Segment 3. San Benancio to Pasadera Drive	**42.42%**	14
Segment 4. Pasadera Drive to SR 218	**15.15%**	5
Segment 5. SR 218 to Josselyn Canyon Road	**9.09%**	3
Total		**33**

Q19 Do you think regional transit services – connecting different communities are most in need to relieve congestion in the corridor?

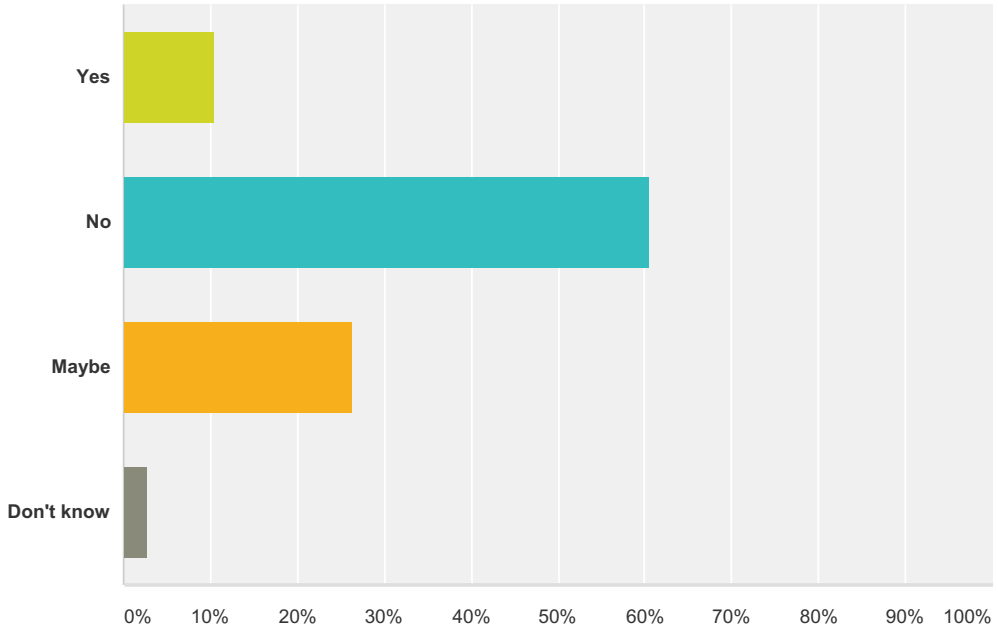
Answered: 37 Skipped: 2



Answer Choices	Responses	
Yes	**13.51%**	5
No	**37.84%**	14
Maybe	**35.14%**	13
Don't know	**13.51%**	5
Total		**37**

Q20 Would you use public transit along Highway 68 if there was more reliable service?

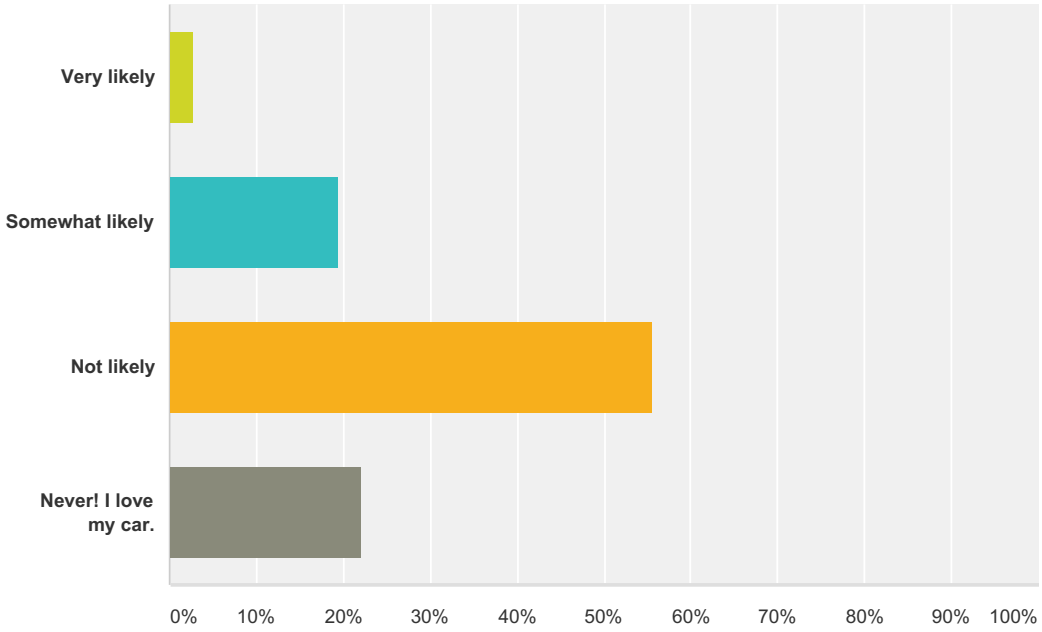
Answered: 38 Skipped: 1



Answer Choices	Responses	
Yes	**10.53%**	4
No	**60.53%**	23
Maybe	**26.32%**	10
Don't know	**2.63%**	1
Total		**38**

Q21 How likely would you be to use commute alternative, like carpooling / vanpooling, park and ride lots, or employee shuttles?

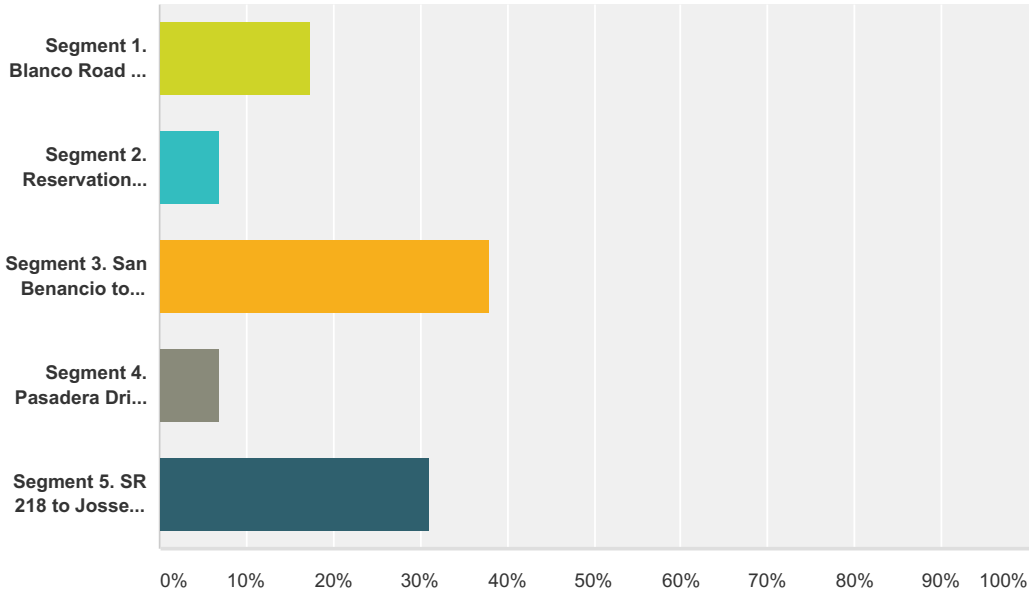
Answered: 36 Skipped: 3



Answer Choices	Responses	
Very likely	**2.78%**	1
Somewhat likely	**19.44%**	7
Not likely	**55.56%**	20
Never! I love my car.	**22.22%**	8
Total		**36**

Q22 Where do you think bike and pedestrian connections along the SR 68 study corridor are the poorest?

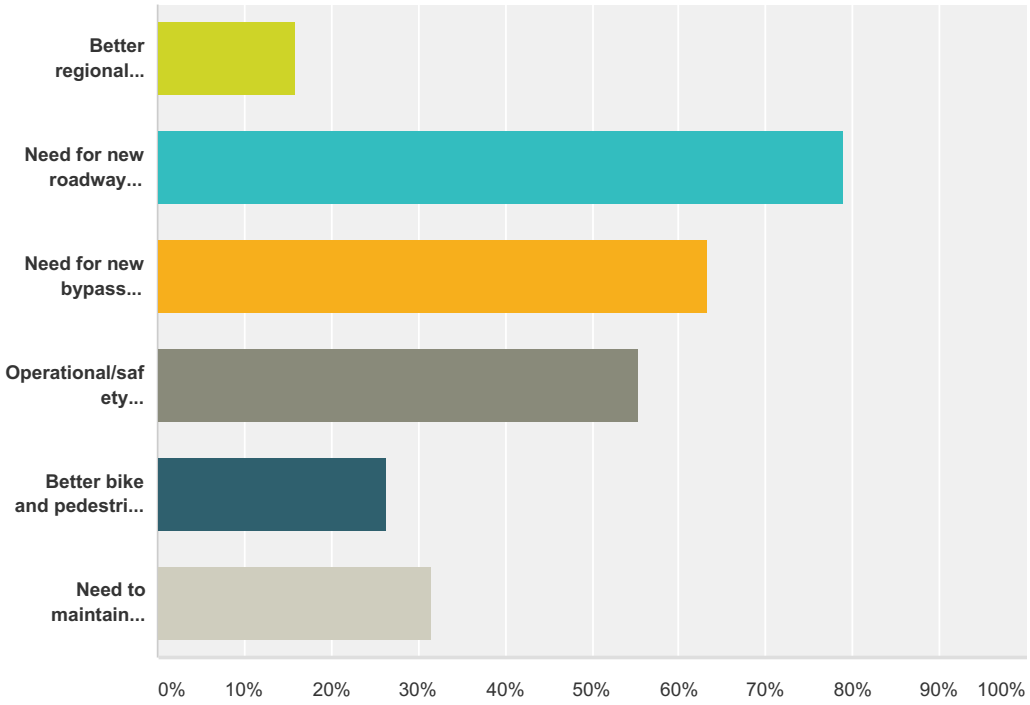
Answered: 29 Skipped: 10



Answer Choices	Responses	
Segment 1. Blanco Road to Reservation Road	**17.24%**	5
Segment 2. Reservation Road to San Benancio	**6.90%**	2
Segment 3. San Benancio to Pasadera Drive	**37.93%**	11
Segment 4. Pasadera Drive to SR 218	**6.90%**	2
Segment 5. SR 218 to Josselyn Canyon Road	**31.03%**	9
Total		**29**

Q23 What are the 3 biggest transportation needs on the SR 68 Corridor? (Pick up to three)

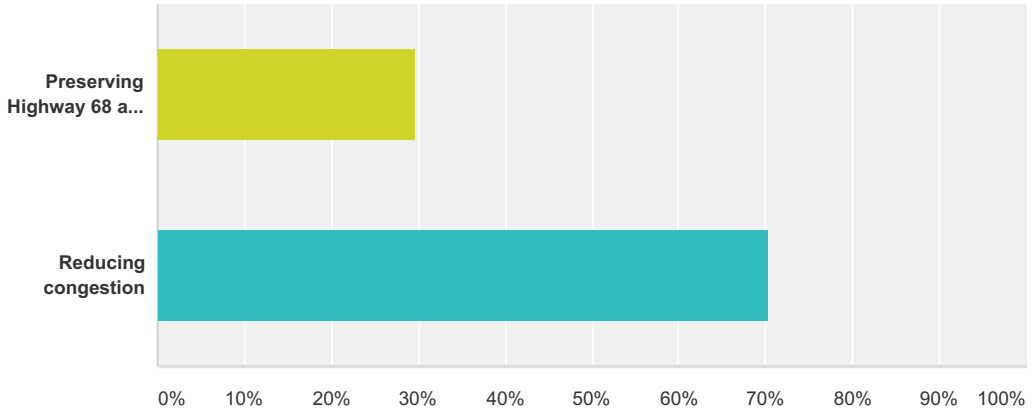
Answered: 38 Skipped: 1



Answer Choices	Responses	
Better regional transit services	**15.79%**	6
Need for new roadway capacity to reduce peak period congestion	**78.95%**	30
Need for new bypass (parallel roadway capacity) to serve as a viable alternatives to SR 68 for “local” trips	**63.16%**	24
Operational/safety improvements	**55.26%**	21
Better bike and pedestrian facilities	**26.32%**	10
Need to maintain existing roadways by focusing on maintenance	**31.58%**	12
Total Respondents: 38		

Q24 Which is more important to you?

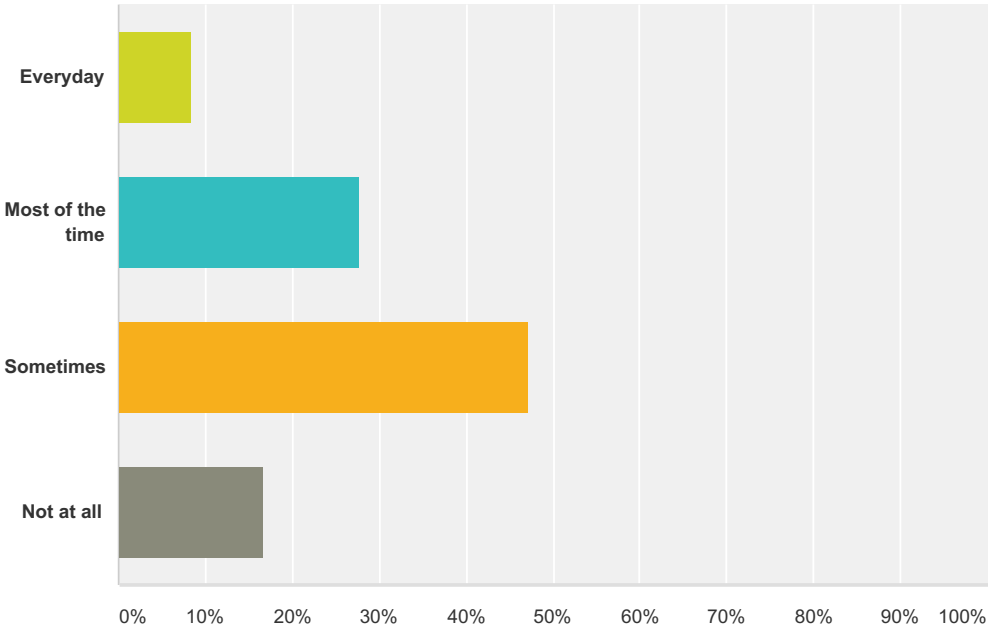
Answered: 37 Skipped: 2



Answer Choices	Responses	
Preserving Highway 68 as a scenic corridor	**29.73%**	11
Reducing congestion	**70.27%**	26
Total		**37**

Q25 How often do you avoid Highway 68 by commuting along the Blanco, Reservation, Imjin Parkway corridor?

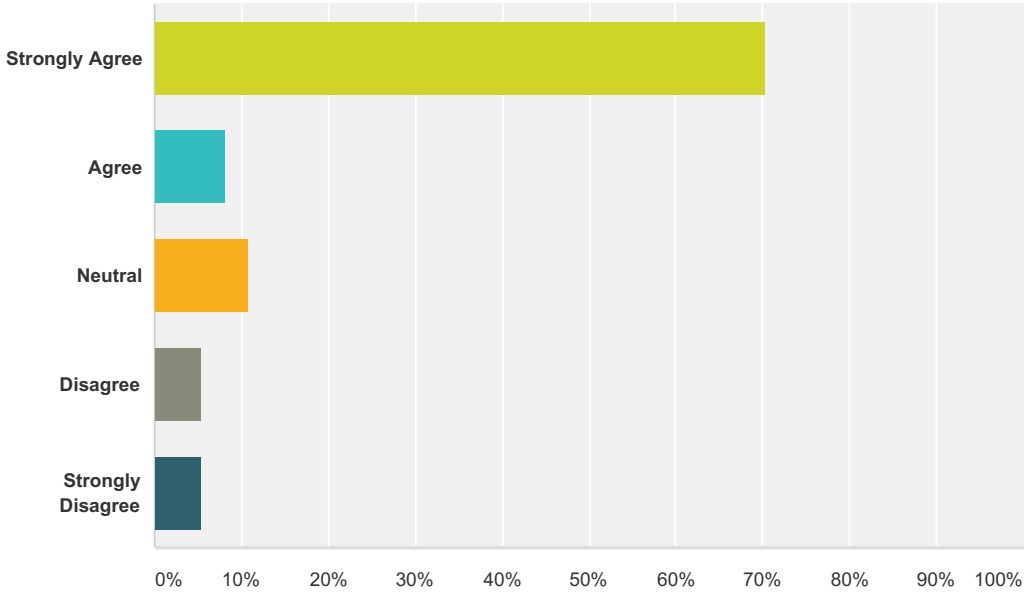
Answered: 36 Skipped: 3



Answer Choices	Responses	
Everyday	**8.33%**	3
Most of the time	**27.78%**	10
Sometimes	**47.22%**	17
Not at all	**16.67%**	6
Total		**36**

Q26 Making improvements to Highway 68 is important to the local economy.

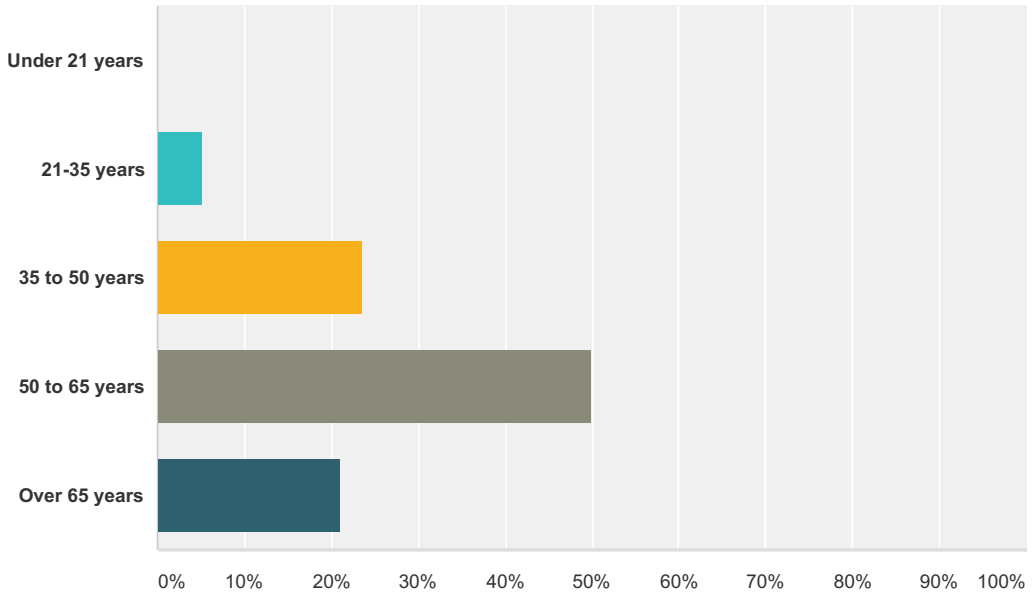
Answered: 37 Skipped: 2



Answer Choices	Responses	
Strongly Agree	**70.27%**	26
Agree	**8.11%**	3
Neutral	**10.81%**	4
Disagree	**5.41%**	2
Strongly Disagree	**5.41%**	2
Total		**37**

Q27 What is your age?

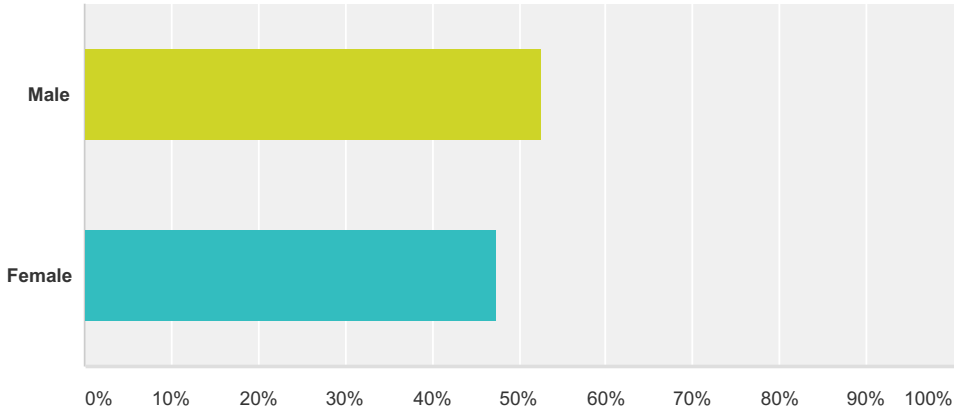
Answered: 38 Skipped: 1



Answer Choices	Responses	
Under 21 years	**0.00%**	0
21-35 years	**5.26%**	2
35 to 50 years	**23.68%**	9
50 to 65 years	**50.00%**	19
Over 65 years	**21.05%**	8
Total		**38**

Q28 What is your gender?

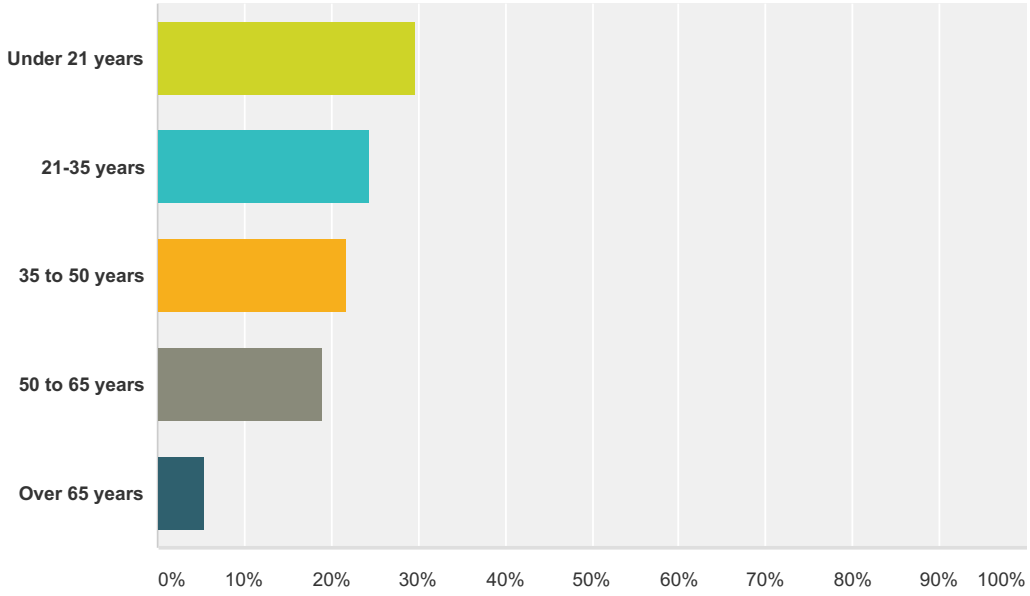
Answered: 38 Skipped: 1



Answer Choices	Responses	
Male	**52.63%**	20
Female	**47.37%**	18
Total		**38**

Q29 How many years cumulatively have you lived in Monterey County?

Answered: 37 Skipped: 2



Answer Choices	Responses	
Under 21 years	**29.73%**	11
21-35 years	**24.32%**	9
35 to 50 years	**21.62%**	8
50 to 65 years	**18.92%**	7
Over 65 years	**5.41%**	2
Total		**37**

Q30 Please share any additional ideas or comments.

Answered: 25 Skipped: 14

#	Responses	Date
1	The new traffic signal and signal timing at Corral de Tierra intersection have made the congestion significantly worse.	7/23/2016 9:33 PM
2	Better signal coordination. There is always congestion up to York road in the morning from Salinas and evening to Salinas, and then it breaks open. Better signal attention to entering traffic. Long waits with no oncoming traffic in either direction.	7/1/2016 3:21 PM
3	questions #12 - #16 do not work properly as you are not able to select 1-5 but for one item under each question. Furthermore, operational improvements, increased capacity, less noise, better air quality, maintaining the scenic corridor, and fewer accidents can only be accomplished with a string of roundabouts on SR 68...and nothing else.	6/30/2016 6:16 PM
4	The questions asked are geared toward a pre-conceived plan	6/30/2016 11:43 AM
5	Expand Outer Boundary Rd behind Ryan Ranch and Laguna Seca and make it a staright shot between Mty and Salinas with no turn offs	6/29/2016 8:39 PM
6	You can preserve the scenic corridor and achieve capactiy improvements. It is not an all or nothing equation.	6/29/2016 11:46 AM
7	Animal crossings are important for deer and other mammals	6/29/2016 10:46 AM
8	I am giving my views as a user who is NOT a county resident. Maintaining the scenic character of Highway 68 is vital!	6/29/2016 10:35 AM
9	It would be nice to have better communication, when to avoid 68, due to accidents or event traffic. The current overhead is in a useless location. If for example there was a warning at Reservation Rd, in time to turn off, one could not spend time completely stopped on 68	6/29/2016 9:34 AM
10	Please consider roundabouts to replace the existing signals for safety and reducing congestion	6/23/2016 4:25 PM
11	My hope is we can keep Hwy 68 scenic while reducing congestion by making nicer choices on design. thank you for asking.	6/23/2016 10:15 AM
12	#8 I would have selected all except SCPA.	6/22/2016 5:10 PM
13	Fix the traffic ans safety problems and then address the wildlife.	6/17/2016 10:38 AM
14	I live in Spreckels and drive in to Monterey for work. I love the beauty of Hwy. 68 but I hate the traffic. Not sure how to relieve congestion and keep the beauty.	6/17/2016 9:46 AM
15	Understand concerns of the immediate community, but this is a State Highway - it should be widened to two lanes each way. Roundabouts may be effective but woudl need to do a lot; otherwise, traffic back-up will just be relocated instead of eliminated (ie one intersection won't make a difference). Also, what do you really expect to do with only $1 million?	6/17/2016 9:25 AM
16	Traffic congestion is terrible on 68 during a.m. & p.m. rush hours, especially the toro area and delays caused by the stoplights. Overpasses would help greatly, or making it a 4-lane hgwy.	6/17/2016 9:25 AM
17	This road needs to be widened to two lanes in each direction. It will still be scenic, and greatly improvout our air quality to not have sitting cars on the corridor during peak hours.	6/10/2016 9:15 AM
18	I can't really visualize the specifics of the corridor.	6/7/2016 8:29 AM
19	If the San Benancio families would put their kids on the school bus, that would eliminate a lot of the morning commute congestion.	6/1/2016 10:26 AM
20	Bypass sign in Toro Park does not help with those that use it to bypass the merge. Is there a possiblity of pulling people over to talk to them (making their bypass much more of a hastle) to let them know that the bypass is not okay?	5/16/2016 11:09 AM
21	If an additional lane each direction cannot be added, a temporary fix may be an extra lane which could be switched for traffic going west in the a.m. and east in the p.m. peak hours. Social time at work has ceased completely for me because I'm in such a rush to get on the road as traffic is insanely slow. To travel approx 12 miles, it can take about 40 min!!	5/15/2016 1:36 PM

22	Some Commuters use Portola Dr in Toro Park to avert traffic and this is the highest safety concern because there are children going to school. I have seen these commuters zig zag down residential streets to get ahead of commuters on Portola or 68.	5/15/2016 7:49 AM
23	we live in Toro Park and are blocked in everyday 7-8:45	5/12/2016 3:12 PM
24	Adding stop lights has created even more back up problems. Need to be linked to traffic patterns.	5/12/2016 12:08 PM
25	For the other categories on questions 12-16, other refers to wildlife crossings as a priority	5/11/2016 2:51 PM

REGIONAL GOVERNMENT SERVICES

SERVING PUBLIC AGENCIES SINCE 2002

MEMO

TO: Jim Damkowitch, Project Manager

FROM: Kendall Flint, Task Manager Public Outreach

DATE: June 17, 2017

RE: Phase Two Outreach Summary Report

Regional Government Services (RGS) is pleased to provide the Project Team with this summary of our Phase Two Outreach Program in support of the SR68 Scenic Corridor Study.

Project Website

Our project website, www.SR68ScenicCorridorStudy.com, continues to be highly utilized by the public with over 4000 visits since March of 2016. The site provides project information, background, documents and a complete video and photo library featuring wildlife in the project area. We also created an interactive workshop to give residents and interested parties who could not attend our workshops to share their ideas and concerns.

- The site has averaged more than 380 site visits per month.
- It has generated a total of 17 individual comments regarding the project. (Complete comments attached).
- 231 people participated in our second Virtual Workshop based on the Turning Point presentation given at the May 4, 2017 meeting. (Summary Attached).

We will continue to provide updates to the site and post documents and information as they become available.

E-Blasts

RGS established a database of interested parties and has created an e-Blast template and mailing list. We sent out a series of four e-Blasts beginning in April and through June to promote participating at both our May Public Workshop and our Virtual Workshop. The list currently includes more than 160 individuals addresses. We are averaging an "open" rate of 41.4%.

Public Workshop

We held our second public workshop May 4, 2017 at the Monterey-Salinas Transit (MST) Boardroom, 19 Upper Ragsdale Drive, Suite 200, in Monterey. We had approximately 55 people attend the workshop and provide comments. The meeting was covered by Channel 5 News (clip is posted to the website).

Our meeting was structured as follows:

- Overview of Project and Proposed Corridor Options.
- Live interactive "click-polling" using Turning Point. (Summary attached.)
- Live comments. (Notes attached).

Community Presentations

TAMC Staff and the RGS team made several presentations to local community and stakeholder groups including:

- TAMC Board
- TAMC Bike Committee
- TAMC Technical Advisory Committee
- Monterey Airport
- Laguna Seca & SPCA
- Toro Park Estates HOA
- Kiwanis Club of Monterey
- Business Council Luncheon
- Monterey Peninsula Chamber of Commerce
- Mounty County Hospitality Association Luncheon
- "Hot Issues" Luncheon
- Monterey Rotary Club

Media Outreach

TAMC'S public information office continues to generate coverage about this project with additional print and television stories:

- Monterey Herald: Roundabouts on Short List to Improve Traffic
- Monterey on the Move (Public Access Channel, June)
- Matthew Sundt: Roundabouts are Needed on Monterey-Salinas Highway
- Progress is Made on SR68 KION, May 4, 2017

Please feel free to contact me at (650) 455-1201 or via email at kflint@rgs.ca.gov if you have any questions regarding this summary report. Thank you!

Date Submitted	Name.first	Name.last	Comment
03/09/2016 04:07pm	Jorge	Aguilar	This is a great website! :)
04/17/2016 08:45am	Jacqueline	Fobes	Hello, The Corridor study in this website is extremely difficult to utilize and make comments on. If you want citizen suggestions make it easier to comprehend and utilize. Thank you.
04/21/2016 05:31pm	Sal	Belleci	My Question is something should be Done about the Porola Ramps and 68 Ramps. Its so Confusing Entering and Exiting to Portola ave from 68. Because there are No Guard rail or Concrete Divider separating The Exits. I always get confused Entering And exiting since they are so close to each other. When I Leave to Monterey I seem to Take Exit to Salinas.. When I enter I take Ramp to Salinas cause they Look Similar Thanks
04/23/2016 02:02pm	Joe	Hertlein	Can we comment on ideas for the Highway 68 Corridor study here? My suggestion is that roundabouts be constructed at each of the traffic lights, San Benancio, Coral de Tierra, Laureles Grade, Pasadera, York, Ryan Ranch, and Canyon Del Rey Blvd, as may be technically possible. At most of those intersections it should be possible to have or obtain the necessary ROW to accommodate a roundabout. San Benancio maybe not because it is close to two bridges and there is an embankment on the north side and private property on the SW corner. There should definitely be room at Coral and eliminating, at least, one of these traffic lights so close together will help improve traffic flow. The more traffic lights than can be removed, the better traffic will flow and there will be less delay in driving this corridor.
05/02/2016 04:13pm	barbara	lovero	I support the development of a traffic circle at Corral de Tierra. Good idea. It will work out well, keep traffic flowing and also slow traffic from going 65-70 to legal speed of 55.
05/07/2016 02:32pm	claudia	ward	When is the next meeting/workshop? Can we get a summary of the 21 April meeting?
05/09/2016 03:30pm	Jack	Leather	Over the last several years there have been major improvements to SR68 intersections at San Benancio, Corral De Tierra, Laureles Grade, Pasadera, and Ragsdale (Ryan Ranch). There have be no improvements at York Rd in the over 20 years that I have used it on a daily basis. In fact, the Ragsdale Rd improvement deleted the left turn to Salinas and to head eastbound on SR68 from Ryan Ranch you must use Wilson to York. On weekdays Wilson backs up from York to Ragsdale Rd during the afternoon commute. York Rd also backs up past the stop signs at Wilson and Blue Larkspur. Those who are headed westbound towards Monterey can not get to the right turn lane due to the single lane of traffic over the narrow bridge being backed up by the Salinas bound left turn traffic. The bridge needs to be widened and the intersection needs to be completely rebuilt to with more turn lanes and longer acceleration lanes like those at Pasadera to accommodate the ever increasing traffic; Ryan Ranch has morphed into a medical office park with lots more traffic than straight eight hour office employees would generate. York School has expanded their athletic facilities and that is also generating more traffic. I have heard that sometime in the future Monterra Ranch will build an exit connecting at York Road to make it a four way intersection - longer lights - more delays in all directions.

06/30/2016 05:51pm	Sara	Smith	According to the ‰ÛÏCa Scenic Website‰Ûª* the highway 68 drive should only take 17 minutes, and you will enjoy oak, sycamore and pine trees, with an unobstructed view of vistas*. Knowing this route well, I believe the website has not be updated in years, it should read the highway 68 drive will take an hour or more to drive just a few miles. You will be able to see a vista will have an unsightly telephone pole, sound walls, houses, and run down building. Before any decisions are made the committee should drive down 68 at all different times, make sure at least one drive is between 7 and 9:30 am on a weekday, heading west. Here are some helpful pointers for their drive. During the entire drive count the telephone poles, include the wood ones and aluminum ones, don‰Ûªt forget the wires crossing the road. In one location I counted 60 poles in one mile. Make sure to notice all the fences that are falling down, sound walls that obscure the views and buildings without landscaping to hide them. Starting your drive at Salinas River, heading toward Monterey you will see the ‰ÛÏsound wall‰Ûª that tries to hide the cookie cutter roofs of the subdivision on one side and sound wall on the other side hiding the view and Toro Park. Next on your right take a look into the windows of the houses (evening is the best time for this) and don‰Ûªt miss the run down Toro CafÌ© on the left. This is a good time to check out the forest of telephone poles. On the left is a very nice field with cows in it, and were the lupine bloom. At San Benancio on the left a homeowner has put up an unattractive sound wall. The Corral de Tierra corner has an empty lot old gas station and unattractive gas station and ‰ÛÏhistoric old building‰Ûª. No views, no landscaping, it is stark and unsightly corner. As you past Laurels Grade there are the new very tall aluminum power poles and the fire house. Then on the right side is Laguna Seca notice the broken fencing. Next there is a view of the broken fences down that runs along a water guzzling golf course. As you wind around in hopes to see a view above the golf course, you will spot ticky-tac-houses transplanted from a major city. As you come up to York Road the industrial buildings haven‰Ûªt even tried or enhance their appearance by landscaping. You then will pass by Ryan Ranch area; a lot of the buildings are hidden. The corner of 68 and 218 speaks for itself. As the drive continues take note of the cyclone fence and the necessary airport. On the right will be more industrial buildings some well-hidden and some not. When you get to the top of the ridge and turn around you will be able to see a view! Of course it is speckled with buildings. As you continue to Highway one there will be a quaint little area with a church. This is about the only area that can be called scenic. Heaven forbid during the morning rush or afternoon rush you need to get to the hospital. Even an ambulance with light on has a hard time getting through (I have personal experience). The roadway is even worse if an accident happen not only is it hard to get emergency vehicles through it stops traffic usually both ways for hours. What highway 68 needs is to get rid of the title ‰ÛÏscenic‰Ûª. Then it would be easy to put in 4 lanes with turn lanes. Keeping 68 two lanes is a disservice to the community and put residents in danger. Please make highway 68 a 4+ lane highway. The no growth people who say to keep 68 two lanes to stop people from coming into Monterey and Carmel have been disproven people still come except now they are angry by the time they get there because of the traffic.

09/05/2016 05:13pm	Diana	Perez	Spending money to study the traffic is a waste of funds. A 4 lane road would take care of the daily gridlocks. I've lived here 27 years and the simple solution for all the bottlenecks in this couny should have been done years ago by simply widening the roads into 4 lanes, I 68, I 1 north in Carmel, 156. I 1 from Watsonville to Castroville, 183 Salinas to Castroville. I know the few people that live in these areas may want to keep things status quo, but they are the minority. Good traffic flow brings progress to area which helps the majority. Sincerely Diana Perez
05/04/2017 09:24am	peter	hiller	As all people are not able to attend your Monterey-Salinas Highway 68 workshops...how about making it possible to express an opinion online? My preference is the 48.2 million dollar plan as explained in The Herald today May 4, 2017. However the component in the plan explanations that was missing from the article was how long each plan would take to put in place. That might change my thinking to the fastest plan to put in place as the current situation is absolutely horrible, a highway embarrassment and inconvenience to all who are ever subjected to it. And yes, ease the burden for the wildlife.
05/05/2017 08:50am	Susan	Imwalle	I live in Salinas and work off Highway 68, so I travel along Highway 68 almost daily. Having people who cut off at Portola Drive and then try and turn right back on to Highway 68 at Torero Drive is frustrating and dangerous. I would love to see this street cut off to Highway 68 access at least during rush hour to prevent this from happening. I believe that this would speed up the traffic at least along this portion of the highway. Ultimately, it seems that the whole stretch of highway needs to be expanded in order to accommodate the level of traffic the roadway sees.
05/08/2017 09:13am	Dave	Thompson	**Ref: Monterey Herald article 4 May 2017** **Hwy 68 is a major thoroughfare linking Hwy 101 with Hwy 1 and the Monterey area, including the Monterey airport.** **Roundabouts are efficient in less traveled areas but not on major thoroughfares. Traffic must stop or proceed very slowly through a roundabout, this would be stifling during morning and evening rush on Hwy 68. Some European roundabouts allow through traffic to proceed at highway speed while cross traffic must wait for a separation in the flow to cross safely, which could cause backups for cross traffic and traffic trying to enter Hwy 68 during morning and evening rush hour. Through traffic roundabouts are risky when trying to cross between traffic at highway speed. Stop lights are the only solution for Hwy 68, since traffic can maintain speed through green lights and the lights can be timed for the most efficient traffic flow. Hwy 68 should have been widened to 4 lanes years ago. The top priority should be 4 lanes the entire distance, Hwy 101 to Hwy 1, not just 6.4 miles.**

			Respectfully **Dave Thompson, East Garrison, CA**
05/17/2017 11:21am	Lynne	Wilkinson	Are you people for real. Roundabouts on hwy 68 REALLY!!! We live up San benancio and for ten years now I have dreaded this road and you are just getting around to attempting to solve the problem? And in your world attempt is a joke. That just means to me that if you get some smarty college educated kid that insists their is a three toed salamder all bets are off. My husband has a great idea to solve this problem having run granite construction for years along with his family. Resident in San benancio for 45 years. If you have any interest in really solving this problem in addition to saving lives on this dangerous road. You would be mindful to call jerry wilkinson at either 831-484-9352 or 831-710-0065. Sincerely. Lynne wilkinson
05/19/2017 12:55pm	Michael	Singh	I drive hwy 68 daily and believe some widening is necessary it would be best if the hwy was further away from our residence than closer. I don't think a second lane is needed heading east towards Salinas once you pass the San Benancio stop light. There are no other lights or slow downs until you get to hitchcock road. by adding a second lane at San benancio it would only be a luxury for those who want to speed and pass. Three lanes should be sufficient between San Benancio rd and near Toro Regional Park where it is currently 4 lanes. Thank you Mike Singh
06/06/2017 03:57pm	Mark	Kelton	Please added to the email list
06/08/2017 10:03am	Susan	Hilinski	Hello Kendall, I know it's too late to participate in the online survey, but I'm hoping you can answer or obtain an answer to a question for me. I attended the April workshop along with some other Toro Park Estates residents. One attendee is now stating that the TAMC/Consultant team stated, at the workshop, that Alternative #2 (widening of the highway) would be the most beneficial in terms of alleviating local road congestion on Toro Park neighborhood streets during the morning commute. I recall there being some discussion of this problem, but it has since occurred to me that the round-about option would also alleviate congestion on our local streets by minimizing or even eliminating the highway morning gridlock situation that happens during the school year (doesn't occur during the summer months, by the way). If commuters realize that they can continue to move on the highway, it seems that any time savings currently realized by detouring onto Portola Drive during the morning commute would be substantially reduced. What is the traffic consultant's opinion on this? Also, at this point, should public comments be transmitted directly to TAMC? Thank you Susan Hilinski
06/19/2017 03:02pm	chris	ottenweller	My wife and I live in the Pasadera community off of 68. We are writing to express our opposition to the plans to expand the highway to four lanes in various locations. Those plans are incompatible with the Scenic Highway designation, will have adverse environmental consequences, and will undermine the quality of life of County residents who live along the highway. 68 was never intended to be a four-lane super highway and many of us purchased homes in communities along the highway in reliance on the current nature of the roadway, mostly a two lane road through beautiful rural

			terrain. The plans to expand it in stretches will not only destroy that character but no doubt are just a precursor to later expansion of the highway to four lanes throughout its length in response to commuter demands. Converting 68 to a four lane highway is incompatible with the Scenic Highway designation, which the County actively sought and to which it is now committed. The purpose of the legislation enacting the Scenic Highway plan was to "conserve" roadways with scenic beauty. The County has a legal obligation to honor that purpose. Turning 68 into a noise, intrusive expressway hardly is conserving it. To add lanes TAMC would have to cut trees, tear up vegetation, and disrupt the natural beauty of the 68 corridor. Doing that work will have substantial negative environmental effects that cannot be avoided or mitigated. Converting 68 to four lanes, even in stretches, will increase highway noise for residents living along 68, undermining their quality of life and changing the habitat for wildlife. The expansion plans would sacrifice the quality of life of residents living along the highway for the benefit of commuters, people who are merely passing through from Salinas to Monterey or vice versa. That is not fair to County residents who live in communities along the highway. We have driven on 68 during commute times and the delay is not that bad at all. Expanding to four lanes will also have significant safety risks. Already people clearly exceed the speed limit on 68 many hours of the day. Having four lanes will only entice speeders to speed even more. No doubt TAMC has conducted studies of the average speed during non-commute times and how those speeds will be affected by lane expansion. TAMC is under a duty to share those studies with the public. Many people chose to live around 68 precisely because it is not a super highway. Their interest in maintaining the character of the highway far outweighs the interests of commuters who only want to cut their travel time by 10 or 15 minutes. Highway 68 was never intended to be an expressway, as evidenced by the County's own efforts to attain Scenic Highway designation. TAMC would do a disservice to residents most affected by lane expansion, the residents who would experience increased noise, loss of scenic habitat, and the replacement of a rural highway with an expressway through one of the most beautiful areas of the County. Chris Ottenweller Barbara Lovero
06/26/2017 11:50am	Cris	Staedler	Good Morning Kendall: Looks like I was a little late in participating in the virtual workshop and survey. After reviewing the materials I support the View Corridor Concept #2. In the meantime, Caltrans and TAMC should address the significant operational deficiencies at most of the signalized intersections along Highway 68. They should also hold their contractors accountable for degrading the highway infrastructure every time they perform work in the right-of-way. Finally, if it is not too late please add me to your e-newsletter mailing list. Thanks.
06/26/2017 07:56pm	Daryl	Hawkins, AIA	I am a member of the Living Hope Church of the Nazarene at Josselyn Canyon Road for 67 years and the architect in 1970 of the current facility there, as a partner with JHW Architects. I would like to see the drawings of how a round about at Josselyn Canyon Road would affect our facility. We have had to add parking three different times to meet our parking needs for our church as we have no available surface streets to handle overflow parking. Who can I meet with to review this proposal by TAMC. My partner Doug Roberts just saw a plan showing the possible configuration for this intersection. Daryl Hawkins, AIA (831) 649-1701. Thank you!

06/28/2017 10:23am	Wendy	Askew	Please add me to the email interest list for future updates. Thank you.
06/28/2017 11:17am	Jonathan	Price	please keep me informed about any planning and or meetings involving Highway 68 between Salinas and Monterey

Public Comments about the SR 68 Scenic Highway Plan at the June 28, 2017 TAMC Board of Directors Meeting (minute times refer to the Board meeting video posted at http://www.tamcmonterey.org/board-committees/board-of-directors/meetings-agendas/)

Mike Weaver (minute 90)

- Commented that not enough data has been presented.
- Commented that no mention of the "official plan line" at May 4th meeting.
- Asked where else in the U.S. has a 15 mile corridor been converted to roundabout.
- Commented that residential traffic could be a problem for the function of the roundabouts.
- Provided handouts for the interchange and bypass at Corral de Tierra Road.

Sheri Hauswirth (minute 94)

- Commented that she did not want the road widened.
- Expressed concern that the walking path could be lost to widening.
- Expressed interest in knowing where exactly any future widening would happen (north or south side of 68).

Eric Petersen (minute 98)

- Expressed desire to make sure the roundabout designs will accommodate cyclists.
- Expressed support for the roundabouts because of bicycle safety benefits.

Norm Groot (minute 100)

- Noted that wildlife crossings might not fully resolve the wildlife crossing issue because wildlife may still cross over the road.
- Wanted to know how the roundabout corridor would work for semi-trucks.
- Noted possible unintended consequence of having truckers avoid the highway because of the roundabouts.
- Encouraged further study for impacts to commercial traffic.

Unidentified man (minute 102)

- Encouraged a long-range regional perspective be taken when considering to roadway improvements.

- Concerned improvements on SR 68 could lead to more traffic because more drivers may choose to use Highway once it is improved.

Ray Harrod Jr., principle with Ferrini Ranch (minute 104)

- Encouraged consideration relocating the Torero Drive intersection to match the plan lines for Ferrini Ranch, regardless of whether Ferrini Ranch moves forward, because the new location would benefit the community.

SR68 Email Comments

From: Michael Weaver
Sent: Tuesday, May 30, 2017 11:29 AM
To: Grant Leonard
Cc: aileen.loe@dot.ca.gov; Saavedra, Enrique M. x8970
Subject: Re: The recent Highway 68 Study and the TAMC Surveymonkey questionaire of suggested alternatives including roundabouts

Grant Leonard, Aileen Loe, Enrique Saavedra,

Please find attached letter to TAMC, TAMC staff, TAMC's Hwy 68 Consultants, CalTrans, and Monterey County Public Works.
……
…….

Transportation Agency for Monterey County
C/o Grant Leonard

May 30, 2017

Re: Highway 68 and a TAMC staff alternative recommendation for improvement in that 11 signalized intersections get replaced with 11 new roundabouts

The "Bypass" studies the TAMC report refers to was the Fort Ord Bypass a.k.a. the Southwest Alternative, not the Corral de Tierra Bypass Official Plan Lines.
The public was told that the (Fort Ord) Bypass was moot because the area is now a National Monument. This rationale doesn't make sense as, for example, there
is a road into and out of Yosemite, a road to the North Rim of the Grand Canyon, a road through Yellowstone National Park, and others.
The Year 2005 FORA Fort Ord Reallocation should be explained as a part of the TAMC Report.

Regarding the May 4, 2017 TAMC staff meeting held for the public at the MST meeting room in Ryan Ranch:
I have received numerous concerns regarding putting roundabouts on Highway 68. Many people want to wait to see how the
new roundabout on Hwy 1 at Holman Hwy and Pebble Beach entrance (near CHOMP) works out prior to committing to 11 new roundabouts on Hwy 68
from Salinas to Monterey, as is currently the #1 alternative of TAMC staff.

Background:
Both the Corral de Tierra and San Benacio intersections have been referred to as "choke points" on Route 68 by TAMC and Public Works.
This was recognized in year 1977. Official Plan Lines (OPL) were adopted by the Monterey County Planning Commission and the

Monterey County Board of Supervisors. This concept was to leave a stretch of road at Corral de Tierra and San Benancio
as a frontage road and run "through traffic" (East-West) by them. In fact, the major traffic mitigation measure for the build out of
Las Palmas Ranch was to be what was called , The Corral de Tierra Bypass. (This is NOT the same as the Fort Ord Bypass
that was proposed to run through former Fort Ord).

A Corral de Tierra Bypass, or modified one, was not considered by the out-of-town consultants and TAMC in year 2017 likely because historical memory has faded.
It is my understanding that TAMC staff received a copy of the Official Plan Lines in May of 2017. This was after the Surveymonkey questionaire was
posted to the TAMC website.

Here is another alternative for improving traffic flow on Highway 68 that has not yet been analyzed by TAMC's consultants, but many think it should be.
We call it the Modified Corral de Tierra Bypass. It is:

1) A CORRAL DE TIERRA INTERCHANGE with a modified route around the stretch of road from San Benancio to Corral de Tierra.
Eliminate the existing signal lights at both San Benancio and Corral de Tierra.
Instead create an interchange that is NOT a Los Angeles style clover leaf. Instead, design it similar to the interchange that is currently
at Carmel Valley Road at Robinson Canyon Road, in that it would be approximately 1/2 excavation and 1/2 elevation.

Both San Benancio and Corral de Tierra traffic would access and egress this from both a common entrance and also exit.
Through traffic would not have to stop.

Monterey County already owns 11.716 acres of property just north of the existing Corral de Tierra signal lights. This 11+ acres is on level ground.
Monterey County taxpayers paid for this property. It is the site of a previously designed interchange associated with a Corral de Tierra Bypass.
A new interchange could be located here. (APN: 161-025-010-000). The size of this parcel allows significantly more room than the approximately
800' X 500' size that is the Robinson Canyon at Carmel Valley Road

It would require San Banancio traffic to backtrack just a bit when they exit Highway 68 for home. It may require a third lane for them to do this. The existing new bridge
at the entrance to San Benancio would remain.

2) Then, secondly, synchonize the existing Highway 68 signal lights west of Corral de Tierra at least as as far as Ryan Ranch/Highway 218.
Synchronized signal lights have been successfully utilized in the Palm Springs area recently to improve traffic flow.

Please feel free to contact me.

Sincerely,

Mike Weaver

Good morning,

Last night I presented to the Toro Estates HOA. The meeting went well, and there appears to be quite a bit of interest from the whole community in our plan. In general, the room seemed in favor of roundabouts over signals.

The biggest concerns have to do with

- Eliminating cut through traffic in Toro Estates
- Torero Drive vs New Torero Drive for the future roundabout
- Impacts of widening on homes backing up to SR 68
- Potential for bad drivers in the future roundabouts

In general, people seemed in favor of widening to the New Torero Drive (consistent with Ferrini Ranch Plans), but it was expressed that the residents whose home back up to SR 68 would not like this. Also, people do not want to lose the greenbelt walking path along SR 68, which full widening would certainly impact.

One idea that was raised, as a way to get the travel time improvements with less impact to the residents and the greenway, was to only widen the westbound lanes from the existing 4-lane section to the New Torero Drive Roundabout (2 wb lanes and 1 eb lane), since, as the residents pointed out, there is not typically an eastbound back up between San Benancio and the existing 4-lane segment.

Other than that, they are planning on promoting the website and survey throughout the community.

Thank you,

Grant Leonard
Transportation Agency For Monterey County (TAMC)
55-B Plaza Circle, Salinas, CA 93901
Direct Phone: 831-775-4402
Office Receptionist phone: 831-775-0903
Office Fax: 831-775-0897
Email: grant@tamcmonterey.org

LandWatch monterey county

Roundabouts Are the Right Way to Go on Highway 68

How Roundabouts Help
Roundabouts have significant advantages over intersections with traffic lights. Studies have shown that roundabouts increase the capacity of roads to carry vehicles and improve safety. According to Roundabouts USA, "There are currently around 5,000 modern roundabouts operating in the USA that were constructed since 1990. Hundreds more are constructed every year." For further information, see

- Fun Facts About Roundabouts
- Roundabouts USA
- Washington State Department of Transportation video series, including driving tips

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Dear Theresa;

Highway 68 is one of two roads that connect Salinas and the Monterey Peninsula (the other is Reservation and Blanco Roads). The Transportation Agency of Monterey County (TAMC) is currently working on the State Route 68 Scenic Highway Plan to reduce traffic congestion and vehicle collisions with wildlife. Better highway designs can also improve traffic flow and reduce vehicle pollution and noise.

TAMC is asking the public for input on three "Corridor Concepts," described briefly below, including:

- **Concept #1: Roundabouts**
  11 Roundabouts for $48 million
- **Concept #2: Widening**
  Widening 6.4 miles; 9 roundabouts for $107 million
- **Concept #3: Adaptive Signalization**
  Widening 6 intersections; integrate signals; widening 1.5 miles for $34 million

LandWatch recommends support for Concept #1–Roundabouts. Vote for it here.

Concept #1 reduces congestion by letting traffic flow without interruption at the roundabout intersections. Equally important are the reduction of vehicle emissions, noise, and significant reduction in fatalities, incapacitating injuries, and non-injury accidents. The safety and environmental benefits of Concept #1 far exceed those of the other concepts.

The SR 68 Scenic Highway Plan will be developed with public input and be coordinated with other on-going regional transportation studies and improvements in the County. The Plan will not include any alterations to existing interchanges at Toro Park, Reservation Road, and Spreckels Boulevard, but all other intersections and roadway segments within the project area (between the Toro Park residential community to the east and Josselyn Canyon Road to the west) are potential areas for improvement. For further information, please visit the TAMC website.

Making sure adequate infrastructure is available before projects are approved is one of LandWatch's top priorities. We also strongly support integration of public transit and bicycles in our transportation infrastructure. **Concept #1 is consistent with LandWatch's transportation priorities, and we urge you to vote for it today.**

Sincerely,

Michael D. DeLapa
Executive Director,
LandWatch Monterey County

Hi, Jim and Kendall,

Debbie and I met with the Laguna Seca Raceway and SPCA management yesterday. The meeting went well. They are generally supportive of our work, but they want to be sure their drive access is improved. Here is a summary of the meeting:

Currently:

- It is difficult for drivers to make a left turn exit from SPCA or Laguna Seca because the center lane is not striped as a refuge lane
- South Boundary Road detour is required for special events at Laguna Seca
- Two events also use Barloy Canyon to access Reservation Road

Concern: the proposed options do not help to reduce traffic flow - at least in this area - by diverting drivers right to make a U-turn at the new roundabouts - Pasadena or Laureles Grade(more of a concern for Laguna Seca)

Options for a preferred alternative:

- Extend A road to Laureles Grade and make it a 4-way intersection
- Add a roundabout to Laguna Seca/SPCA
- Add a center refuge lane (re-stripe existing area)
- Michigan Lane towards Passadara?

Long term goal:

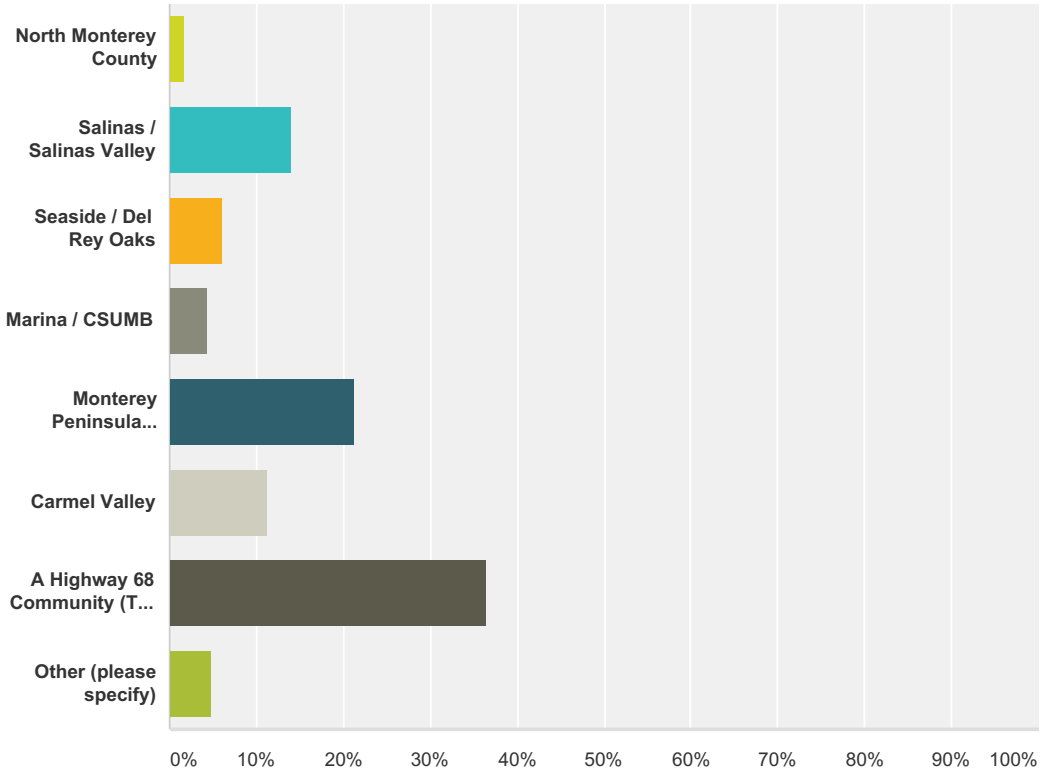
- Primary access to Laguna Seca via South Boundary Road:
- Coordinate improvements with South Boundary Rd @ General Jim Blvd.?

Thank you,

Grant Leonard

Q1 Where do you live?

Answered: 230 Skipped: 1



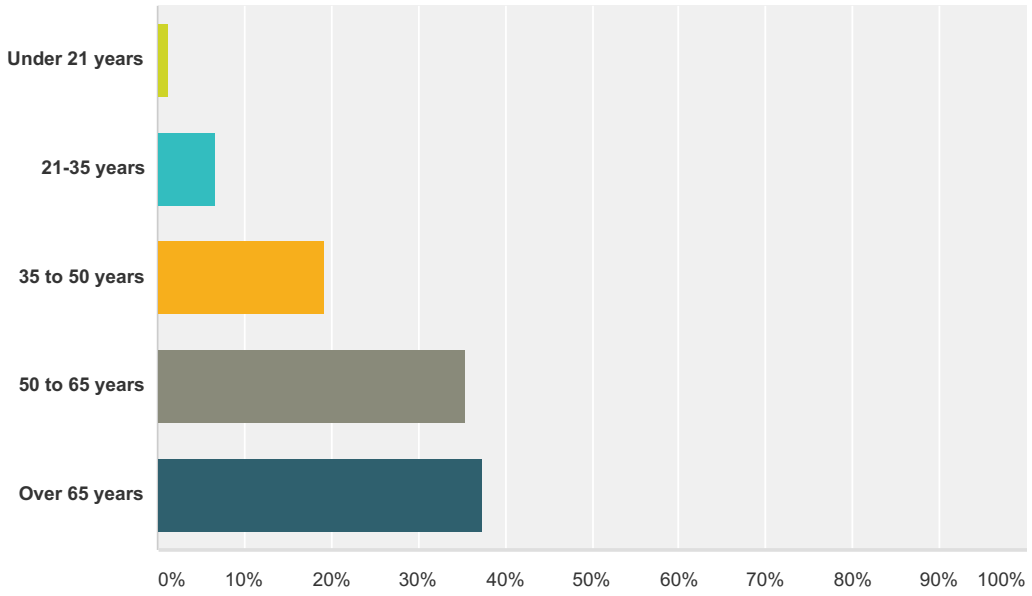
Answer Choices	Responses	
North Monterey County	**1.74%**	4
Salinas / Salinas Valley	**13.91%**	32
Seaside / Del Rey Oaks	**6.09%**	14
Marina / CSUMB	**4.35%**	10
Monterey Peninsula (Monterey, Pacific Grove, Pebble Beach, Carmel)	**21.30%**	49
Carmel Valley	**11.30%**	26
A Highway 68 Community (Toro Park Estates, Corral De Tierra, Pasadera, Other)	**36.52%**	84
Other (please specify)	**4.78%**	11
Total		**230**

#	Other (please specify)	Date
1	Las Palmas	6/14/2017 8:41 AM
2	Corral de Tierra	5/28/2017 4:34 PM
3	San benancio	5/23/2017 9:28 PM
4	Spreckels	5/19/2017 11:31 AM
5	River Road	5/18/2017 8:28 PM
6	River Road, Salinas	5/18/2017 7:14 PM

7	Los Larelas Rd.	5/18/2017 1:17 PM
8	A	5/18/2017 10:26 AM
9	ON Hwy 68 at the Toro Cafe (661-671)	5/16/2017 8:16 PM
10	Santa Cruz	5/11/2017 9:41 AM
11	Clovis CA	5/10/2017 2:24 PM

Q2 What is your age?

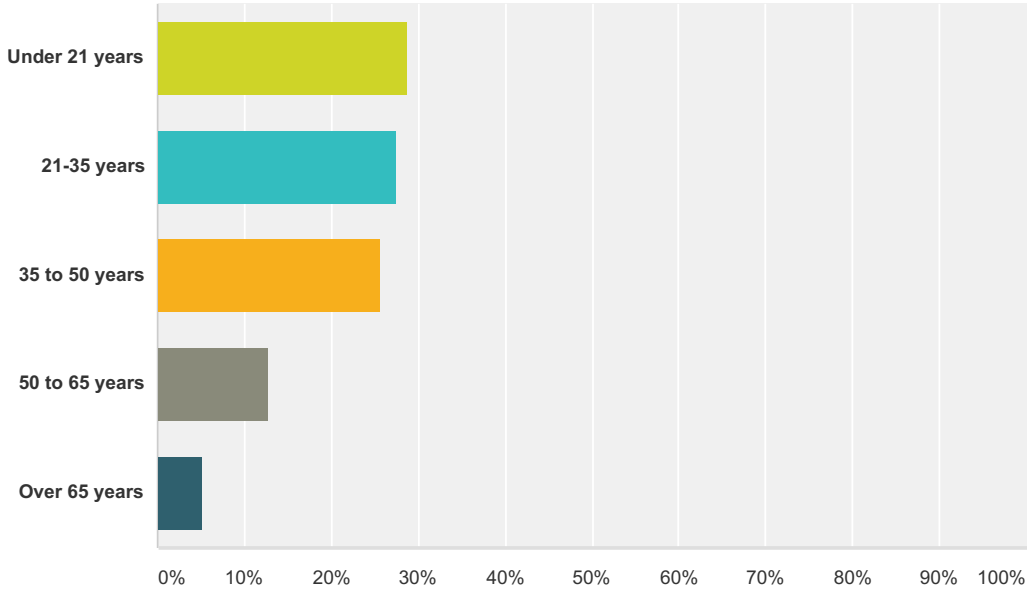
Answered: 228 Skipped: 3



Answer Choices	Responses	
Under 21 years	**1.32%**	3
21-35 years	**6.58%**	15
35 to 50 years	**19.30%**	44
50 to 65 years	**35.53%**	81
Over 65 years	**37.28%**	85
Total		**228**

Q3 How many years cumulatively have you lived in Monterey County?

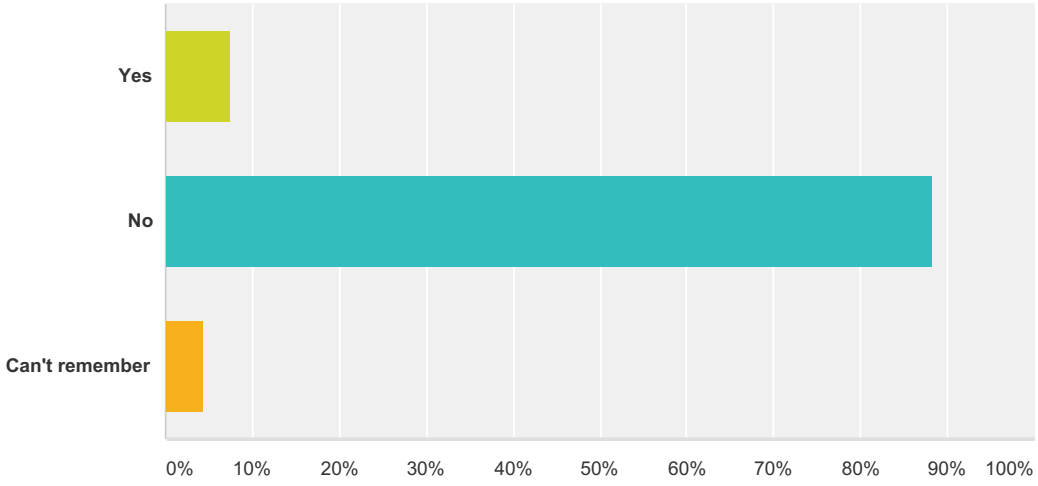
Answered: 229 Skipped: 2



Answer Choices	Responses	
Under 21 years	**28.82%**	66
21-35 years	**27.51%**	63
35 to 50 years	**25.76%**	59
50 to 65 years	**12.66%**	29
Over 65 years	**5.24%**	12
Total		**229**

Q4 Did you attend our first public workshop in April of 2016?

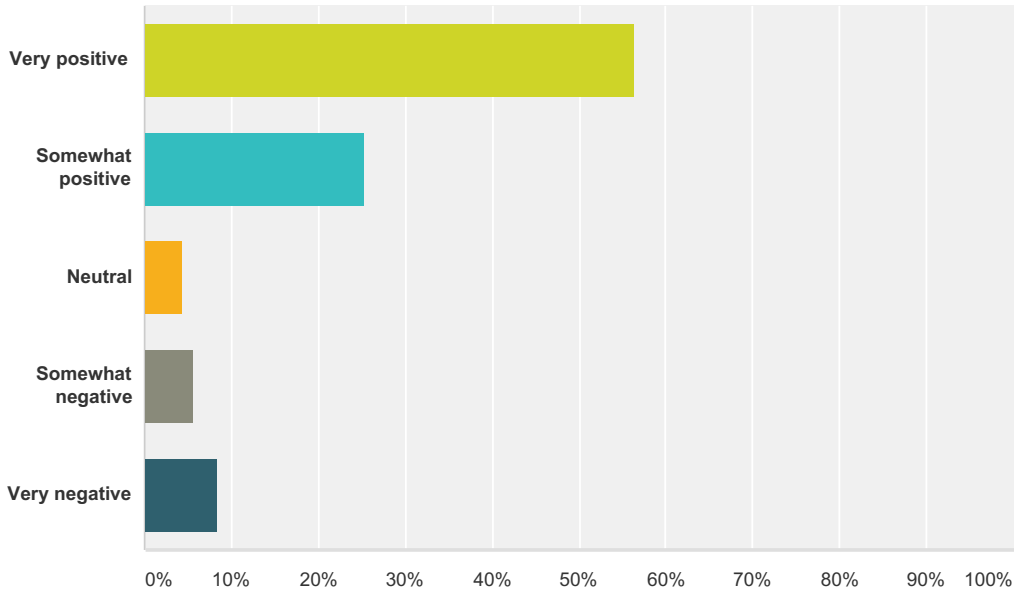
Answered: 229 Skipped: 2



Answer Choices	Responses	
Yes	**7.42%**	17
No	**88.21%**	202
Can't remember	**4.37%**	10
Total		**229**

Q5 My overall impression of roundabouts is:

Answered: 229 Skipped: 2



Answer Choices	Responses	
Very positive	**56.33%**	129
Somewhat positive	**25.33%**	58
Neutral	**4.37%**	10
Somewhat negative	**5.68%**	13
Very negative	**8.30%**	19
Total		**229**

Q6 Why?

Answered: 184 Skipped: 47

#	Responses	Date
1	Reduce delays and are safer.	6/15/2017 5:47 AM
2	Good traffic flow--easy to navigate.	6/14/2017 8:12 PM
3	Good experience with roundabouts when traveling	6/14/2017 2:53 PM
4	They can't handle the large traffic demands during peak times	6/14/2017 8:41 AM
5	Not sure how it would work in high traffic flow environments	6/12/2017 8:27 PM
6	Reduced idle time and better flow, fewer chances of collisions.	6/12/2017 8:02 PM
7	eliminate slow downs at signals and improve safety	6/12/2017 3:05 PM
8	better flow, fewer collisions, slows down speeders	6/12/2017 9:49 AM
9	MCBC presentation was good, very clear and concise and makes need for roundabouts obvious.	6/12/2017 7:57 AM
10	Multiple benefits to environment and public health, reduce traffic congestion, improve safety, and more	6/11/2017 9:55 PM
11	more fender-benders, forces slowdowns	6/11/2017 1:40 PM
12	Not approp for Hwy 68; Will ADD stress & fender benders	6/11/2017 1:34 PM
13	FUCK SIGNAL LIGHTS	6/11/2017 1:10 PM
14	Not sure roundabouts are more efficient than traffic signals in terms of traffic delays.	6/11/2017 1:57 AM
15	Smooth traffic flow but learning curve for poor drivers.	6/10/2017 10:00 PM
16	I understand round-abouts reduce the incidents of accidents and mortality. My comment is focused on Highway 68 round-abouts. I think they should be focused on those interesections where there are high intersection volumes/cross traffic the majority of times. They do not seemed to be warranted, for example, at those intersections where there is essentially no or minimal cross traffic on the weekends. This would include the intersections of York Rd./Hwy. 68 and Ragsdale Dr./Highway 68. Although there may be high peak hour traffic in all directions on weekdays, that simply doesn't exist on weekends when traffic into/from the Ryan Ranch area is extremely low. I don't think that highway traffic speeds during non-peak times should be unnecessarily reduced.	6/8/2017 2:22 PM
17	safety	6/7/2017 6:17 PM
18	On a Highway? Major amount of accidents at night, bad idea!	6/6/2017 7:45 PM
19	A roundabout on Highway 246 killed a firefighter.	6/5/2017 11:12 AM
20	How well they work depends on how much traffic approaches from each direction	6/4/2017 10:05 PM
21	People are unaware of how they work and the system of who has the right of way	6/4/2017 1:40 AM
22	I am not sure they can be effective during rush hour traffic.They require a basic level of knowledge to navigate and I am unsure if most of the general public will have a basic grasp of how it works, meaning it won't be safe.	6/3/2017 6:40 PM
23	lived in NJ 1960s; they finally took them all out because of traffic tie ups, accidents and even some deaths	6/3/2017 4:36 PM
24	While they can make things safer they actually add to congestion.	6/3/2017 3:29 PM
25	They can be difficult to get into, difficult to get out of, and can cause accidents. I grew up in Massachusetts. Lots of roundabouts. Lots of accidents and congestion as a result.	6/3/2017 2:40 PM
26	They work very well, but only when everyone knows how to use them properly.	6/3/2017 12:01 AM
27	Environmentally friendly	6/2/2017 5:19 PM
28	I have lived abroad and they work exceptionally well. My hesitation to say very positive is that people here are not familiar with them and will need some public education campaigns.	5/31/2017 2:57 PM
29	Use the Corral De Tierra bypass that was approved in 1977!	5/31/2017 9:05 AM
30	There is a better alternative that was not included, a modified Corral de Tierra Bypasss	5/30/2017 10:02 AM

31	Studies show that they save time.	5/29/2017 9:50 PM
32	There's already a Plan for a Corral De Tierra bypass in county for about 20 + years! Taxpayers do need to spend additional taxes on a roundabout!!	5/29/2017 2:30 PM
33	I've studied roundabouts extensively and participated in the design of Marina's 1st 2 roundabouts as a city commissioner. I consider myself a roundabout advocate.	5/29/2017 9:21 AM
34	Progress slow, traffic signals unclear	5/28/2017 8:42 PM
35	I have had good experiences with them in Europe.	5/28/2017 4:34 PM
36	I lived in Santa Barbara county and the roundabouts there were great although could be tricky.	5/27/2017 6:51 PM
37	I have driven in areas with multiple roundabouts and for the amount of trafffic on 68, I don't like the proprosal	5/27/2017 5:16 PM
38	They are a fixture in Europe and tend to manage traffic flow very effectively. Without additional information I'm not sure how effective they will be with the high volume that will be on 68.	5/26/2017 7:34 AM
39	I've used roundabouts quite a bit in Europe and found they work better than traffic lights to maintain flow.	5/25/2017 12:20 PM
40	Observation And anecdotes	5/24/2017 9:39 AM
41	I think it will help move smother. But I still think you needs light at boronda road.	5/24/2017 7:12 AM
42	no stopping, ease of movement, less environmental impact than adding lanes	5/24/2017 6:32 AM
43	Concerned about freight and race event trucks on roundabouts.	5/23/2017 10:28 PM
44	There are better alternatives	5/23/2017 9:28 PM
45	flow better, no stop and idle	5/23/2017 6:22 PM
46	They keep traffic moving.	5/23/2017 6:15 PM
47	Not a one-size fits all solution	5/23/2017 6:03 PM
48	I've have been familiar with them.	5/23/2017 3:29 PM
49	good arguments for them	5/23/2017 2:15 PM
50	Won't know until I see signage and street markings.	5/23/2017 12:50 PM
51	decreases accidents, but difficult to merge into	5/23/2017 9:17 AM
52	Safer	5/22/2017 10:17 PM
53	It will improve traffic flow	5/22/2017 8:55 AM
54	Driven them in Europe, in small neighborhoods in Monterey, and new RAB in Gilroy. They are wonderful!	5/22/2017 8:27 AM
55	It would make it easier for merging traffic and those trying to turn left onto 68	5/22/2017 8:09 AM
56	Keeping cars moving, as opposed to idled at a stop light, which is better for the environment.	5/22/2017 6:28 AM
57	used them in Europe. very efficient	5/21/2017 7:51 PM
58	Because they will keep the flow of traffic moving and slow down the flow.	5/21/2017 1:35 PM
59	Not sure that it will help the traffic turning left	5/21/2017 1:18 PM
60	Eco friendly! They work!	5/21/2017 9:52 AM
61	better traffic fakir	5/21/2017 7:46 AM
62	No signals	5/20/2017 5:04 PM
63	Spent time in Bermuda where roundabouts are common	5/20/2017 4:34 PM
64	Cost effective, safer, keeps traffic moving, lets side traffic enter w/o long waits	5/20/2017 4:30 PM
65	traffic blending is improved	5/20/2017 3:59 PM
66	They work to ease traffic congestion	5/20/2017 3:57 PM
67	Safety (can't run the stoplight) and continuous traffic flow	5/20/2017 1:39 PM
68	They reduce accidents dramatically	5/20/2017 11:53 AM
69	They are easy to drive, safe and keep traffic flowing	5/19/2017 8:44 PM

70	In the AM the vast majority are the I route to the west. After the work day the opposit is true. A round about would allow both East and West bound easier access to 67.	5/19/2017 8:38 PM
71	Might speed up traffic at Traffic lights during morning and PM parking lots on 68	5/19/2017 8:26 PM
72	Easier to construct. Good aesthetic. Would help traffic flow. Less environmental impact.	5/19/2017 8:15 PM
73	lower speed, no left turns, saves lives, fewer deaths	5/19/2017 6:51 PM
74	They force people to cooperate, they build community	5/19/2017 6:37 PM
75	In Europe, they work well because everyone understands how to negotiate them. In the U.S., drivers, so far, are unsure of how to navigate smoothly and efficiently. Hopefully, this is a skill we are able to learn. Let's be sure to make it part of driver's training.	5/19/2017 6:05 PM
76	I've used them before. There's one in East Salinas and I've used them in Europe.	5/19/2017 1:19 PM
77	I've read a lot recently about their use in other countries and the statistics on accidents.	5/19/2017 11:31 AM
78	less intrusive than lights, signs or road widening	5/19/2017 10:54 AM
79	I believe they will help traffic	5/19/2017 10:04 AM
80	idiot drivers and 1 crash will clog the whole lane up	5/19/2017 9:14 AM
81	I like the flu that is maintained while using roundabouts through an intersection. Maintaining the flow of traffic is beneficial in many ways.	5/19/2017 8:00 AM
82	experience in using in England	5/19/2017 7:59 AM
83	Use widely in Europe with great success in keeping traffic moving	5/18/2017 8:41 PM
84	It saves lives, speeds traffic.	5/18/2017 8:28 PM
85	I visited Great Britain years ago and although there is a slight learning curve, the roundabout on 68 would not be that large.	5/18/2017 7:14 PM
86	reduces pollution and moves traffic.	5/18/2017 6:24 PM
87	Keep traffic moving	5/18/2017 5:54 PM
88	It keeps traffic flowing	5/18/2017 5:42 PM
89	Reduces collisions, eliminates stops	5/18/2017 4:36 PM
90	They work great around California, America, and the World. Also they work very well here locally in Marina and CSUMB	5/18/2017 4:02 PM
91	Best solution for traffic flow.	5/18/2017 3:28 PM
92	better traffic flow	5/18/2017 3:24 PM
93	people will need to be educated on how to use them ect. It will take time for people to get used to them. L	5/18/2017 3:16 PM
94	not user friendly for locals or our thousands of Visitors.	5/18/2017 3:01 PM
95	Been in them, and once you understand them, it is a great tool to keep traffic moving and safe	5/18/2017 2:43 PM
96	I love them but a lot of people are confused by them, partly due to previous experience in poorly designed "roundabouts" that are actually something else (traffic circles or planters in the middle of neighborhood intersections that are otherwise unchanged). I've had positive experiences with well-designed roundabouts overseas.	5/18/2017 2:29 PM
97	We oppose Roundabouts based on experience with other Roundabouts in Calif, and other countries. This area has so many tourists and unlicensed drivers who have no grasp of our traffic laws, or Roundabout rules. So giant, long trucks, distracted tourists and speeding and reckless drivers are all suddenly channeled into the Roundabout with often dangerous situations, where collisions and injuries have occurred. Most drivers rely on the certainty of a Traffic signal or stop sign, to ensure other drivers will not barge into an intersection, out of turn, and create a dangerous situation that will cause injury. PLEASE wait to decide on a plan, until the Roundabout at Holman Hwy & Rte.68, is completed and evaluated for number of accidents and injuries, and road rage events, for a few months. Elderly and hesitant drivers can clog up a Roundabout,and congest a highway, as badly as a Traffic lite intersection does.	5/18/2017 1:49 PM
98	Certainly better than the current traffic pattern	5/18/2017 1:41 PM
99	traffic flow	5/18/2017 1:17 PM
100	I have only seen them work in Marina in residential areas, not on a major highway.	5/18/2017 1:01 PM

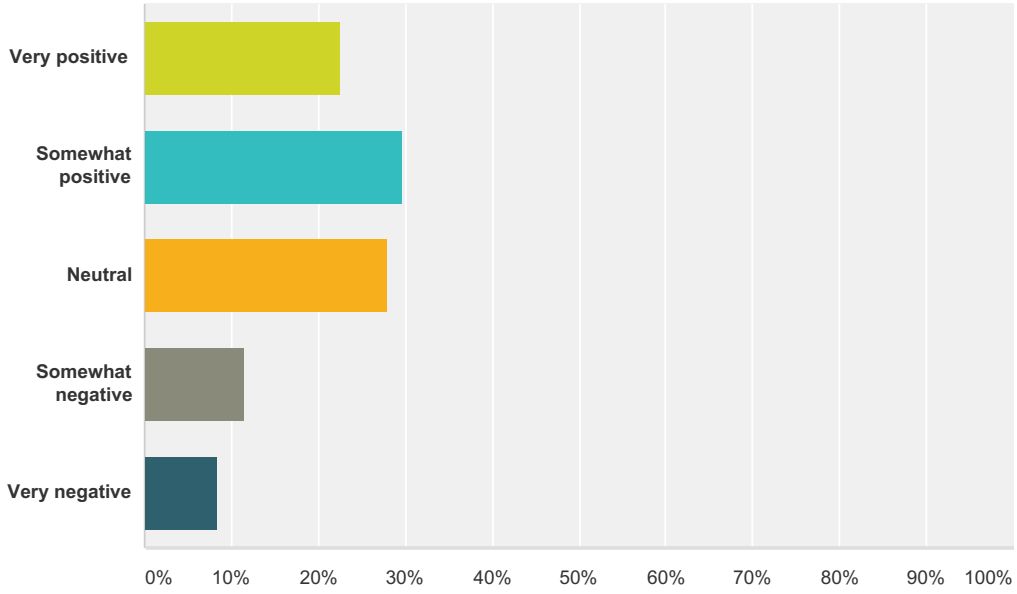
101	Ease, speed of traffic movement, etc. Love em' versus traffic lights.	5/18/2017 12:43 PM
102	It moves traffic efficiently	5/18/2017 12:33 PM
103	saves gas and controls traffic flow plus safety	5/18/2017 12:18 PM
104	They keep traffic moving and are easy to navigate.	5/18/2017 11:47 AM
105	Have seen how well in works in many other states	5/18/2017 11:46 AM
106	speeds up traffic	5/18/2017 11:44 AM
107	Traffic flows without anybody stopping.	5/18/2017 11:11 AM
108	I have seen how they work in Europe and on the East Coast, in particular in Massachusetts	5/18/2017 11:08 AM
109	Less carbon emissions, more vehicle capacity from existing roadways, better traffic safety.	5/18/2017 11:07 AM
110	All the ones I've experienced have worked reasonably well. I just don't know how well people will adapt to them here.	5/18/2017 10:56 AM
111	Have lived in Europe and am very familiar with them and have seen their benefit.	5/18/2017 10:54 AM
112	Roundabouts are just one of many tools traffic engineers can use to improve traffic flow. While roundabouts work well in certain situations, research suggests they perform worse than signals in situations of heavy traffic flow and asymmetrical traffic.	5/18/2017 10:47 AM
113	Always impresed by my exposure in Europe	5/18/2017 10:36 AM
114	Traffic flows more smoothly without fits and starts.	5/18/2017 10:35 AM
115	decrease congestion	5/18/2017 10:30 AM
116	The ones in Marina work really well.	5/18/2017 10:30 AM
117	I have traveled extensively in Europe, where roundabouts are long established and successful	5/18/2017 10:27 AM
118	nearly eliminates "stacking", works well all hours, less pavement.	5/18/2017 10:27 AM
119	I've experienced them in Europe	5/18/2017 9:46 AM
120	Grew up in the UK. Roundabouts work!	5/18/2017 9:44 AM
121	traffic flows better than stop signals	5/18/2017 9:43 AM
122	They were installed in North County San Diego in an area I used to live. They reduced congestion there and seem very effective.	5/18/2017 9:37 AM
123	I lived in England for a number of years and roundabouts worked great!	5/18/2017 9:36 AM
124	Reduces air pollution emissions and vehicle accidents and improves traffic flow.	5/18/2017 9:32 AM
125	They work well if built correctly. The one under construction at Hwys 1 and 68 has high potential failure. Too small	5/18/2017 9:31 AM
126	Traffic will still have to slow down when approaching a roundabout.	5/18/2017 9:31 AM
127	They work all over the world.	5/18/2017 9:24 AM
128	European travel	5/18/2017 9:15 AM
129	they reduce congestion	5/18/2017 9:15 AM
130	They reduce congestion while keeping traffic flowing.	5/18/2017 9:06 AM
131	Roudabouts improve consistent traffic flow especially at times when there is reduced traffic, so you don't have to stop at a light for two cars waiting to merge. It is also reduces the consumption of gasoline. There will beless distracted drivers checking their phones at each light.	5/18/2017 9:03 AM
132	Roundabouts attenute congestion, traffic remains fluid, and accidents are reduced, and less serious.	5/18/2017 9:01 AM
133	It saves gas, time, brakes, and accidents	5/18/2017 9:00 AM
134	Grew up in Europe!	5/18/2017 8:59 AM
135	keeps cars moving and slows them down as they enter the intersection	5/18/2017 8:46 AM
136	They support the flow of traffic. They have been in use globally for decades. They are successful. Locally, once we are used to the change, we will be fine.	5/18/2017 8:45 AM
137	They allow a through-flow without full stoppage	5/18/2017 8:45 AM

138	I like roundabouts but am concerned with the learning curve (see what I did there?) for a majority of Americans. It will be worth it in the long run.	5/18/2017 8:26 AM
139	appearance and traffic flow	5/18/2017 8:23 AM
140	not a lot of experience driving through them except overseas	5/18/2017 8:19 AM
141	i used to live in england and have experienced how well they work.	5/18/2017 8:16 AM
142	Less stopping, less noise and fuel	5/18/2017 8:14 AM
143	So much time and gas are wasted at stop lights.	5/18/2017 8:13 AM
144	Used them in Australia	5/18/2017 8:12 AM
145	More efficient way to move traffic without stoplights.	5/18/2017 8:09 AM
146	Marina has installed several that have unsnarled traffic in Beach and Reservation Roads.	5/18/2017 8:07 AM
147	Had lots of experience with them in the UK	5/18/2017 8:07 AM
148	slows travel and could cause more accidents	5/17/2017 12:38 PM
149	many installed in the palm desert area, total mistake. how is a truck hauling a d8 bulldozer going to use? a 68 bypass at toro and overpass at corral de tierra is the answer	5/17/2017 10:15 AM
150	I think they are dangerous	5/17/2017 1:26 AM
151	Traffic continues moving without the "stopped" wait time	5/16/2017 8:16 PM
152	they work well -- and no stop lights	5/16/2017 5:43 AM
153	I am not sure drivers will know how to use them, it may cause more congestion	5/14/2017 8:34 PM
154	On heavy traffic event times with lots of people in from out of the area it could be very confusing	5/14/2017 6:53 PM
155	You Need To Address THe # Of Car That Use #68 Daily	5/13/2017 4:45 PM
156	Just slightly scared of them - they seem like they may cause more problems until we figure how to use them efficiently!	5/13/2017 3:29 PM
157	I have driven in Europe where roundabouts are the norm and they don't have the gridlock that we have.	5/12/2017 5:19 PM
158	Safer and relieve congestion	5/12/2017 8:29 AM
159	Many people are not educated in how to drive in them. That creates confusion and sometimes other safety concerns.	5/11/2017 10:24 PM
160	No stopping, constant motion	5/11/2017 8:31 PM
161	They work great in Marina, and they are installing one near Pebble Beach on Highway 68	5/11/2017 2:15 PM
162	Keeps traffic moving	5/11/2017 12:35 PM
163	It adds to the scenic aspect without widening. They have many two lane roads in England and they all have roundabouts	5/11/2017 11:01 AM
164	Confusing to drivers	5/11/2017 10:08 AM
165	They work all over the world	5/11/2017 10:01 AM
166	Safe, efficient and effective	5/11/2017 9:41 AM
167	They work well in Marina	5/11/2017 9:08 AM
168	Getting acclimated takes time. Locals will get it but tourists may cause conflicts	5/10/2017 10:20 PM
169	They are safe and don't impede traffic.	5/10/2017 9:45 PM
170	People in the United States don't seem to know how to use them safely. I frequently see people going the wrong way, stopping, and being confused in them in existing roundabouts in the area.	5/10/2017 6:44 PM
171	Use them in Europe. They work.	5/10/2017 6:31 PM
172	People do slow. They work well.	5/10/2017 4:52 PM
173	Moves traffic efficiently	5/10/2017 4:39 PM
174	They slow down traffic	5/10/2017 4:00 PM

175	I have seen them work well in Europe and US.	5/10/2017 3:58 PM
176	Less traffic delays and less serious accidents.	5/10/2017 2:24 PM
177	Because I've seen them work in terms of flow and safety	5/10/2017 7:37 AM
178	Roundabouts have no relevance on a highway or freeway. the roundabout idea is far flung fantasy improperly adapted to monterey county by someone wanting to look innovative and progressive. the holman highway roundabout is a short sighted disaster that completely overlooked how traffic will get in and out of the carmel hill professional center and the roundabouts in marina are a frustrating and unnecessary headache. if you want to improve traffic flow on highway 68, look for ways to increase flow, not slow it down with congestive circles.	5/9/2017 10:33 PM
179	reduce accidents, improve traffic flow and reduce vehicle pollution and noise.	5/9/2017 10:17 PM
180	We have too many elderly, and they are confused by the roundabouts. I've spend a lot of time in Truckee, where they've had roundabouts for years. Every trip, i witness several near-miss collisions due to people strugling to keep up with the uncontrolled changes in traffic flow.	5/9/2017 5:21 PM
181	They seem dangerous	5/9/2017 2:54 PM
182	eliminates stopping and starting, the time and gas lost	5/9/2017 1:27 PM
183	better capacity, lower vehicle emissions, 90% fewer deaths and incapacitating injuries, less noise, lower long term costs with absence of traffic signals	5/9/2017 12:49 PM
184	Safety and congestion relief	5/8/2017 10:37 AM

Q7 My overall impression of dynamic speed feedback signs - the signs that tell you how fact you are going on the road - is:

Answered: 226 Skipped: 5



Answer Choices	Responses	
Very positive	**22.57%**	51
Somewhat positive	**29.65%**	67
Neutral	**27.88%**	63
Somewhat negative	**11.50%**	26
Very negative	**8.41%**	19
Total		**226**

Q8 Why?

Answered: 162 Skipped: 69

#	Responses	Date
1	Excellent reminders.	6/14/2017 8:12 PM
2	No experience	6/14/2017 2:53 PM
3	Are you going to slow down because you know you are going 63?	6/14/2017 8:41 AM
4	No impact on traffic flow	6/12/2017 8:27 PM
5	I know how fast I'm going; a flashing sign just serves as a distraction.	6/12/2017 8:02 PM
6	Driver awareness (anticipation)	6/12/2017 2:05 PM
7	good reality check; will slow down some speeders	6/12/2017 9:49 AM
8	It can be easy to get an unintentional heavy foot. And for those intentionally speeding, it gives them a reminder.	6/11/2017 9:55 PM
9	They generally work.	6/11/2017 1:34 PM
10	FUCK YOU NANNY STATE	6/11/2017 1:10 PM
11	Waste of money. You have a speedometer.	6/11/2017 1:57 AM
12	I always know how fast I am going.	6/10/2017 10:00 PM
13	They essentially constitute visual 'clutter,' and Hwy. 68 is supposed to a scenic highway.	6/8/2017 2:22 PM
14	good reminder	6/7/2017 6:17 PM
15	Waste of money, no one pays any attention until it's to late.	6/6/2017 7:45 PM
16	I can plan my routing accordingly.	6/5/2017 11:12 AM
17	not familiar with what these are.	6/4/2017 10:05 PM
18	I don't feel like they make a difference after a few weeks/months. They may help for those not often on this stretch of road, but will not make a difference for seasoned commuters.	6/4/2017 1:40 AM
19	(First, you have a typo "how fact you are going") It seems like a waste of money. When I'm sitting in an hour's worth of traffic because of congestion (no accidents) on 68 regularly, I don't need to be told I am going 0 mph. All the years I have lived here, 68's problem has been that it is slow, not that it is unsafe.	6/3/2017 6:40 PM
20	most ignore them	6/3/2017 4:36 PM
21	No one pays attention to them.	6/3/2017 3:29 PM
22	I like being reminded what the speed is and what speed I'm going in an active way. Although it's sometimes a little disturbing because there's quite a difference between what I'm being told by the machine and what I'm being told by my car.	6/3/2017 2:40 PM
23	My car's speedometer tells me the same thing, but the feedback signs broadcast it for the rest of the world to see so I'm less likely to try to "get away with" going a bit faster.	6/3/2017 12:01 AM
24	People already know their speed	6/2/2017 5:19 PM
25	Helpful to have visual reminder.	5/31/2017 2:57 PM
26	Confusing	5/31/2017 9:05 AM
27	Poor use of funds!	5/30/2017 10:25 AM
28	Occasional ok. Too many detract from the scenic highway.	5/30/2017 10:02 AM
29	I don't like being told that I am going too fast.	5/29/2017 9:50 PM
30	Very poor planning.	5/29/2017 2:30 PM
31	Based on my experience on Blanco Road, they work to slow traffic.	5/29/2017 9:21 AM
32	They refocus me if I am driving too fast.	5/28/2017 4:34 PM

33	i do take the info in and change my speed if need be\	5/27/2017 7:39 PM
34	I think they're great but don't know if they actuall work to slow people down.	5/27/2017 6:51 PM
35	the traffic is generally backed up and speed seems to be part of the issue	5/27/2017 5:16 PM
36	What do they accomplish? Shouldn't drivers know how fast they are going?	5/26/2017 7:34 AM
37	They seem to be ignored.	5/25/2017 12:20 PM
38	Drivers ignore them and they serve the same function as any other speed limit sign	5/24/2017 9:39 AM
39	It alerts me if I was speeding and didn't realize it.	5/23/2017 10:28 PM
40	Reminder to slow down. If overused they will be ignored	5/23/2017 9:28 PM
41	reminds others why i am driving 55	5/23/2017 6:22 PM
42	Helps me regulate my speed better.	5/23/2017 6:15 PM
43	What's the purpose? They don't do anything.	5/23/2017 6:03 PM
44	good feedback	5/23/2017 2:15 PM
45	Sometimes in heavy traffic it is hard to tell who is being measured.	5/23/2017 12:50 PM
46	slows drivers down	5/23/2017 9:17 AM
47	It tells me if I am speeding.	5/22/2017 10:17 PM
48	a visual helpts	5/22/2017 8:55 AM
49	The gentle reminder is usually positive (and necessary)	5/22/2017 8:27 AM
50	keeps you alert	5/22/2017 8:09 AM
51	I've conditioned myself to monitor my speed without outside help	5/22/2017 8:00 AM
52	People who will speed will still speed.	5/22/2017 6:28 AM
53	it is easy to slip over 20 or so while driving in restricted slower areas.	5/21/2017 7:51 PM
54	Because it won't slow down people who are the problem drivers	5/21/2017 1:35 PM
55	Doesnt necessarily make me slow down	5/21/2017 9:52 AM
56	Don't think they work	5/21/2017 7:46 AM
57	Speed isn't the problem infor	5/20/2017 5:04 PM
58	Huge waste of money. I assume "fact" supposed to be "fast" in your question.	5/20/2017 4:30 PM
59	keeps drivers informed, as automobiles today can be very fast without knowing it	5/20/2017 3:59 PM
60	I learn my speed from them and adjust accordingly	5/20/2017 3:57 PM
61	You should know how fast your driving	5/20/2017 11:53 AM
62	I can sometimes get going to fast!!!	5/19/2017 8:44 PM
63	Who looks?	5/19/2017 8:38 PM
64	Speeding isn't a problem. Going too slow is the problem	5/19/2017 8:15 PM
65	people just cruise along unaware of their real speed	5/19/2017 6:51 PM
66	I think the extra input is effective.	5/19/2017 6:37 PM
67	They work for me because I understand the consequences of high-speed accidents. But many people only care about their speed if an officer is watching and ready to give tickets. Let's save some money and put more traffic police fulltime on Hwy 68.	5/19/2017 6:05 PM
68	Sometimes I don't pay attention to how fast I'm driving.	5/19/2017 1:19 PM
69	I am not sure about the impact.	5/19/2017 11:31 AM
70	More items to clutter the scenic. Most people know if they are speeding	5/19/2017 10:04 AM
71	you get behind people that go 45 mph or less so hopefully it will bring it to their attention!!	5/19/2017 9:14 AM

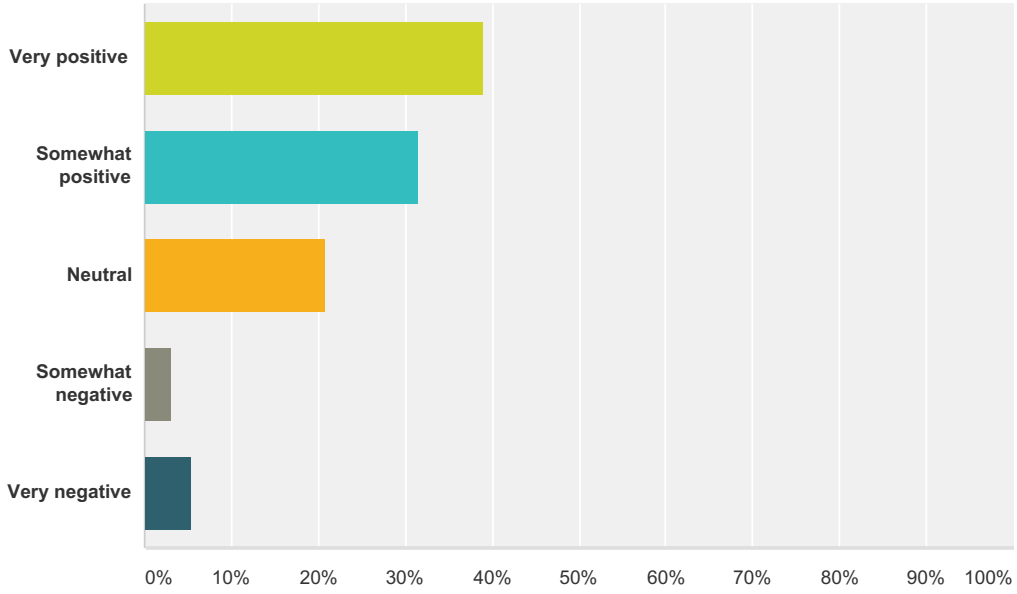
72	You should correct the spelling of your question: FAST, not FACT	5/19/2017 8:00 AM
73	alerts one to reality	5/19/2017 7:59 AM
74	Most drivers begin to ignore them within a short time of installation	5/18/2017 8:41 PM
75	They warn us	5/18/2017 8:28 PM
76	It's a heads up in case you are not paying attention.	5/18/2017 7:14 PM
77	I already know how fast I'm going.	5/18/2017 6:24 PM
78	What good does it do?	5/18/2017 5:42 PM
79	Reality check!	5/18/2017 4:36 PM
80	I like to see how high i can get the numbers	5/18/2017 4:02 PM
81	makes sense.	5/18/2017 3:28 PM
82	I can check my speed	5/18/2017 3:24 PM
83	It's fast. Not fact :)	5/18/2017 3:16 PM
84	Just a good reminder	5/18/2017 3:01 PM
85	It is easy to zone out, and the reminder is a good one!	5/18/2017 2:43 PM
86	It only gets people to slow down if there are other enforcement mechanisms too. But I appreciate the additional safety efforts.	5/18/2017 2:29 PM
87	They are a reality check for motorists, and encourage compliance with speed laws.	5/18/2017 1:49 PM
88	doesn't help traffic	5/18/2017 1:41 PM
89	I can read my spedometer	5/18/2017 1:17 PM
90	The constant flashing is annoying as you approach the correct speed and a distraction to driving.	5/18/2017 1:01 PM
91	reminds me to slow down.	5/18/2017 12:43 PM
92	Doesn't alter people's speed. A Black & White is more effective	5/18/2017 12:33 PM
93	They remind you of what you are doing speed wise.	5/18/2017 11:47 AM
94	Have seen that it only briefly slows cars down - like 1-2 minutes	5/18/2017 11:46 AM
95	Not always aware of speed, especially going downhill.	5/18/2017 11:11 AM
96	Keeps you better focused on the speed you are actually traveling.	5/18/2017 11:07 AM
97	They are helpful in reminding me how fast I'm going.	5/18/2017 10:56 AM
98	Dynamic feedback signs are one of the few traffic calming measures demonstrated by research to have a significant impact on driver speed.	5/18/2017 10:47 AM
99	Reduces speeds	5/18/2017 10:36 AM
100	They remind me to keep my speed in check.	5/18/2017 10:35 AM
101	Because it slows me down.	5/18/2017 10:30 AM
102	helpful when driving limits or conditions change frequently as you drive	5/18/2017 10:27 AM
103	Most people have no idea how fast they're going.	5/18/2017 10:27 AM
104	They get me to slow down.	5/18/2017 9:46 AM
105	Indication to slow down.	5/18/2017 9:44 AM
106	They encourage slowing down often, but also are partly a distraction.	5/18/2017 9:37 AM
107	they remind you of your actual speed	5/18/2017 9:36 AM
108	Distracting	5/18/2017 9:32 AM
109	They are basically ignored. But make good speedometer checks.	5/18/2017 9:31 AM
110	Mental check on speed in a pedestrian area.	5/18/2017 9:31 AM

111	Make me slow down but I dislike the way they destroy the scenic routes	5/18/2017 9:24 AM
112	Ugly but effective	5/18/2017 9:15 AM
113	Help me check my speed going into reduced speed limit areas: turns, schools, etc.	5/18/2017 9:15 AM
114	Part of the scenery.	5/18/2017 9:06 AM
115	They slow me down since I'm not checking my speedometer every two seconds.	5/18/2017 9:03 AM
116	They remind you to slow down.	5/18/2017 9:01 AM
117	For others. I use cruise control.	5/18/2017 9:00 AM
118	Based on my observation they do little, if anything, to slow traffic.	5/18/2017 8:59 AM
119	aids in being aware of one's speed for safety	5/18/2017 8:46 AM
120	They are feedback. Helpful feedback.	5/18/2017 8:45 AM
121	Most drivers don't seem to reduce speed in response	5/18/2017 8:45 AM
122	I don't think people really care about seeing their speed displayed.	5/18/2017 8:26 AM
123	perhaps reduces speed and increases awareness regarding speed, but does nothing to traffic flow.	5/18/2017 8:23 AM
124	my speedometer works just fine	5/18/2017 8:19 AM
125	real time feedback warning that makes you feel like you are being watched.	5/18/2017 8:16 AM
126	Too many braking moments	5/18/2017 8:14 AM
127	They can also be distracting.	5/18/2017 8:09 AM
128	They are good reminders to slow down.	5/18/2017 8:07 AM
129	They seem to make drivers conscious of their speed and they slow down	5/18/2017 8:07 AM
130	no necessary....most people flow with the traffic	5/17/2017 12:38 PM
131	Ck your speedometer	5/17/2017 1:26 AM
132	Alerts you if speeding without realizing you are	5/16/2017 8:16 PM
133	no comment	5/16/2017 5:43 AM
134	68 Needs More Lanes Or A Bypass !!!	5/13/2017 4:45 PM
135	Not really sure they make an impact after a while.	5/13/2017 3:29 PM
136	what good are they if you are stopped in gridlock	5/12/2017 5:19 PM
137	Remind people to slow down	5/12/2017 8:29 AM
138	You mean how "fast". Just another distraction for drivers. I don't think they help keep dangerous drivers from driving badly or aggressively.	5/11/2017 10:24 PM
139	Surprising how fast you are going!	5/11/2017 8:31 PM
140	I like to see how high I can get the number	5/11/2017 2:15 PM
141	my car has a speedometer and a driver knows when they are speeding.	5/11/2017 12:35 PM
142	not scenic	5/11/2017 11:01 AM
143	Doesn't affect drivers	5/11/2017 10:08 AM
144	They are a reminder to some to slow down, but are ignored by others	5/11/2017 9:41 AM
145	They can be distracting	5/11/2017 9:08 AM
146	People ignore them	5/10/2017 10:20 PM
147	They tend to make drivers slow down.	5/10/2017 9:45 PM
148	I'm not sure they really change behavior. Only ticketing changes behavior, and only right around the time of the ticket or in view of the officer.	5/10/2017 6:44 PM
149	Interesting info.	5/10/2017 6:31 PM

150	I slow down!	5/10/2017 4:52 PM
151	Doesn't change people's bad driving habits	5/10/2017 4:39 PM
152	I usually know how fast I am going but I forget the speed limit	5/10/2017 4:00 PM
153	Spelling error? The signs are not that accurate.	5/10/2017 3:58 PM
154	They seem to have a minor influence on traffic.	5/10/2017 2:24 PM
155	Because they remind me to slow down	5/10/2017 7:37 AM
156	first of all, you spelled "fast" as "fact"...embarrassing. stop treating monterey county commuters like children. we don't need to be slowed down or rerouted. we need quick efficient and direct travel routes between salinas and monterey. a sign telling me how fast i'm travelling has no value when i'm not able to even achieve the posted speed limit. the problem here is congestion, not speed.	5/9/2017 10:33 PM
157	Any feedback is good	5/9/2017 10:17 PM
158	I don't think they do much good.	5/9/2017 5:21 PM
159	Seems like a waste of money	5/9/2017 2:54 PM
160	I don't always look at my speedometer	5/9/2017 1:27 PM
161	worthless message. After a while it becomes ambient noise and means nothing.	5/9/2017 12:49 PM
162	Studies show that they are not too effective.	5/8/2017 10:37 AM

Q9 My overall impression of advance intersection warning signs that indicate a signal or stop sign is ahead is:

Answered: 225 Skipped: 6



Answer Choices	Responses	
Very positive	**39.11%**	88
Somewhat positive	**31.56%**	71
Neutral	**20.89%**	47
Somewhat negative	**3.11%**	7
Very negative	**5.33%**	12
Total		**225**

Q10 Why?

Answered: 133 Skipped: 98

#	Responses	Date
1	Are there so many wrecks at intersections that people do not know they are there?	6/14/2017 8:41 AM
2	No impact on traffic flow	6/12/2017 8:27 PM
3	I don't have enough experience with them to have an opinion either way.	6/12/2017 8:02 PM
4	Same	6/12/2017 2:05 PM
5	can wake up distracted drivers	6/12/2017 9:49 AM
6	Many drivers are overly cautious and slow down when they see this warning sign.	6/10/2017 10:00 PM
7	They alert the unaware or drowsy/texting driver and probably reduce accident rates at those intersections.	6/8/2017 2:22 PM
8	important warning	6/7/2017 6:17 PM
9	Drivers are made more aware of whats ahead.	6/6/2017 7:45 PM
10	People are stupid and need continual warning.	6/5/2017 11:12 AM
11	Not sure of their purpose	6/4/2017 10:05 PM
12	This could help for some tourists and people new to the road, but it isn't a solution by itself.	6/3/2017 6:40 PM
13	most ignore	6/3/2017 4:36 PM
14	With so many blind curves and bad drivers it helps to know what to expect.	6/3/2017 3:29 PM
15	Advance warning is always good, especially when coming around a curve, but it makes some people slow down a lot more than they should and cause more delays.	6/3/2017 12:01 AM
16	Prevent accidents	6/2/2017 5:19 PM
17	Depending on how traffic is moving I may or may not notice these.	5/31/2017 2:57 PM
18	No need for stoplights so so close together. Stupid idea. Causes more congestion and accidents.	5/31/2017 9:05 AM
19	expense waste of money	5/30/2017 10:25 AM
20	It's nice to know when it's approaching and I can't see the light around a bend.	5/29/2017 9:50 PM
21	Too many stoplights in short spaces causes more congestion and confusion for drivers.	5/29/2017 2:30 PM
22	It works for stop signs, but is unnecessarily redundant for traffic lights, and roudabouts have enough traffic calming measures built into them already.	5/29/2017 9:21 AM
23	my mind is then alerted in advance	5/27/2017 7:39 PM
24	It's good to know ahead of time	5/27/2017 6:51 PM
25	a lot of accidents on 68	5/27/2017 5:16 PM
26	Provides additional safety to be alert for possibly stopped traffic.	5/26/2017 7:34 AM
27	It is helpful to know what is coming.	5/25/2017 12:20 PM
28	I don't know how they effect traffic	5/24/2017 9:39 AM
29	Sometimes distraction or visitors driving aren't aware of signals. This causes rear end collisions regularly on 68.	5/23/2017 10:28 PM
30	Lets you k ow what to anticipate	5/23/2017 9:28 PM
31	gets peoples head back on the road	5/23/2017 6:22 PM
32	Helpful.	5/23/2017 6:15 PM
33	How do they improve traffic flow?	5/23/2017 6:03 PM
34	slows down all traffic nearing intersections	5/23/2017 2:15 PM

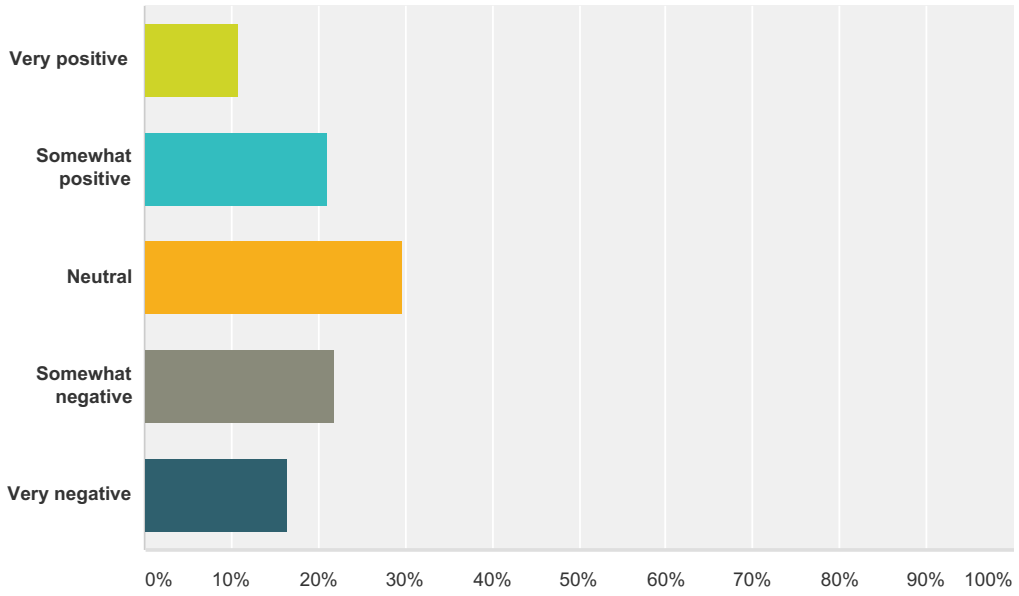
35	It gives drivers more response time.	5/23/2017 12:50 PM
36	Be ready to stop	5/22/2017 10:17 PM
37	serves as a warning	5/22/2017 8:55 AM
38	Anything to improve safety.	5/22/2017 8:27 AM
39	alerts you to slow down	5/22/2017 8:09 AM
40	Good to know what's coming up.	5/22/2017 6:28 AM
41	It's always good to know what's ahead.	5/21/2017 7:51 PM
42	We are used to this on roads but I don't like the lights at all the intersections because it slows the traffic.	5/21/2017 1:35 PM
43	Informational only doesn't improve traffic flow	5/20/2017 5:04 PM
44	better driver preparation of upcoming road intersection	5/20/2017 3:59 PM
45	Forewarn me of upcoming signal	5/20/2017 3:57 PM
46	helps rear end accidents	5/20/2017 11:53 AM
47	Safety	5/19/2017 8:44 PM
48	New drivers to area	5/19/2017 8:26 PM
49	Traffic congestion is the problem. I already know where the little guys are as I approach at 5mph	5/19/2017 8:15 PM
50	it helps sometimes	5/19/2017 6:51 PM
51	I don't enjoy seeing more signs, but if the data says these increase safety then I would support them.	5/19/2017 6:37 PM
52	They work for me, but again, people who are in a hurry or texting or tending the baby or are distracted in some way will not be paying attention to signage, unless there is a traffic ticket that comes with the bad driving behavior.	5/19/2017 6:05 PM
53	It's makes driving safer.	5/19/2017 1:19 PM
54	It's been helpful to me.	5/19/2017 11:31 AM
55	Same as 8	5/19/2017 10:04 AM
56	self explanatory	5/19/2017 9:14 AM
57	It's usually helpful to know what is coming ahead of you, duh!	5/19/2017 8:00 AM
58	seems redundant-but it is a good idea	5/19/2017 7:59 AM
59	Provides advance data to drivers; helps them anticipate conditions	5/18/2017 8:41 PM
60	When visivility is limited	5/18/2017 8:28 PM
61	Reminders have a useful purpose.	5/18/2017 7:14 PM
62	Allows you to ease off the throttle if a stop is coming	5/18/2017 5:42 PM
63	Helpful.	5/18/2017 3:28 PM
64	safety	5/18/2017 3:24 PM
65	People should be paying attention.	5/18/2017 3:16 PM
66	prepare for stop	5/18/2017 3:01 PM
67	Advance warning good	5/18/2017 2:43 PM
68	Particularly helpful if there's limited sight distance to the actual signal/sign.	5/18/2017 2:29 PM
69	They serve as a needed warning for motorists.	5/18/2017 1:49 PM
70	it's a reminder	5/18/2017 1:17 PM
71	It is a good way to give you a "heads up" on the intersection.	5/18/2017 1:01 PM
72	safety first!	5/18/2017 12:43 PM
73	Better if it alerts the driver that the light is actually going to change	5/18/2017 12:33 PM
74	Most people on 68 know just exactly where all the signals are located.	5/18/2017 11:47 AM

75	Works well in other place	5/18/2017 11:46 AM
76	Keeps me on my toes.	5/18/2017 11:11 AM
77	I can prepare to stop	5/18/2017 11:08 AM
78	They help me be more aware of what's coming.	5/18/2017 10:56 AM
79	refocus attention on road	5/18/2017 10:36 AM
80	Anything that makes me more aware of what's coming is good for me as a driver.	5/18/2017 10:35 AM
81	Because it slows me down.	5/18/2017 10:30 AM
82	obvious--know what's going on	5/18/2017 10:27 AM
83	necessary in some situations. Annoying to residents.	5/18/2017 10:27 AM
84	I like to know what is ahead.	5/18/2017 9:46 AM
85	safety	5/18/2017 9:43 AM
86	They alert traffic to what is about to happen, allowing traffic to proactively adjust.	5/18/2017 9:37 AM
87	Good warning	5/18/2017 9:32 AM
88	They are best if they give the status of the signal.	5/18/2017 9:31 AM
89	Mental feedback	5/18/2017 9:31 AM
90	Meh	5/18/2017 9:24 AM
91	Ditto	5/18/2017 9:15 AM
92	They alert motorists they may need to stop	5/18/2017 9:15 AM
93	See above.	5/18/2017 9:06 AM
94	Alerts me to possibe upcoming traffic problems, especially on hwy 68 with it's many curves.	5/18/2017 9:03 AM
95	Provide a preview of what's coming up.	5/18/2017 9:01 AM
96	I can slow down.	5/18/2017 9:00 AM
97	Because they give advance warning	5/18/2017 8:59 AM
98	aids in safety awareness	5/18/2017 8:46 AM
99	Safety. Driver is more prepared.at least I am.	5/18/2017 8:45 AM
100	reduces collisions	5/18/2017 8:45 AM
101	Useful when a curve hides an intersection.	5/18/2017 8:26 AM
102	Helps if signal is around a bend, but nothing if signal straight ahead.	5/18/2017 8:23 AM
103	visibility is limited in some areas and this alerts you to slow down	5/18/2017 8:19 AM
104	positive assistance.	5/18/2017 8:16 AM
105	Pre-warning is a good thing.	5/18/2017 8:09 AM
106	They give time to prepare in advance.	5/18/2017 8:07 AM
107	Improved driver awareness	5/18/2017 8:07 AM
108	not necessary.....put large bumps in the road prior to stop sign	5/17/2017 12:38 PM
109	No need	5/17/2017 1:26 AM
110	Alerts you there may be stopped traffic ahead of you	5/16/2017 8:16 PM
111	waste of time -- you still have to stop and wait	5/16/2017 5:43 AM
112	why do you need a sign when you can see the signal and stopped cars	5/12/2017 5:19 PM
113	Remind people to slow down	5/12/2017 8:29 AM
114	Most affective around blind intersections. Also a great to flag drivers they need to be prepared to slow down.	5/11/2017 10:24 PM
115	Waste of money,not necessary,litter the scenery!	5/11/2017 8:31 PM

116	get rid of lights and stops, roundabouts serve the problem and people will still have to slowdown and hopefully smell the roses	5/11/2017 11:01 AM
117	Most drivers ignore	5/11/2017 10:08 AM
118	They flash all the time so regular commuters begin to ignore them after a while	5/11/2017 9:41 AM
119	Alerts drivers	5/10/2017 9:45 PM
120	I have been places where the signal only indicates the light is coming, those are not as helpful as the ones that flash that the light is red or will be turning based on the distance at speed limit. Then people plan to slow and anticipate as needed rather than everyone slowing just in case.	5/10/2017 6:44 PM
121	Nice to know but doesn't cause any change in behavior.	5/10/2017 6:31 PM
122	I usually know where th lights are, and don't need a reminder.	5/10/2017 4:52 PM
123	It helps but I don't feel it makes a huge difference.	5/10/2017 4:39 PM
124	more inf is always good	5/10/2017 4:00 PM
125	The signs do warn new drivers.	5/10/2017 3:58 PM
126	They let you know that a signal is ahead but don't help with delays.	5/10/2017 2:24 PM
127	Because they tell me to expect to slow down	5/10/2017 7:37 AM
128	negligible impact. the sign is valuable at first, but once you have driven the road a dozen times it serves zero purpose.	5/9/2017 10:33 PM
129	Any advance warning is good	5/9/2017 10:17 PM
130	There are instances where a signal is around a blind corner, and providing advance warning gives motorists a chance to slow down for the updoming stop sign. I know that means they are driving faster than would be ideal for the conditions, but that is reality. I think the advance warning signs help prevent collisions.	5/9/2017 5:21 PM
131	Waste	5/9/2017 2:54 PM
132	Distracting, but informative if I don't know the area	5/9/2017 1:27 PM
133	Signals are worthless in adddressing our transporation system ailments	5/9/2017 12:49 PM

Q11 My overall impression of additional lighting between intersections is:

Answered: 219 Skipped: 12



Answer Choices	Responses	
Very positive	**10.96%**	24
Somewhat positive	**21.00%**	46
Neutral	**29.68%**	65
Somewhat negative	**21.92%**	48
Very negative	**16.44%**	36
Total		**219**

Q12 Why?

Answered: 136 Skipped: 95

#	Responses	Date
1	Take away the rural feel	6/14/2017 2:53 PM
2	No need to light up empty space at night when you don't need too.	6/14/2017 8:41 AM
3	Reasonably good idea	6/12/2017 8:27 PM
4	You can't avoid what you can't see.	6/12/2017 8:02 PM
5	beauty of darkness in the country	6/12/2017 3:05 PM
6	Same	6/12/2017 2:05 PM
7	am not a fan of unnecessary light pollution	6/12/2017 9:49 AM
8	Many people enjoy stargazing and darkness to enjoy night skies. With our increased population and many people moving here from areas where they are used to bright lights--and installing such lights on their property--this lack of darkness to enjoy the night skies is already a problem.	6/11/2017 9:55 PM
9	Don't know what this means	6/11/2017 8:32 PM
10	more slowdowns, accordians	6/11/2017 1:40 PM
11	This would really improved the safety.	6/11/2017 1:57 AM
12	I don't drive at night as often anymore.	6/10/2017 10:00 PM
13	I guess I would need to know if it's really warranted in order to reduce accidents, but good striping/rumble strips/etc. should be sufficient.	6/8/2017 2:22 PM
14	Ruins dark skies, rural atmosphere	6/5/2017 11:12 AM
15	I just don't see how this will improve traffic or road safety.	6/4/2017 1:40 AM
16	This could help for some, but it isn't a fix for 68's congestion issues.	6/3/2017 6:40 PM
17	car lights do a better job	6/3/2017 4:36 PM
18	Depends on how much cross traffic is needed.	6/3/2017 3:29 PM
19	I can see the benefits, but I am concerned about light pollution.	6/3/2017 12:01 AM
20	Money and energy waste	6/2/2017 5:19 PM
21	Not for 68	6/2/2017 10:22 AM
22	We used to live off of HWY 68 so I am not sure that I would have advocated for additional lights. Now as a South Salinas resident I would appreciate lights on certain stretches of that HWY at night.	5/31/2017 2:57 PM
23	Too many stoplights already on Hwy. 68	5/31/2017 9:05 AM
24	expense waste of money	5/30/2017 10:25 AM
25	Too "urban" on a scenic highway	5/30/2017 10:02 AM
26	Light pollution = yuck. Bad!	5/29/2017 9:50 PM
27	More congestion. And backups. You people just sit around coming up with ideas without checking to see what is already on the books!!	5/29/2017 2:30 PM
28	Lighting always contributes to safety, but needs to be balanced with maintaining a natural setting; avoid unnecessary light pollution.	5/29/2017 9:21 AM
29	Driving in the dark is difficult.	5/28/2017 4:34 PM
30	assists in keeping me alert	5/27/2017 7:39 PM
31	Light pollution	5/27/2017 6:51 PM
32	increases safety	5/27/2017 5:16 PM

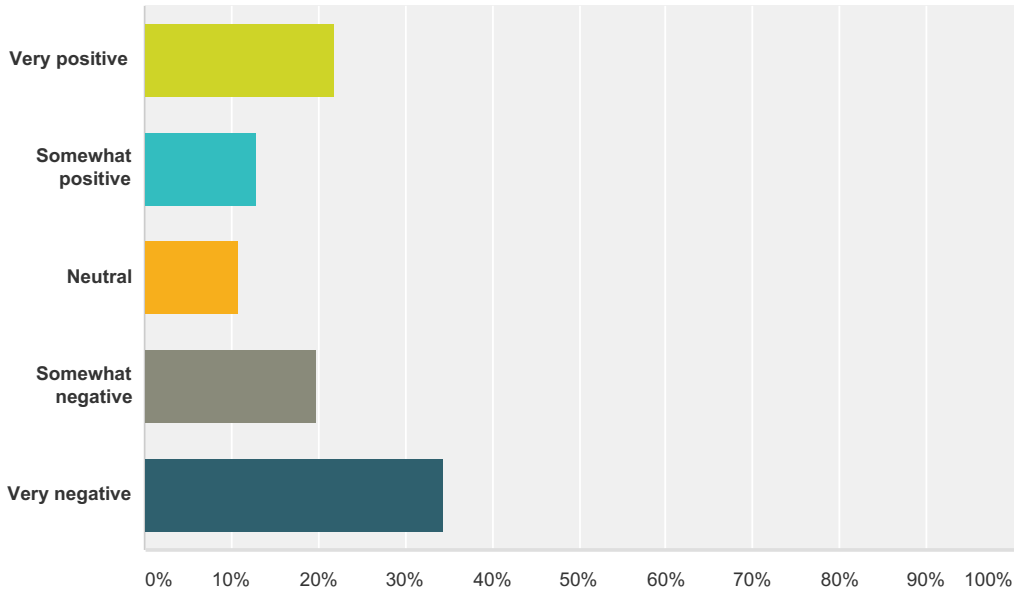
33	What's the purpose?	5/26/2017 7:34 AM
34	It's just more light pollution.	5/25/2017 12:20 PM
35	More stops, more pollution, more expense	5/24/2017 9:39 AM
36	Lighting takes away the scenic aspect of dark rural skies. Also disturbs noctural birds and other wildlife.	5/23/2017 10:28 PM
37	Neither here nor there	5/23/2017 9:28 PM
38	can see animals and pedestrians better	5/23/2017 6:22 PM
39	Helpful.	5/23/2017 6:15 PM
40	safety	5/23/2017 2:15 PM
41	Question is too vague.	5/23/2017 12:50 PM
42	reduction in ambient light is environmentally positive	5/23/2017 9:17 AM
43	especially making left turns...safety	5/22/2017 8:55 AM
44	Not sure I understand the question	5/22/2017 8:27 AM
45	Too much light, not needed. Cars have lights.	5/22/2017 6:28 AM
46	Nothing wrong with more lighting	5/21/2017 7:51 PM
47	It increases light pollution and this is a scenic road	5/21/2017 1:35 PM
48	All of the traffic lights are the problem	5/21/2017 1:18 PM
49	Not necessarily needed	5/20/2017 5:04 PM
50	Don't know what this means. Are you saying traffic lights between intersections? No,no,no.	5/20/2017 4:30 PM
51	better view of road	5/20/2017 3:59 PM
52	Easier to see any potential problem	5/20/2017 3:57 PM
53	lights cause slow down of traffic	5/20/2017 11:53 AM
54	Fail to see need	5/19/2017 8:26 PM
55	There is Too much light pollution already	5/19/2017 8:15 PM
56	I do not know	5/19/2017 6:51 PM
57	Can't see why this is necessary.	5/19/2017 6:37 PM
58	It might be a very good thing--just not sure of the overall benefit--but I do think that more lights would keep drivers from reaching such high speeds and behaving like they're on a super highway. Again, more traffic police giving tickets would be a much cheaper solution.	5/19/2017 6:05 PM
59	I have lens implants that make it harder to see driving at night.	5/19/2017 1:19 PM
60	I dislike light pollution and I worry about the glare.	5/19/2017 11:31 AM
61	Same as 8	5/19/2017 10:04 AM
62	Depends on the distance involved and the nature of the area.	5/19/2017 8:00 AM
63	depends on location - more light, not so good	5/19/2017 7:59 AM
64	Why is the question - what will it do to help with traffic congestion? I think there is more than enough lighting in general	5/18/2017 8:41 PM
65	light is life	5/18/2017 8:28 PM
66	It depends where the additional lighting is. We already have a lot of visual pollution.	5/18/2017 7:14 PM
67	Might disrupt wildlife	5/18/2017 5:54 PM
68	Lighting good; energy use bad. If lighting is solar, then my answer changes to very positive.	5/18/2017 4:36 PM
69	It depends on the section of road.	5/18/2017 4:02 PM
70	Increaes visibility.	5/18/2017 3:28 PM
71	drivers should use headlights	5/18/2017 3:01 PM

72	As long as they're pointed down on the street & not producing light pollution. It can be very dark on SR 68 at night and oncoming headlights seem extra bright, even if they're not "brights".	5/18/2017 2:29 PM
73	Yes, why?	5/18/2017 1:17 PM
74	My headlights are ample lighting at night.	5/18/2017 1:01 PM
75	Helps aging drivers	5/18/2017 12:33 PM
76	Only in areas where pedestrian traffic is common. Otherwise, car lights are adequate	5/18/2017 11:47 AM
77	Safer	5/18/2017 11:11 AM
78	It is not a solution for easing traffic congestion and its flow	5/18/2017 11:08 AM
79	Interrupts dark sky for minimal safety benefits.	5/18/2017 11:07 AM
80	Anything that helps a driver see what's ahead is positive.	5/18/2017 10:56 AM
81	Artificial lighting is generally not designed in a way to minimize the amount of light pollution emitted by an urbanized area. Additional light will take a toll on the amount of sky we can see at night, something we enjoy very much and was a driving force in living outside city limits.	5/18/2017 10:47 AM
82	I prefer dark nights	5/18/2017 10:36 AM
83	Not sure what it is...	5/18/2017 10:35 AM
84	You have a chance to see any obstacle.	5/18/2017 10:30 AM
85	depends on terrain	5/18/2017 10:27 AM
86	Annoying to residents	5/18/2017 10:27 AM
87	It's good to be able to see, but sometimes the lights are too bright.	5/18/2017 9:46 AM
88	don't like overlight highway	5/18/2017 9:43 AM
89	There is too much artificial lighting and I don't think it makes it safer.	5/18/2017 9:37 AM
90	Adds to congestion	5/18/2017 9:32 AM
91	Being able to see is a good thing. Helps cut down on road kill.	5/18/2017 9:31 AM
92	Am unclear what we are talking about. Will it interrupt serenity of neighborhood?	5/18/2017 9:24 AM
93	Roadways often overlit	5/18/2017 9:15 AM
94	This is a rural area.	5/18/2017 9:06 AM
95	There is little traffic at night and it's bad for animals.	5/18/2017 9:03 AM
96	Light pollution!	5/18/2017 9:01 AM
97	When I cannot use my bright lights.	5/18/2017 9:00 AM
98	Visual impact on scenic corridor	5/18/2017 8:59 AM
99	not clear on what additional lighting means	5/18/2017 8:46 AM
100	Lighting at night is helpful for avoiding animals or other hazards.	5/18/2017 8:26 AM
101	not sure what purpose it serves	5/18/2017 8:23 AM
102	same as 10	5/18/2017 8:19 AM
103	only if help with safety.	5/18/2017 8:16 AM
104	Disruptive	5/18/2017 8:14 AM
105	Can be distracting. No need for too many lights or warnings.	5/18/2017 8:09 AM
106	Improved visibility and awareness	5/18/2017 8:07 AM
107	Distracting	5/17/2017 1:26 AM
108	Will prevent "sneakers" from the intersecting roads from forcing their way into the main road, which slows traffic	5/16/2017 8:16 PM
109	more stop and go -- reduces the flow	5/16/2017 5:43 AM
110	68 does not needs more light it slows traffic already	5/14/2017 8:34 PM

111	It will just slow down people more	5/14/2017 6:53 PM
112	that is why we have gridlock. It got more worse for every signal installed.	5/12/2017 5:19 PM
113	Don't see the need...this is a rural and scenic route	5/12/2017 8:29 AM
114	Any additional illumination is a good thing for drivers, pedestrians and bicyclists.	5/11/2017 10:24 PM
115	We are on a highway.we use headlamps while driving at night	5/11/2017 8:31 PM
116	That depends on the intersections. That sounds fine for in town, but I don't know about along Highway 68	5/11/2017 2:15 PM
117	not scenic	5/11/2017 11:01 AM
118	No opinion	5/11/2017 10:08 AM
119	impacts to wildlife	5/11/2017 9:41 AM
120	Lightening helps, but lighting can be a nuance also	5/11/2017 9:08 AM
121	Not sure it has any impact	5/10/2017 9:45 PM
122	On highway 68, the lights are already not synchronized. There is significant backup where the lights are close. Adding more would add to this.	5/10/2017 6:44 PM
123	Don't notice. Don't care.	5/10/2017 6:31 PM
124	Light pollution. This is a rural area.	5/10/2017 4:52 PM
125	It helps cars living in a particular neighborhood enter the highway	5/10/2017 4:39 PM
126	not sure	5/10/2017 4:00 PM
127	don't like increased light pollution. But do think it would help in areas where the curve may cause blind spots.	5/10/2017 3:58 PM
128	Not sure that lighting this rural corridor is a good thing.	5/10/2017 2:24 PM
129	Because it breaks up the monotony and is good for safety	5/10/2017 7:37 AM
130	again, the goal should be to move traffic along, not slow it down. stop trying to be creative and "think out of the box". adhere to occam's razor: the simplest solution is the best solution. create more lanes to move more traffic. the "intersection improvement plan" at imjin road is Cal Trans and TAMC's incompetence at its best: take an efficient off ramp and grind it to a halt with a stop sign and a hairpin right turn lane. genius.	5/9/2017 10:33 PM
131	More stopping, more pollution	5/9/2017 10:17 PM
132	I think that it enables motorists to drive faster. I fear that we, as a society, drive to fast much of the time.	5/9/2017 5:21 PM
133	Waste	5/9/2017 2:54 PM
134	Not familiar with it	5/9/2017 1:27 PM
135	No lighting should exist on the Hwy 68 corridor because of habitat value	5/9/2017 12:49 PM
136	Lighting could help the corridor for safety, but it may disrupt the scenic nature of the highway.	5/8/2017 10:37 AM

Q13 My reaction to widening SR68 to four lanes is:

Answered: 223 Skipped: 8



Answer Choices	Responses	
Very positive	**21.97%**	49
Somewhat positive	**13.00%**	29
Neutral	**10.76%**	24
Somewhat negative	**19.73%**	44
Very negative	**34.53%**	77
Total		**223**

Q14 Why?

Answered: 169 Skipped: 62

#	Responses	Date
1	Reduces delays.	6/15/2017 5:47 AM
2	We need more public transportation, not more lanes.	6/14/2017 8:12 PM
3	The demand is there, especially on school days when the commuter traffic is high.	6/14/2017 8:41 AM
4	Long over due	6/12/2017 8:27 PM
5	Highway 68 was created long before MoCo had 500,000 residents.	6/12/2017 8:02 PM
6	too big	6/12/2017 3:05 PM
7	This would be the best solution eliminating traffic in surrounding neighborhoods	6/12/2017 2:05 PM
8	if not 4-lane all the way there are still choke points	6/12/2017 9:49 AM
9	What's needed are more effort to encourage ridesharing, more public transit (including solutions to MST's challenge about being unable to add service because traffic congestion prevents them staying on schedule--and roundabouts can improve that congestion). We don't need more pavement in this beautiful area.	6/11/2017 9:55 PM
10	improve flow	6/11/2017 1:40 PM
11	MOAR LANES PLOX	6/11/2017 1:10 PM
12	This will work only if you eliminate traffic signals.	6/11/2017 1:57 AM
13	It is what is needed if most of the employees of Monterey Peninsula live outside where it is cheaper.	6/10/2017 10:00 PM
14	History has shown in California and around the U.S,. generally, that the extra capacity provided by highway widening is soon gobbled up by new, additional traffic. In the case of a designated scenic highway, such as Highway 68, such widening destroys the very scenic attributes, the designation seeks to protect. In addition, widening the 1 1/2 mile stretch from Toro Creek Rd. to the existing 4-lane stretch close to Salinas would severely impact adjoining residents in Toro Park Estates, reducing the quality of their living environment.	6/8/2017 2:22 PM
15	Expensive and it is suppose to be a "Scenic" corridor	6/7/2017 6:17 PM
16	It will help speed up traffic on 68.	6/7/2017 5:13 PM
17	Don't believe it's going to stop assholes from bypassing through Toro Estates	6/6/2017 7:45 PM
18	Traffic	6/5/2017 11:12 AM
19	allows slow vehicles to be passed safely	6/4/2017 10:05 PM
20	Length of time to complete, cost, and using imminent domain to aquire the land.	6/4/2017 1:40 AM
21	I would be in favor of expanding the entire road to six lanes. The amount of congestion between Monterey and Salinas is excessive and outrageous. There is no reason why 68 cannot be upgraded to allow for normal driving between Salinas and Monterey. The mental stress of sitting in traffic day in and day out motivated my move to Monterey (as I used to commute from Salinas for work). There is simply no reason a person should sit in one of traffic to get to work, when it is normally 20 minutes away. Add to that it is another hour to get home. What if a major emergency happened on the peninsula in the morning? What if the peninsula needed to be evacuated at 5pm? Our roads are already so congested, it is impossible to get a mile in five minutes sometimes. Expanding the roads will account for the traffic. We need more room for the hundreds of thousands of people commuting. We've added some many houses in Salinas, tons of people who commute to Monterey for work. And not once in my lifetime has there been any action taken towards keeping up with the increased traffic. Widening the road is the only thing even close to addressing the issue. All of the other options proposed are fine, but it is putting a band-aid on a bullet hole. It is like drinking a liquid through a straw. Right now we are using one of those little red Starbucks straws to try and drink a thick milkshake. The bigger the straw, the easier it is to get the milkshake moving quickly through the straw. There are too many cars to avoid not doing this.	6/3/2017 6:40 PM
22	helps but does not solve problems caused by traffic lights	6/3/2017 4:36 PM
23	Always stuck behind a truck going 10 miles or more under the speed limit.	6/3/2017 3:29 PM

24	1. The traffic is just awful and widening makes the most sense. The article states that they are taking public opinions by a survey through June 15. Where is a link to the survey - would like very much to participate in it. As a frequent driver of Highway 68, I would much prefer concept "B" It might be the most expensive, but widening the road for 6+ miles would make an an enormous difference with traffic flow. In my experience Roundabouts are simply not enough. Having grown up in a state with many roundabouts, they can also add to the accident count, and as we all know, that never calls traffic congestion. YES on concept 2!	6/3/2017 2:40 PM
25	Again, I can see the benefits for easing traffic, but I am concerned about the impact of widening the highway on the surrounding geography and wildlife. Also, I think traffic is inevitable when the lanes narrow back down to 2 lanes elsewhere along the highway because people don't know how to merge.	6/3/2017 12:01 AM
26	Needed	6/2/2017 5:19 PM
27	Not for 68	6/2/2017 10:22 AM
28	I think roundabouts would really help, but I also know that so many times I have sat in traffic there and thought if there were only another lane. If the widening does not get a whole new lane, don't waste the concrete. Focus on the roundabouts.	5/31/2017 2:57 PM
29	It's a Scenic highway	5/31/2017 9:05 AM
30	best long term fix	5/30/2017 10:25 AM
31	How many more trees are going to have to be removed?	5/30/2017 10:02 AM
32	Environmental impacts bad. Give us more space for cars and we'll fill it with cars, and we'll be stuck in traffic again.	5/29/2017 9:50 PM
33	It's a Registered Scenic Highway.	5/29/2017 2:30 PM
34	I think it will ruin its scenic nature, and traffic flow can be improved by replacing the signaled intersections with roundabouts.	5/29/2017 9:21 AM
35	because i just think how long that would take and how expensive	5/27/2017 7:39 PM
36	It would be beneficial but I'm worried that it would turn the area into a less peaceful area to live	5/27/2017 6:51 PM
37	traffic is a nightmare	5/27/2017 5:16 PM
38	I need additional information. Without info I'm just providing one more useless opinion. What is the value of that?	5/26/2017 7:34 AM
39	It will never happen or be too expensive if it does.	5/25/2017 12:20 PM
40	More lanes will make the area feel less rural and majestic	5/25/2017 8:39 AM
41	That's a short term solution at a high cost	5/24/2017 9:39 AM
42	It's just adding lanes and not solving the flow pattern, more cars will come eventually then you will have the same problem	5/24/2017 6:32 AM
43	We do not want an expressway!!!	5/23/2017 10:28 PM
44	Logical progression. Should have been done years ago.	5/23/2017 9:28 PM
45	less congestion	5/23/2017 6:22 PM
46	Depends on where, but overall I hope it would help traffic.	5/23/2017 6:15 PM
47	Don't want to lose the green belt nor increase noise pollution.	5/23/2017 3:29 PM
48	traffic exceeds capacity during large amounts of time	5/23/2017 2:15 PM
49	Too much destruction of natural beauty.	5/23/2017 12:50 PM
50	the area cannot handle the increased traffic, accidents & noise	5/23/2017 9:17 AM
51	Sometime there is too much traffic.	5/22/2017 10:17 PM
52	less traffic stress	5/22/2017 8:55 AM
53	RAB are a better solution	5/22/2017 8:27 AM
54	Enables more cars on the road instead of controlling the numbers we now have.	5/22/2017 6:28 AM
55	It probably would increase confgestion on the ends	5/21/2017 7:51 PM
56	Because it doesn't solve the problem. It will just increase speed on the highway and cars rushing past trying to see who can get ahead first.	5/21/2017 1:35 PM

57	Because unlike all of the other bypasses they have come up with, they have made them single lane and have not looked to the future and realized that more people are moving here and have not prepared for the future of nor traffic.we have to look ahead for the 10-20 years and that is not being done	5/21/2017 1:18 PM
58	traffic is bad, but I rarely use that route	5/21/2017 7:46 AM
59	Traffic should meet warrants	5/20/2017 5:04 PM
60	Hugely expensive, just shifts the traffic jam down the road and intersections will still back up.	5/20/2017 4:30 PM
61	will impact housing near highway with very loud road noise and harmful car emissions	5/20/2017 3:59 PM
62	Not sure that would help the traffic	5/20/2017 3:57 PM
63	Nice for drivers but don't like losing the rural feel	5/20/2017 1:39 PM
64	We do not need 4 lanes on a scenic highway if at all possible	5/20/2017 11:53 AM
65	If you build four lanes next you want six.	5/19/2017 8:44 PM
66	Let's face it if I had to make the commute every day it would affect me. But the traffic will meet the space.	5/19/2017 8:26 PM
67	Too costly unsightly and seems impossible.	5/19/2017 8:15 PM
68	if you build more lanes you will get more traffic..light rail is better	5/19/2017 6:51 PM
69	The character of that Valley would be ruined by a four-lane highway and would result in congestion elsewhere.	5/19/2017 6:37 PM
70	Absolutely NOT! There is no possible way that this would be a good thing for people living along the corridor. The huge increase in traffic on the 2 lane has created a continuous traffic noise in the background for our once-peaceful community. Widening to 4 lanes means lots more cars will be going far faster than a safe driving speed. Many, many people will not change their behavior unless they are forced to: give speeding tickets; post traffic police along the highway. This isn't that hard to figure out, guys. p.s. This alternative is going to draw lots of negative attention, protests, editorials, bad press, and very angry home owners who will see the value of their homes decline.	5/19/2017 6:05 PM
71	I don't drive it much. It's a beautiful drive and I hope widening it won't interfere with the beauty of the drive.	5/19/2017 1:19 PM
72	I worry about the environmental impact.	5/19/2017 11:31 AM
73	takes the "scenic" out of scenic highway. Makes it a metropolis	5/19/2017 10:54 AM
74	I think roundabouts are a better solution	5/19/2017 10:04 AM
75	needs to be done, past due	5/19/2017 9:33 AM
76	to get around the people that are not doing the speed limit!!	5/19/2017 9:14 AM
77	it would take away 90% of the "scenic" nature of the road.	5/19/2017 8:00 AM
78	more lanes never reduce congestion, just invites development	5/19/2017 7:59 AM
79	Cost and unsure of the benefit - appears there will still be bottle-necks and widening will not actually improve overall traffic conditions or speeds	5/18/2017 8:41 PM
80	In a few years we will call for an eight lane freeway	5/18/2017 8:28 PM
81	Traffice will increase enormously. There will be more noise pollution for surrounding communities. Cars will speed to 70-80. The feeling of being in a rural area will decrease as our speed increases. It will feel like a freeway. It will be an invitation to increase development further.	5/18/2017 7:14 PM
82	Already overcrowded. If you build it, they will come.	5/18/2017 6:24 PM
83	More traffic and conjestion	5/18/2017 5:54 PM
84	I prefer increasing public transportation along route, or less expensive and environmentally impactful options.	5/18/2017 4:36 PM
85	Do we really need more big roads? Highway 68 is a rural highway, and that character is important to keep.	5/18/2017 4:02 PM
86	not senic	5/18/2017 3:24 PM
87	It is a scenic road. Let's keep it that way.	5/18/2017 3:16 PM
88	it will still be crowded, locals are aware of busy times and leave early to allow for traffic	5/18/2017 3:01 PM
89	Let's keep Highway 68 as is and deal with the traffic via traffic circles and other imaginative solutions...and slow/no growth	5/18/2017 2:43 PM
90	Environmental impacts!	5/18/2017 2:29 PM

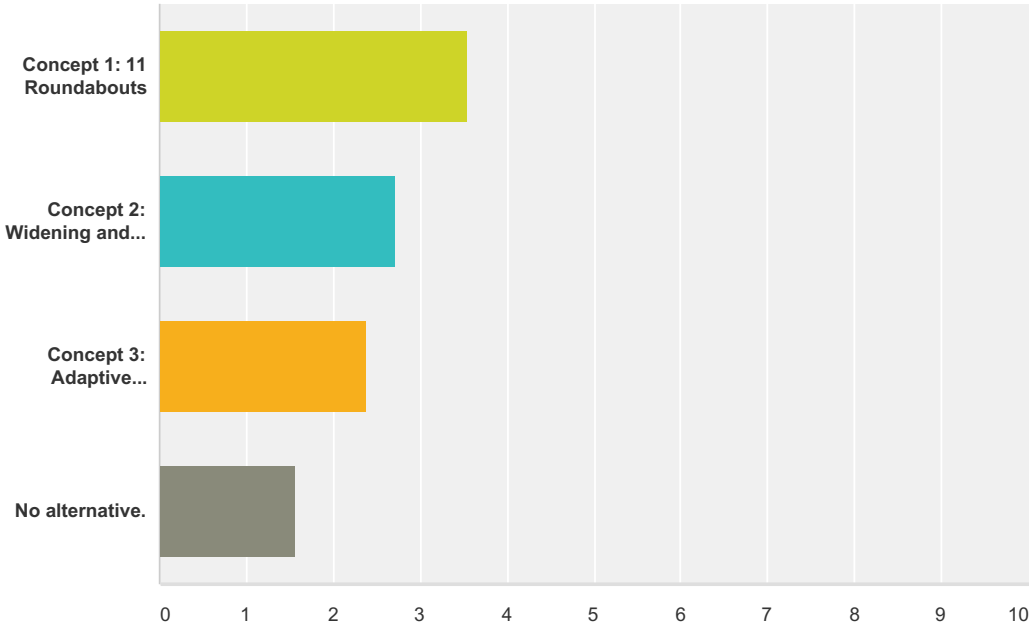
91	will destroy the rural and scenic Hwy nature of our area, and destroy too much of our Native Calif. Oaks and Sicamore trees, and other native plants that make this area a valued Scenic Highway.	5/18/2017 1:49 PM
92	The entire highway is already 4 to 6 lanes wide, but it is painted for 2 lanes.	5/18/2017 1:17 PM
93	Tell us the areas that you are talking about widening before asking for a response.	5/18/2017 1:01 PM
94	I do think there are better options than cars, and this won't be a long-term solution.	5/18/2017 12:43 PM
95	it would be disruptive	5/18/2017 12:33 PM
96	It like traffic circles would keep the flow moving.	5/18/2017 11:47 AM
97	It will destroy the overall natural feeling of the corridor	5/18/2017 11:46 AM
98	Destroy scenic quality	5/18/2017 11:11 AM
99	As they say "build it and it will fill to capacity in no time. " This has been observed all over the S.F. Bay area where I used to live. Freeways are widened and soon afterwards the traffic is clugging the roadways again, often a consequence of perceived easier traffic flow which encourages building more housing along this corridor.	5/18/2017 11:08 AM
100	Negative impact on scenic beauty of corridor, will change character of corridor to a high speed freeway.	5/18/2017 11:07 AM
101	Might help relieve the situation.	5/18/2017 10:56 AM
102	Widening SR68 to four lanes would only improve traffic flow if it is done from the entire stretch of roadway from Highway 1 to Salinas. If it is done in pieces as it is now, you will simply change the location of the traffic bottleneck.	5/18/2017 10:47 AM
103	Would prefer more mass transit	5/18/2017 10:36 AM
104	Don't want to see the beauty of the highway destroyed.	5/18/2017 10:35 AM
105	It will encourage developers and will be extremely expensive.	5/18/2017 10:30 AM
106	More expensive.	5/18/2017 10:30 AM
107	urbanization of road and makes entry from cross streets difficult	5/18/2017 10:27 AM
108	Invites high speeds, dangerous to wildlife, not bicycle friendly.	5/18/2017 10:27 AM
109	It should have been done years ago.	5/18/2017 9:46 AM
110	68 is a designated scenic highway and 4 lanes would detract	5/18/2017 9:43 AM
111	A little congestion encourages people to change their schedules or take public transit. Widening the road just makes it easier to drive too much.	5/18/2017 9:37 AM
112	Expensive and it will be very troublesome while building	5/18/2017 9:36 AM
113	Environmental impacts and capacity increasing.	5/18/2017 9:32 AM
114	Its too narrow right now.	5/18/2017 9:31 AM
115	Too many cars create gridlock.	5/18/2017 9:31 AM
116	Loss of scenic quality	5/18/2017 9:15 AM
117	cost, negative impact on surrounding lands, longer delay for motorists while project is completed	5/18/2017 9:15 AM
118	Traffic always increases to fill available space.	5/18/2017 9:06 AM
119	Don't make a scenic hwy into a freeway.	5/18/2017 9:03 AM
120	too much stop and go, and back-up at intersections	5/18/2017 9:01 AM
121	I rarely use 68.	5/18/2017 9:00 AM
122	widening roads does not solve traffic congestion	5/18/2017 8:46 AM
123	It would destroy the character of the area	5/18/2017 8:45 AM
124	I think it would just create a larger parking lot.	5/18/2017 8:26 AM
125	more lanes, better traffic flow. Not sure if all it does is to relocate the bottleneck to end, where road constricts, though.	5/18/2017 8:23 AM
126	scenic corridor, worried about impacting the environment, changing the visual nature of the drive	5/18/2017 8:19 AM
127	not sure it's necessary.	5/18/2017 8:16 AM

128	Not sure it's worth it	5/18/2017 8:14 AM
129	If traffic flow can be improved with roundabouts, why spend so much money just increasing the capacity of highway 68?	5/18/2017 8:13 AM
130	Traffic will just fill the four lanes and loose the character of the road	5/18/2017 8:12 AM
131	Traffic will increase,, no matter what.	5/18/2017 8:09 AM
132	Horrible traffic during commuter hours.	5/18/2017 8:07 AM
133	Not enough information on needs and impacts	5/18/2017 8:07 AM
134	to many stop lights. does not require widening	5/17/2017 12:38 PM
135	no use, the lights will still stop traffic and prevent any faster commute	5/17/2017 10:15 AM
136	The construction would take forever and cause traffic nightmare	5/17/2017 1:26 AM
137	The current two lane cannot support the amount of traffic in peak times	5/16/2017 8:16 PM
138	it will seem like it is my back yard, and very expensive	5/16/2017 5:43 AM
139	Better traffic flow	5/14/2017 8:34 PM
140	The road should be able to handle more traffic and you will be able to easily pass slow cars.	5/14/2017 6:53 PM
141	That's The Only Way To Fix 68 !!!	5/13/2017 4:45 PM
142	We need it - or an alternate route like THROUGH FORT ORD= COE Ave. Mostly worried about widening having an impact on the walking trails around Toro neighborhood.	5/13/2017 3:29 PM
143	IT IS A SCENIC HIGHWAY NOT A FREEWAY	5/12/2017 5:19 PM
144	Environmentally difficult and does not help in long term...traffic expands to fill the wider road	5/12/2017 8:29 AM
145	One of the big inhibitors to traffic congestion is people driving way under the speed limit. I've on numerous occasions had to follow many drivers go 40 - 45 mph in a 55 mph zone on SR68. They back up traffic. Getting around them would improve flow and relieve congestion.	5/11/2017 10:24 PM
146	This is a desigñated Scenic Highway! Not a freeway!!!Caltrans just wants to stay busy inching a freeway all the way to Monterey.They are ruining the georgous views. What are people thinking? Adding a hundred feet of widened roadway is only going to speed things up for a short time until.the next light and then the creep along during rush hour . PLEASE!!!! KEEP THIS BEAUTIFUL AREA FREEWAY FREE.Wvwn if this short distance is widened,this road cannot accommodate more homes out here.How is a widened areà in front of Toro Park going to accommodate 1700 more car trips a day from the Ferrini Ranch Development?? .Even if Caltrans gets their way installing a 4lane freeway all the way to Monterey, there will always , always be stop and go traffic during am and pm rush hours.BTW, widening is just another way of saying UGLY FREEWAY!!!!	5/11/2017 8:31 PM
147	The presentation says it will save more time for drivers. But it would make the 68 into a big freeway	5/11/2017 2:15 PM
148	to hard to explain in this survey	5/11/2017 12:35 PM
149	not scenic	5/11/2017 11:01 AM
150	Need to reduce congestion	5/11/2017 10:08 AM
151	How is widening going to help It has not helped on Highway 1 in Monterey or 101 in Salinas	5/11/2017 10:01 AM
152	Impacts to wildlife and habitat and expensive	5/11/2017 9:41 AM
153	We don't need more lanes. One of the reasons we moved here was to get away from the big city.	5/11/2017 9:08 AM
154	Not feasible. Other options would be less disruptive and less expensive.	5/10/2017 9:45 PM
155	I would like it if I thought it would actually solve the problem. My understanding from reading about traffic is that increased lanes generally get filled with increased cars.	5/10/2017 6:44 PM
156	Double the throughput. Think plumbing.	5/10/2017 6:31 PM
157	Wouldn't help much, except to encourage more development (which is a negative).	5/10/2017 4:52 PM
158	Because my house backs onto Hwy 68, and that will make the noise level even worse.	5/10/2017 4:39 PM
159	Speed up traffic	5/10/2017 4:00 PM

160	It would increase safety. We have a lot of very slow drivers <45mph at night. It would help with the morning and evening commutes.	5/10/2017 3:58 PM
161	I think making the corridor a four lane facility will only encourage higher speeds.	5/10/2017 2:24 PM
162	Because we should be looking at more sustainable options. It's not sustainable to keep widening because we are always going to have more people but we are not going to have more space	5/10/2017 7:37 AM
163	keep it simple, more lanes equals better flow. i love monterey county and i love the environment, but enough is enough. widen 68 and turn blanco into a highway that dumps onto highway one.	5/9/2017 10:33 PM
164	Widening roads never solves traffic congestion in the long-run	5/9/2017 10:17 PM
165	Adding lanes is the only way to aleviate congestion. Ever seen I5 in SoCal? Not that we want 68 to be that wide, but it is simply too narrow. Roundabouts will solve some problems, but cause others, and won't cause free flowing traffic. It's like on the internet... More band-WIDTH = more data flow. More lanes = more traffic flow.	5/9/2017 5:21 PM
166	Let look long term. Traffic will only get worse as the population grows. Do it right the first time. Widen the highway.	5/9/2017 2:54 PM
167	I don't like the development, but it has happened, need to address traffic now.	5/9/2017 1:27 PM
168	If roundabouts were constructed there would be no need for wider roads, at least not for another 30 years	5/9/2017 12:49 PM
169	More lanes = more traffic	5/8/2017 10:37 AM

Q15 Please rank the proposed scenarios in order of preference:

Answered: 211 Skipped: 20



	1	2	3	4	Total	Score
Concept 1: 11 Roundabouts	**71.43%** 145	**16.75%** 34	**5.91%** 12	**5.91%** 12	203	3.54
Concept 2: Widening and Roundabouts	**23.04%** 44	**38.74%** 74	**24.61%** 47	**13.61%** 26	191	2.71
Concept 3: Adaptive Signalization	**4.89%** 9	**36.96%** 68	**48.37%** 89	**9.78%** 18	184	2.37
No alternative.	**5.88%** 9	**10.46%** 16	**18.30%** 28	**65.36%** 100	153	1.57

Q16 Please share any other comments.

Answered: 90 Skipped: 141

#	Responses	Date
1	Roundabouts, please!!	6/14/2017 8:12 PM
2	Need to bury utilities along 68, widen the bridge near San Benancio, make it four lane from Portola Drive to 218. At the minimum utilize a third lane and make it available for one way commuter traffic, west in the mornings, and east in the evenings. Like they do on the Golden Gate Bridge. Torero Drive is a disaster, should be a west only turn with a lane to speed up to pace of traffic, plenty of space in that right of way to make that happen. No left turns going east on 68.	6/14/2017 8:41 AM
3	Please do something....	6/12/2017 8:27 PM
4	Why not put the Torero Roundabout at the alternative Terero location where there is more room and flat land?	6/12/2017 3:05 PM
5	Something needs to be done to save lives and improve traffic flow.	6/12/2017 2:05 PM
6	More roundabouts all over the county!	6/11/2017 9:55 PM
7	I am not in favor of roundabouts at all	6/11/2017 8:32 PM
8	your phrasing of #15 suggestions you've already decided. Widen the road. Or make an access road. Cancel the shopping center. Cancel Ferrini Ranch. Cancel Encina Hills.	6/11/2017 1:40 PM
9	NO roundabouts on 68! No more 68 development w/o either widening to 4 lanes, or a new route via Ft Ord. NO NO NO roundabouts, PLEASE!!	6/11/2017 1:34 PM
10	Bernie Sanders is the best, most awesome person in the world	6/11/2017 1:10 PM
11	The intersection of Torero and 68 exhibits roundabout behavior in the moring during the school year.	6/10/2017 10:00 PM
12	I am not in favor of any widening of Highway 68 along/abutting Toro Park Estates. Any widening in this section should occur on Ferrini Ranch property concurrent with its development. I would also suggest re-examining the need to replace existing signals with round-abouts at the two intersections - Ragsdale Dr. and York Rd. - for reasons explained above. Finally, there should be some thought given to developing a park and ride lot at or near the intersection of River Rd. and Highway 68. And maybe the City of Monterey/County could consider some incentive program whereby Peninsula employers provide car-pooling vans that could be used by their employees (commonly done in the SF Bay Area). There are probably other such out-of-the box/more creative solutions that could be considered to reduce Hwy. 68 peak hour congestion that have not yet been considered by TAMC.	6/8/2017 2:22 PM
13	Only the widening AND roundabouts will solve the traffic problem on 68. None of the other solutions will really help.	6/7/2017 5:13 PM
14	Stronger Visible Daily Highway Patrol Presents Needed. STOP!!! the bypass through Toro Estates and control the traffic flow. DO IT NOW!!!	6/6/2017 7:45 PM
15	Please do all freaking 3 if you need to. This is a serious issue. People who sit in traffic all day don't become productive citizens or available parents. Please widen the road. We need more lanes for all the congestion.	6/3/2017 6:40 PM
16	Flyovers for cars and light vehicles (multi thousand dollar fines for violators). I have seen how well this works in India	6/3/2017 4:36 PM
17	Though it may cost the most and take the most time, concept B really is the most responsible choice	6/3/2017 2:40 PM
18	Thank you for addressing this corridor. We live very close to Hwy 68 in South Salinas and would love to utilize it more, but find ourselves often going on Blanco to Reservation through Marina to Hwy 1. It feels so out of the way but often faster. Would love to take this scenic highway instead. When there isn't congestion it is our preferred way to travel to the peninsula. If housing were more affordable we would live on the peninsula, but we don't, so until then we will continue to spend time on the peninsula on the weekends and for almost all of our medical appointments and will need to figure out travel on HWY 68.	5/31/2017 2:57 PM
19	Stick with original plan of Hwy 68 bypass.	5/31/2017 9:05 AM
20	put out to bids for design built solution with est.. let the people vote.	5/30/2017 10:25 AM
21	The alternatives are limited. Where is the Corral de Tierra Bypass? Or modified Corral de Tierra Bypass. Does TAMC finally have the Official Plan Lines adopted in 1977 (Before TAMC)?	5/30/2017 10:02 AM
22	Work magic and make public transportation a viable option for more people. Kazaam!	5/29/2017 9:50 PM

23	Use the Corral De Tierra Bypass that's already been approved!	5/29/2017 2:30 PM
24	I hope the dead trees and surrounding landscape will be removed or cleared. For all the money invested the entrance to PEBBLE Beach and Pacific Grove should be beautiful. It has looked horrible for years and with all the visitors constantly entering the area it should be vastly improved in looks....all the way into pgs from the highway.	5/28/2017 8:42 PM
25	I would like to see how the new 68/1 roundabout works first. Also a modified bypass might be great.	5/27/2017 6:51 PM
26	Your website needs to provide additional information. How can pictures of alternatives help me make an informed decision? Your website is on the useless side. I have to presume that you will be providing additional info to your board? Why not also provide it to your constituents?	5/26/2017 7:34 AM
27	Please look into the 1977 Corral Dr Tierra bypass study from Monterey County. This is not the same as the Fort Ord Bypass study. Existing county owned land exists on 68 which could reduce total project costs if leveraged. Please contact San Benancio Neighborhood Association for more feedback.	5/23/2017 10:28 PM
28	NA	5/23/2017 6:15 PM
29	I could not find enough information about the widening and roundabouts alternative	5/22/2017 8:27 AM
30	More cars will be on the road due to population expansion so some solution is needed. Help to stop development along the 68 corridor as well.	5/22/2017 6:28 AM
31	Eliminating the Torrero drive and utilizing the already available on ramp at the entrance of the county regional park will eliminate a traffic "slow down" spot and won't significantly impact the toro residents	5/21/2017 1:35 PM
32	I live in Marina and our new roundabouts are awesome! No more long waits, eco friendly, and work smoothly.	5/21/2017 9:52 AM
33	Roundabouts are a no-brainer. Best traffic solution for least cost. Traffic-lighted intersections will always grind 68 to a halt regardless of widening or adaptive signaling because left turn lanes fill up fast and need to be emptied.	5/20/2017 4:30 PM
34	widening 68 to 4 lanes is a disaster.	5/20/2017 3:59 PM
35	Scenarious do not allow selections !!	5/19/2017 8:26 PM
36	Please get it done in 5 years or less.	5/19/2017 8:15 PM
37	Roundabouts enforce speed limits by the laws of physics	5/19/2017 6:51 PM
38	I like traffic solutions that get people to slow down. Solutions that aim to get more people moving faster degrade character and result in congestion elsewhere	5/19/2017 6:37 PM
39	In Albuquerque, New Mexico, there was a street that went through neighborhoods and eventually became a heavily used conduit for cross-town traffic. Their were many accidents, frustrated residents, angry drivers, and terrified pedestrians and bicyclists. (The street is Coal St, if you want to check it out). There was a great deal of traffic congestion and to-and-from-work backup at lights. Traffic lights already existed at major intersections. The city set the lights so that, if you drove 35 mph, you could drive continuously on Coal without every having to stop. It is wonderful. The city did a big campaign to teach people about it, and it didn't take long for people to adapt their speed and go from one end of Coal St to the other, smoothly and without conflict and rising blood pressures. No more collisions, no more speeding, no more angry frustrated drivers. I urge you to consider better alternatives that these 4 scenarios you have focused on. Please don't destroy this beautiful valley and scenic road. Please don't double the lanes just so impatient people can pile up at the lights and still be frustrated that they can't drive 60-80 mph, which they do now. Please spend less of our tax money and bring out police to force drivers to follow the traffic laws that already exist. And please, check out Coal St. in Albuquerque, and see if we can't do something like that, instead of these hugely expensive, massively invasive, and neighborhood crushing alternatives. Last thought...why isn't housing development better controlled in this area? You know, a long term, 50 year plan that considers benefits and drawbacks before developers can build whole communities. It seems quite irresponsible. PPS I'm not sure what scenario you have in mind for 'Adaptive Signalization' so I couldn't put it in position #1.	5/19/2017 6:05 PM
40	When will we see the survey results?	5/19/2017 1:19 PM
41	I wonder if there is any other way to address the commute traffic, like working with Monterey businesses to improve public transportation or work schedules. Also, talking with the schools about their schedule.	5/19/2017 11:31 AM
42	I live on Seca Place and would like to help to come up with a better plan then only a right hand turn option	5/19/2017 10:04 AM
43	in addition to widening 68, Imjim Road should be made into an 4 lane expressway	5/19/2017 9:33 AM
44	Road widening is the answer for the future. I don't think we're getting rid of any houses or people in the future?	5/19/2017 9:14 AM
45	Number 15 ranking procedure is unclear. I tried to vote for roundabouts.	5/19/2017 8:00 AM
46	Thank you for seriously considering options	5/18/2017 8:41 PM

47	Widening Highway 68 will be detrimental to tourism. Obviously, approving more developments only exacerbates the problems.	5/18/2017 7:14 PM
48	roundabouts give better flow and are more scenic	5/18/2017 3:24 PM
49	sr68 is a scenic road that should be conserved...	5/18/2017 3:16 PM
50	More Rude drivers cut you off on roundabouts.. they go around several times just to stir up trouble!	5/18/2017 3:01 PM
51	Years ago, the then Dir.of Cal Trans for this region, said he hoped to build a Bypass to Rte 68 from Reservation Rd, near Toro area, through Ft. Ord-BLM lands, and leave Rte. 68 thru the Toro area- Corral de Tierra, Laguna Seca, and Pasadera, up to Ryan Ranch as a "Frontage Road," This plan is the best alternative, and should be given top priority, as it would be a speedier route from Salinas to Monterey area, and in many ways less expensive, and allow commuters and commercial trucks to move faster, while leaving our beautiful Calif. State Scenic Hwy 68 to remain as it is now, for travelers, tourists from around the world, and locals to enjoy, and appreciate as John Steinbeck's irreplaceable Pastures of Heaven. Please consider this as a vital alternative.	5/18/2017 1:49 PM
52	Something has to be done. Anything is better then nothing	5/18/2017 12:33 PM
53	Best of course, is not increasing the use of the highway by adding people along the route.	5/18/2017 11:47 AM
54	I am not sure of your ranking above. By 1 meant it's my top preference	5/18/2017 11:08 AM
55	While roundabouts generally improve traffic flow versus signalized intersections in low to medium traffic situations, they suffer in performance in high traffic situations - the type of situation these changes to highway 68 are trying to improve. They also create large backups on secondary roads when there is a significant flow of traffic from one direction, something that would occur regularly in the proposed intersections There is significant traffic research to support both of these ideas, for example: "However, when traffic is heavy (high values of arrival rate), the differences in performance become more pronounced with signalized intersection seen to be more superior in terms of expected number compared to un-signalized and roundabout intersections. Un-signalized intersections in turn are seen to perform better than roundabouts in terms expected number when traffic is heavy. These differences in performance may be attributed to differences in geometric factors of the intersections. In case of roundabouts vehicles have to slow down, negotiate the intersection and accelerate back to normal speed." Kakooza, R, Luboobi, L.S & Mugisha, J.Y.T. 2005. Modeling Traffic Flow and Management at Un-signalized, Signalized and Roundabout Road Intersections. Journal of Mathematics and Statistics, 1(3): 194-202. "In the present simple case of single-lane circulation, our simulations implies that in- jection of vehicles from more than two entries leads to global blocking of flows and growing delays. This effect is due to the saturation of circulating flow which hinders the incoming fluxes." Fouladvand, M. E., Sadjadi, Z., & Shaebani, M. R. (2004). Characteristics of vehicular traffic flow at a roundabout. Physical Review E, 70(4), 046132. To support this research, I would ask you to picture yourself at San Benancio Road during the P.M. rush hour trying to make a left turn toward Monterey. During that time, eastbound traffic is incredibly heavy and you must wait for a break in eastbound traffic to enter the roundabout so you can make your westbound turn. You will wait a non-insignificant amount of time because the eastbound traffic will be able to enter the circle relatively unimpeded because of the asymmetric traffic flow (that is there will be far fewer westbound cars making left turns on to San Benancio that would allow a break in the circle for our car to make a turn). As a result, we can expect significant queues to develop at many of these intersections where there is a clear asymmetrical traffic pattern. The research would contend that a properly signalized intersection would perform better in most of these cases. I urge you to reevaluate the benefits of roundabouts in the intersections of Highway 68. Though I support roundabouts where even traffic situations exist, this is not the case on highway 68.	5/18/2017 10:47 AM
56	Roundabouts have changed the way I feel about driving in Davis CA. They have made me a more confident driver.	5/18/2017 10:35 AM
57	Tired of traffic jams to get to Monterey.	5/18/2017 10:30 AM
58	thank you to LandWatch for looking out for us on this	5/18/2017 10:27 AM
59	Traffic growth is not a given -- people can adapt through more efficient work schedules, ride sharing and higher prices for goods and services. In other words, "Get used to it!"	5/18/2017 10:27 AM
60	Thanks for asking.	5/18/2017 9:46 AM
61	Do more to encourage people to get out of their cars. Better transit. Providing more room for cars just exacerbates problems at the ends of the corridor, when the cars dump into the cities. Good solutions solve lots of problems, bad solutions create more problems.	5/18/2017 9:37 AM
62	Lets get it done!	5/18/2017 9:31 AM
63	Looking forward to the time tested solution of roundabouts.	5/18/2017 9:15 AM
64	Let's get to work!	5/18/2017 9:06 AM
65	The more roundabouts the better the flow and the less chance of an accident.	5/18/2017 9:03 AM

66	with any road improvements, be sure to provide for bicycle riders through road paint and signs and light change sensitivity for bicycles	5/18/2017 8:46 AM
67	Concept 1 is my choice. Couldn't get it to respond to my touch	5/18/2017 8:45 AM
68	Widening with roudabouts costs $60 mil more- is there enough traffic to justify this, and if so, how is that paid?	5/18/2017 8:23 AM
69	bypass san benancio and corral do tierra, overpass at corral and synchronize the lights from las laurelas to airport at peak hours	5/17/2017 10:15 AM
70	Traffic using portolla drive in Toro Park needs to be fixed, but is not addressed in any option	5/17/2017 6:53 AM
71	Although I do like roundabouts, right now the only way we can access the center turn lane from the Toro Cafe is to wait for the signal at San Benancio to cycle to a red light. With a roundabout, I'm afraid the traffic will come non stop, making it difficult to even pull onto the highway eastbound, and impossible to cross to get to the Westbound side.	5/16/2017 8:16 PM
72	Go roundabouts	5/16/2017 5:43 AM
73	Potential effect on scenic quality should be included in the ranking criteria for the concepts. After all, Official State Scenic Highway Designation could be jeopardized by improvements that do not preserve the intrinsic visual qualities of the route. Robert Carr, Caltrans District 5 Scenic Highway Coordinator (805) 549-3083	5/15/2017 9:57 AM
74	I have two major concerns. First, drivers use turn only lanes to pass on the right. My wife was a victim of the illegal lane usage when she was hit head on turning into Pasadera. While attending to the accident another car did the exact same right lane passing in the eastbound lane in front of Boots road. We need to figure out how to protect those turn only lanes. The second concern is protecting the bike lanes. A bicyclist myself I'm very nervous riding the 68 corridor after seeing many inattentive drivers straddling the bike lane. In one case I followed a taxi driver on his hand held phone straddling the bike lane for just over a mile.	5/11/2017 10:24 PM
75	NO MORe WIDENING....LEAVE WELL ENOUGH ALONE!!!?	5/11/2017 8:31 PM
76	Torero is the toughest and the least controlled intersection, commuters turn off on to Portola to cut through and get back on to hwy68 which causes more congestion (mornings). How about an alternate route through the former Fort Ord?	5/11/2017 12:35 PM
77	Because this highway and the scenery around and on it has been made famous we need to do all we can to preserve it. Make a four lane road that goes across the old Fort Ord from Blanco to Del Rey Oaks	5/11/2017 11:01 AM
78	Roundabouts are a great way to improve flow and safety on Highway 68 without sacrificing the rural character of the corridor	5/11/2017 9:41 AM
79	I'd like to see either option 1 or a reduced version of option 2.	5/11/2017 9:08 AM
80	Signals are the worst choice as they would interfere with the scenic beauty of the highway and greatly hamper the flow of traffic.	5/10/2017 9:45 PM
81	I really think that the option of a Fort Ord Bypass should be considered. A nonstop Salinas to Monterey route would help commuters and alleviate pressure on the residents who live along the road.	5/10/2017 6:44 PM
82	Widen the road. No excuse for not having done so already.	5/10/2017 6:31 PM
83	A bike path would be the only kind of "widening" that I would support. This would be a big improvement.	5/10/2017 4:52 PM
84	If widening is approved, it needs to be ALL OF HWY 68	5/10/2017 4:39 PM
85	perhaps a combo of ideas. Not all intersections are have the same traffic	5/10/2017 4:00 PM
86	I need to learn more about Adaptive Signalization. Sounds useful and interesting.	5/10/2017 3:58 PM
87	this is a pivotal moment for many people living in monterey county. the traffic problem has reached epic proportions and incompetence has been applied as the solution. the real solutions are simple (widening lanes) but the funds are constantly squandered on poor planning, poor implementation and inflated administrative salaries. the ball has been dropped several times (voter approved transportation funds being misallocated or used incorrectly) and the voters are furious. fix this problem correctly or we're coming for the jobs of the idiots making the poor decisions about transportation in monterey county.	5/9/2017 10:33 PM
88	Concept 2 will result in endless lawsuits -- count on the cost doubling at least	5/9/2017 10:17 PM

89	I believe strongly that adding lanes is the only way to address the problem. We can't even keep up with CURRENT demand with any of the other alternatives. We need to solve todays problems, but also provide room for tomorrow's growth. Roundabouts are not the solution to this problem. They work well in Marina, where they've been recently installed on slow, residential streets. I predict that there will be numerous accidents at the new CHOMP roundabout, and there will be many more accidents if you decide to put roundabouts on a highway. If you don't believe me, watch the truckee roundabouts... They have a predominately young, active, adventure-sports population. The roundabouts there are dangerous. Please, do not put roundabouts on Highways!	5/9/2017 5:21 PM
90	Widen the highway to 4 lanes. Stop wasting money on band-aids.	5/9/2017 2:54 PM

PASADERA HOMEOWNERS ASSOCIATION

Monterey, California

July 4, 2017

Board of Directors
Transportation Agency of Monterey County
55-B Plaza Circle
Salinas, CA 93901

Re: Highway 68 Expansion Plans

Dear TAMC Board:

We are writing on behalf of the Pasadera Homeowners Association Board of Directors ("Pasadera Board") to make our views known regarding the plans under consideration for expanding Highway 68 and constructing roundabouts at various intersections. Pasadera is one of the largest residential communities along Highway 68 and its residents will be directly affected by the changes the TAMC is considering.

Our homeowners and residents chose to live in this area because of its tranquil and rural nature. While we understand that bottlenecks in Highway 68 form during commute hours, the Pasadera Board is concerned about how the expansion from two lanes to four lanes in various stretches will change the character of the highway from a scenic, rural roadway to something resembling an expressway with high speeds and increased noise. None of our homeowners and residents chose to live next to a super highway. Highway 68 is designated a California Scenic Highway, and has been for decades. Monterey County actively sought that designation, assuming the obligation to preserve the natural beauty, environmental assets, and ambiance of the Highway 68 corridor. Those County residents who live along 68 have legitimate interests in preserving the basic character of the highway and we trust TAMC will not sacrifice those interests for the sake of satisfying commuters' demands.

If the expansion of the highway from two lanes to four lanes in the four segments under consideration is merely a precursor to the eventual conversation of Highway 68 to a high-speed, four lane highway everywhere, we are very much opposed to the widening. The demands of commuters can be insatiable. Even if the four segments are widened, who is to say commuters and other interests groups will not be back before TAMC in the future demanding even more expansion?

We also are concerned about the increased highway noise that will result from the expansion, particularly at the two segments near Pasadera—Ragsdale to York and Laureles Grade to Corral De Tierra. Expanding the highway from two to four lanes will undoubtedly result in more cars travelling at higher speeds, which in turn will undoubtedly generate more road noise. If TAMC has studied the impact of increased noise, and how far that noise will propagate, the Pasadera Board would like to review those studies. If TAMC has not conducted such studies, it should. Until the Pasadera Board can be assured that the lane expansions planned at Ragsdale-York and

c/o Thelander Management Co. P.O. Box 1531 Salinas, CA 93902
831-758-2855, Fax 831-758-1147

Laureles-Corral will not increase highway noise impacting Pasadera, we are withholding comment on whether that expansion is wise or not.

As for the proposed roundabout at Pasadera Dr., our concern is simple. We would like to know how a roundabout will affect the ability of cars to exit and enter Pasadera. Currently a traffic light and merge/turn lanes allow for exit and entry. Will a roundabout make it easier or harder for cars to exit and enter Pasadera, particularly during commute times when the line of cars is unbroken? We request that a TAMC planner describe the effect of a roundabout on traffic into and out of our community and share with us any studies or analyses.

In closing, we urge the TAMC to give great weight and attention to the interests of County residents who live along Highway 68, such as our homeowners and residents. They will be the ones most directly affected by any changes TAMC approves. We also encourage TAMC to involve our Board in the planning process to assure local voices are heard. We look forward to the TAMC Board taking these views into account in the planning process. Please share any relevant materials by sending them to Board member Chris Ottenweller at cottenweller@orrick.com, tel. 831-656-9310, and copy to our homeowner association management agent, Etna Monsalve at etna@thelandermgmt.com, P.O. Box 1531, Salinas, California, 93902.

Sincerely,

Susan Freeland

Susan Freeland, President

Pasadera HOA Board of Directors

Cc: Supervisor Mary Adams

Appendix A.2:

Analysis Methodology

Kimley»Horn

MEMORANDUM

RE: ***State Route 68 Scenic Highway Plan: Baseline Segment LOS Analysis***

To: ***Grant Leonard***
Transportation Agency for Monterey County (TAMC)

From: ***Jim Damkowitch, Kimley-Horn and Associates, Inc.***

Date: ***February 7, 2017***

TRAFFIC ANALYSIS METHODOLOGY

Roadway Segments

Segment LOS was determined using the rural two-lane highway methodology outlined in Chapter 11 of the 2010 Highway Capacity Manual (HCM). The two-lane highway LOS calculation is dependent on the class of the roadway. Class I two-lane highways are highways where motorists expect to travel at high speeds. Class II two-lane highways are lower speed highways and serve scenic routes or areas of rugged terrain. Class III two-lane highways serve moderately developed areas with higher densities of local traffic and side-street access. For the purposes of this analysis, all two-lane highways segments of SR 68 were analyzed as both a Class II and a Class III two-lane highway.

For Class II highways, LOS is determined based on the percent time spent following (PTSF). This measure is calculated as the percentage of vehicles traveling at headways of less than three seconds. For Class III highways, the percent of vehicles traveling at free-flow speed conditions is used to determine LOS. This measure represents the ability of vehicles to travel at the posted speed limit. The two-lane highway analysis was performed using the Highway Capacity Software (HCS).

The corridor analyzed in this report includes sections of basic freeway and multilane highway. Basic freeway LOS is determined using the methodology in Chapter 13 of the 2010 HCM. Multilane highway LOS is determined using the methodology outlined in Chapter 14. For both basic freeways and multilane highways density of the traffic stream determines LOS. Density measures the average proximity of vehicles to each other in the traffic stream expressed in passenger cars per mile per lane (pcpmpl) of roadway. Multilane highway operations were evaluated using the HCM 2010 compatible spreadsheet models.

Roadway Segment Operations

The two-lane highway analysis was performed using the Highway Capacity Software (HCS). Two determine LOS, the worst LOS grade between percent time spent following (PTSF) or percent of vehicles traveling at free-flow speed conditions was used. For multilane highway and basic freeway LOS, density of the traffic stream determines LOS. Density measures the average proximity of vehicles to each other in the traffic stream expressed in passenger cars per lane per mile (pcplpm) of roadway. Multilane highway and basic freeway operations were evaluated using the HCM 2010 compatible spreadsheet models.

Table 2, Table 3 and Table 4 show the segment LOS criteria for two-lane highways, multilane highways, and basic freeways respectively.

Table 2. Two-Lane State Highways LOS Criteria

LOS	Class II Highways: Percent Time Spent Following (%)	Class III Highways: Percent Free-Flow Speed (%)
A	0-40	>91.7
B	>40-55	>83.3-91.7
C	>55-70	>75.0-83.3
D	>70-85	>66.7-75.0
E	>85	≤66.7
Based on *Highway Capacity Manual,* Transportation Research Board, Washington D.C., 2010, Exhibit 15-3		

Table 3. Multi-Lane State Highways LOS Criteria

LOS	Free Flow Speed (mi/h)	Density (pcpmpl)
A	60+	>0 -11
B	60+	>11-18
C	60+	>18-26
D	60+	>26-35
E	60	>35-40
	55	>35-41
	50	>35-43
	45	>35-45
F	Demand Exceeds Capacity	
	60	>40
	55	>41
	50	>43
	45	>45
Note that speeds listed here are not actual speeds on the corridor. Based on *Highway Capacity Manual,* Transportation Research Board, Washington D.C, 2010, Exhibit 14-4		

Table 4. Basic Freeway LOS Criteria

LOS	Density (pcpmpl)
A	≤11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	>45 or Demand > Capacity
Based on Highway Capacity Manual, Transportation Research Board, Washington D.C., 2010, Exhibit 11-5	

Signalized Intersections

Traffic operations at signalized study intersections were analyzed using the procedures and methodologies contained in Chapter 21 of the 2010 HCM. For signalized intersections, the HCM operational method calculates the average control delay per vehicle (sec./veh), and assigns an LOS designation based upon the amount of delay.

Non-Signalized Intersections

Traffic operations at non-signalized study intersections were analyzed using the procedures and methodologies contained in Chapter 19 and 20 of the 2010 HCM. Signalized intersections are designed to carry higher traffic volumes than non-signalized intersections. There are a number of driver behavior considerations that combine to make delays at signalized intersections more tolerable than at non-signalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to two-way stop-controlled (TWSC) intersections must remain attentive in order to identify acceptable gaps and vehicle conflicts. Also, there is often greater variability in the amount of delay experienced by motorists at non-signalized intersections than signalized intersections. For these reasons, the control delay threshold for any given LOS grade is less for a non-signalized intersection than for a signalized intersection. While overall intersection LOS is calculated for all-way stop-controlled (AWSC) intersections, for TWSC intersections, LOS is only calculated for the minor street (i.e., no delay is assumed for the uncontrolled major street through movements).

A qualitative description of each non-signalized intersection service level is presented in **Table 5**. A quantitative definition of level of service for both signalized and non-signalized intersections is presented in **Table 6**.

Table 5. Level of Service Definition for Non-signalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	Nearly all drivers find freedom of operation. Very seldom is there more than one vehicle in queue.
B	Some drivers begin to consider the delay an inconvenience. Occasionally there is more than one vehicle in queue.
C	Many times there is more than one vehicle in queue. Most drivers feel restricted, but not objectionably so.
D	Often there is more than one vehicle in queue. Drivers feel quite restricted.
E	Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement. There is almost always more than one vehicle in queue. Drivers find the delays approaching intolerable levels.
F	Forced flow. Represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Table 6. Signalized and Non-signalized Intersection Level of Service Criteria

LOS	Average Delay (sec/veh)		Description
	Signalized	Non-signalized	
A	≤ 10.0	≤ 10.0	Very Low Delay: This occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all.
B	>10.0 & ≤20.0	>10.0 & ≤15.0	Minimal Delays: This generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.
C	>20.0 & ≤35.0	>15.0 & ≤25.0	Acceptable Delay: Delay increases due to only fair progression, longer cycle lengths, or both. Individual cycle failures (*to service all waiting vehicles*) may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	>35.0 & ≤55.0	>25.0 & ≤35.0	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	>55.0 & ≤80.0	>35.0 & ≤50.0	Unstable Operation/Significant Delays: These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
F	>80.0	>50.0	Excessive Delays: This level, considered to be unacceptable to most drivers, often occurs with oversaturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.
Source: *Highway Capacity Manual,* Transportation Research Board, Washington D.C, 2010			

Multi-modal Level of Service

Multi-modal Level of Service (MMLOS) methodology is based on the 2010 HCM[1]. This chapter documents the LOS of pedestrians, bicyclists, transit riders, and motorists. For purposes of this analysis, this procedure was only applied to pedestrian and bicycle modes at intersections. Key factors contributing to these modes' LOS are highlighted below. MMLOS criteria is based on quantitative scores. A quantitative description of the various service levels is presented in **Table 1** for bicycle service quality scores and in **Table 2** for pedestrian service quality scores. As shown, higher scores mean a worse LOS grade. Additionally, it is important to note that LOS scores can be less than zero which corresponds to LOS A. Negative values represent an especially beneficial condition such as buffered bike lanes.

Bicycle Signalized Intersection LOS

The two factors affecting bicycle LOS at signalized intersections are vehicle volume and a cross-section factor. The vehicle volume factor is influenced by the number of vehicles per lane. As the auto volume per lane increases, the LOS for bicyclists at a signalized intersection deteriorates. Since it is based on auto volume per lane, volume changes will affect smaller facilities more than multilane facilities. The second factor influencing signalized intersection bicycle LOS is the cross-section factor which is comprised of two major components, the width of the cross street and the width of the traveled way. The wider an intersection is to cross while traveling on the main street, the worse the LOS will be for bicyclists. The width of the traveled way in the major street is the summation of the widths of the outside auto lane, bicycle lane, and shoulder. The larger the value of this summation, the better

[1] *Highway Capacity Manual*. Transportation Research Board, Washington, D.C. 2010.

the LOS will be for bicyclists. Of the factors influencing bicycle signalized intersection LOS, this is the most important.

Bicycle Non-signalized Intersection LOS

Since there is no bicycle LOS methodology for non-signalized intersections, no LOS is given for SR 68 at Torero Drive.

Table 1. Level of Service Criteria for Bicyclists

MMLOS Grade	LOS Score
A	< 2.00
B	> 2.00 and < 2.75
C	> 2.75 and < 3.50
D	> 3.50 and < 4.25
E	> 4.25 and < 5.00
F	> 5.00
Source: *Highway Capacity Manual 2010 Chapter 16*	

Pedestrian Signalized Intersection LOS

The primary factors influencing pedestrian LOS at signalized intersections are cross-section (based on the number of side street lanes crossed), vehicle speed on the cross street, vehicle volume on the cross street, and pedestrian signal delay. The more lanes a cross street has, the worse the pedestrian signalized intersection LOS. Higher speeds and higher volumes approaching from the cross streets result in a worse LOS. The final factor influencing pedestrian LOS at a signalized intersection is the delay to the pedestrian caused by the signal control. The longer a pedestrian has to wait for the walk sign at the intersection, the worse the LOS will be for pedestrians.

Pedestrian Non-Signalized Intersection LOS

The primary factors influencing pedestrian LOS at non-signalized intersections are crossing distance, vehicle volume, and expected motorist yield rate based on installed crossing treatments. The longer the crossing distance, the worse the pedestrian LOS. Higher volumes also result in a worse LOS as they increase the average delay for an adequate gap to cross. Another major factor influencing pedestrian LOS is the type of crossing treatment installed and its associated expected motorist yield rate. The lower the yield rate, the worse the pedestrian LOS.

Table 2. Pedestrian LOS Criteria (Quality of Service)

Pedestrian QOS LOS Score	LOS by Average Pedestrian Space (square feet per person)					
	> 60	> 40 and < 60	> 24 and < 40	> 15 and < 24	> 8 and < 15[1]	< 8[1]
< 2.00	A	B	C	D	**E**	**F**
> 2.00 and < 2.75	B	B	C	D	**E**	**F**
> 2.75 and < 3.50	C	C	C	D	**E**	**F**
> 3.50 and < 4.25	D	D	D	D	**E**	**F**
> 4.25 and < 5.00	**E**	**E**	**E**	**E**	**E**	**F**
> 5.00	**F**	**F**	**F**	**F**	**F**	**F**
Source: Highway Capacity Manual 2010 Chapter 16						

[1] In cross-flow situations, the LOS E-F threshold in 13 square feet per person.

Appendix A.3:

Detailed Wildlife Report

Monterey-Salinas SR 68 Plan: Wildlife Connectivity Analysis.

Bobcat & Kitten at Hwy 68 San Benancio Bridge.

Deer at Hwy 68 Box Culvert 2.

Prepared for The Transportation Agency for Monterey County (TAMC)by Pathways for Wildlife.

7/15/2017

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Juvenile bobcat at San Benancio Bridge.

1.0 Introduction

In December 2015, the Transportation Agency for Monterey County (TAMC) hired Pathways for Wildlife to conduct a wildlife connectivity study on State Route 68 in Monterey County. The objective of the study is to provide a detailed wildlife connectivity analysis, including GIS mapping of habitats, existing crossings, connectors (culverts, drainpipes, bridges), and roadkill data; collecting species specific crossing data for existing connectors and crossings; and recommendations for potential wildlife mobility features and conceptual designs for new connectors.

The wildlife connectivity analysis will provide the data and recommendations needed to make informed decisions about improving wildlife connectivity along throughout the corridor. These recommendations will be incorporated into the Monterey-Salinas Scenic Highway 68 Plan.

The results of this study would include the creation of a wildlife connectivity design that could be used as a blueprint for improving the ability for wildlife to safely cross State Route 68 within the study area; this includes areas where wildlife were routinely being hit by vehicles. Research and studies resulting in wildlife connectivity designs that enhance the ability for wildlife to safely navigate across the landscape are needed to prevent genetic isolation of populations and population declines that result in local extinctions due to animals being unable to travel across the landscape to; 1) find resources such as food and water, 2) viable mates, and 3) for juveniles to have the ability to disperse out of their parental home range to establish their.

Wildlife crossing structures have been used successfully throughout the world to connect fragmented habitats and provide safe passages for wildlife movement across existing roads (Safe Passages 2010). These crossing structures can be culverts and underpasses for wildlife to cross underneath the highway safely, or they could be overpasses and land bridges for them to cross over the road. Wildlife crossing structures have proven to be very successful in almost doubling the population size for the Florida panther and preventing vehicle collisions with mountain lions and other wildlife in Banff Canada (Gloyne, C. C. & Clevenger, A. P. 2001, Safe Passages 2010).

2.0 Methods

Two different types of research methods were used for determining locations that would benefit from a wildlife connectivity enhancement such as installing directional fencing to guide animals to culverts and bridges that were documented to have high animals use along with locations that would highly benefit from installing at wildlife crossing in which animals are routinely being hit at. These methods include; 1) Field Infrared Camera Surveys and 2) Roadkill Data Analysis.

2.1 Field Camera Surveys

Digital infrared (no flash) field cameras were set up as monitoring stations throughout a twelve month study period. Cameras were checked every two weeks and the data was entered into a database. Data entry included; species information including individual identification and juveniles traveling with parents along with spatial and temporal information such as temperature and moon phase.

2.2 Animal-Vehicle Collision Data

Caltrans, the County of Monterey, and the Monterey County SPCA contributed their animal vehicle collision data from 2005-2010, which was combined with data from biweekly roadkill surveys conducted by Pathways for Wildlife.

2.3 Previous studies (Big Sur Land Trust and Pathways for Wildlife) Data Overlay

Two wildlife connectivity studies were conducted by Pathways for Wildlife in 2007-2009 and 2013-2014 for the Big Sur Land Trust. The study area included the Central Coast of Monterey County to the Sierra de Salinas, which provides the potential for critical habitat conservation through linkage between protected areas and diverse habitat types. The study area encompassed the Highway 1 & 68 – Fort Ord National Monument – Sierra de Salinas geographic area.

The locations used for the North American badgers, span from a survey period starting in 2005, which includes the UC Davis and Department of Fish & Wildlife's Species of

Special Concern Study conducted by Jessie Quinn along with Tanya Diamond's Master Thesis work (Figure 1).

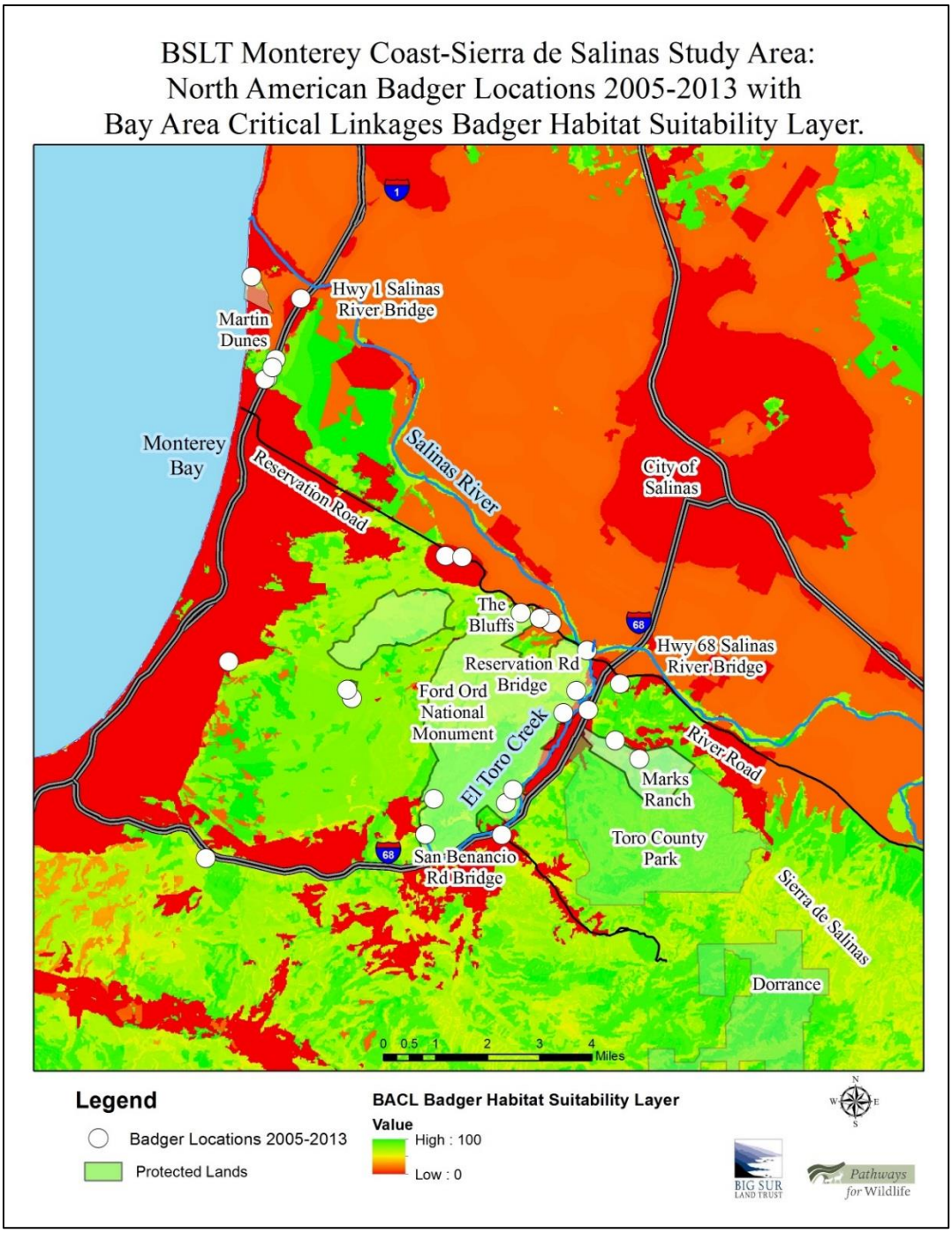


Figure 1. BSLT & PFW North American badger Locations & Habitat Suitability Map.

3.0 Study Sites & Existing Conditions

The study area spans from the Highway 68 Salinas River Bridge to Ragsdale Avenue (Figure 2). Within the study area, 11 camera stations were set up at each culvert that was 2 feet or larger and all the bridges (Table 1).

Each structure had high visibly through it and a natural bed bottom. The cameras were set up in February 2016.

Camera Station (ID)	Camera Set up	Location: starting at Monterra Rd heading Eastbound towards Salinas	Type of Structure & Substrate	Visibility through it (Yes/No)	Width/Length/Height
C1	Feburary 2016	York Culvert	Box Cement Culvert w/ soil bed	Yes	6ft/60ft/3ft 5in
C2	Feburary 2016	Hot Spot Culvert: Degraded corrugated metal culvert.	north of York Rd.	Yes	5ft 3in/60ft/6ft
C3	Feburary 2016	Wildlife trail by 55 mile sign-Road kill Hot Spot	Wildlife Trail leading to the Highway.	Yes	
C4	Feburary 2016	Boots Road Culvert	Cement Round Culvert	Yes	4ft 5 in/60ft/4ft 8 in
C5	Feburary 2016	Laureles Grade Culvert	2 metal pipe culverts	Yes	2ft 4in/60ft/1 ft. 8 in
C6	Feburary 2016	Box Culvert 1: Just south of San Benancio in-between Coral de Tierra.	Large cement box culvert with a soil bed	Yes	5 ft./60ft/4 ft. 10 in
C7	Feburary 2016	San Benancio Bridge	Large bridge with El Toro Creek running through it.	Yes	20ft/55ft
C8	Feburary 2016	El Toro Creek Bridge	Large bridge with El Toro Creek running through it.	Yes	270ft/46ft
C9	Feburary 2016	Box Culvert 2: Just north of El Toro Creek	Large cement box culvert with a soil bed	Yes	6ft/55ft/5ft 7 in
C10	Feburary 2016	Dual Culverts: in Toro Park.	2 dual round cement culverts	Yes	3ft 4 in/55ft/3ft 6in
C11	Feburary 2016	Salinas River Bridge	Large bridge with Salinas River running through it.	Yes	110 ft./87 ft.

Table 1. Camera Locations, Culvert, and Bridge Dimensions.

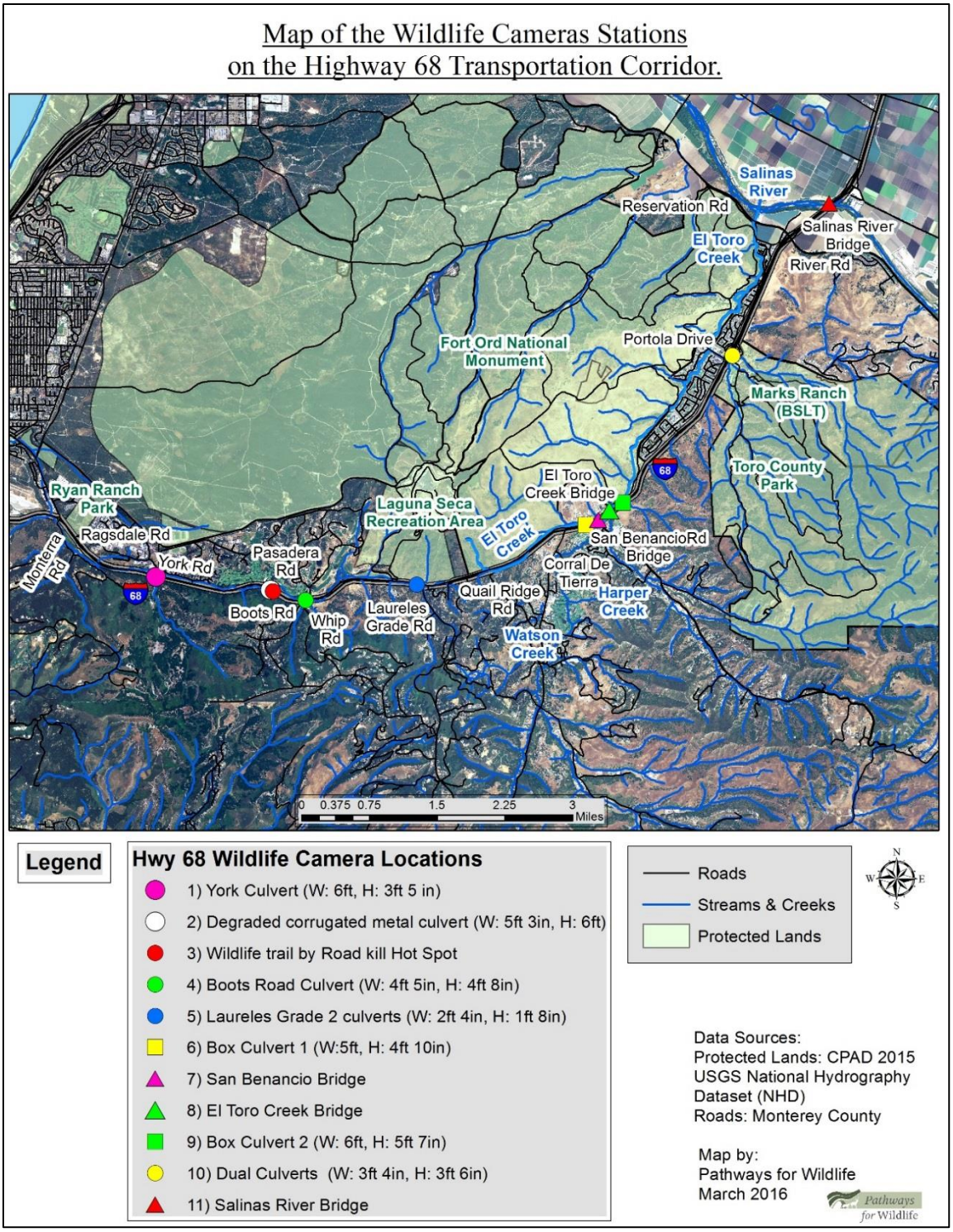


Figure 2. Monterey-Salinas SR 68 Wildlife Connectivity Analysis Study Area and Camera Locations.

4.0 Data Results

4.1 Camera Study Data Results: Wildlife Use of Crossing Structures

1. Camera Station Totals

A total of 2,709 animal detections have been recorded at the 11 camera stations. The cameras with the highest amount of detections include; 1) El Toro Creek Bridge with 613 detections, 2) San Benancio Bridge with 482 detections, and 3)Box Culvert 1 with 356 detections, 4) Boots Road Culvert with 327 detections, and 5) Box Culvert 2 with 307 detections (Chart 1).

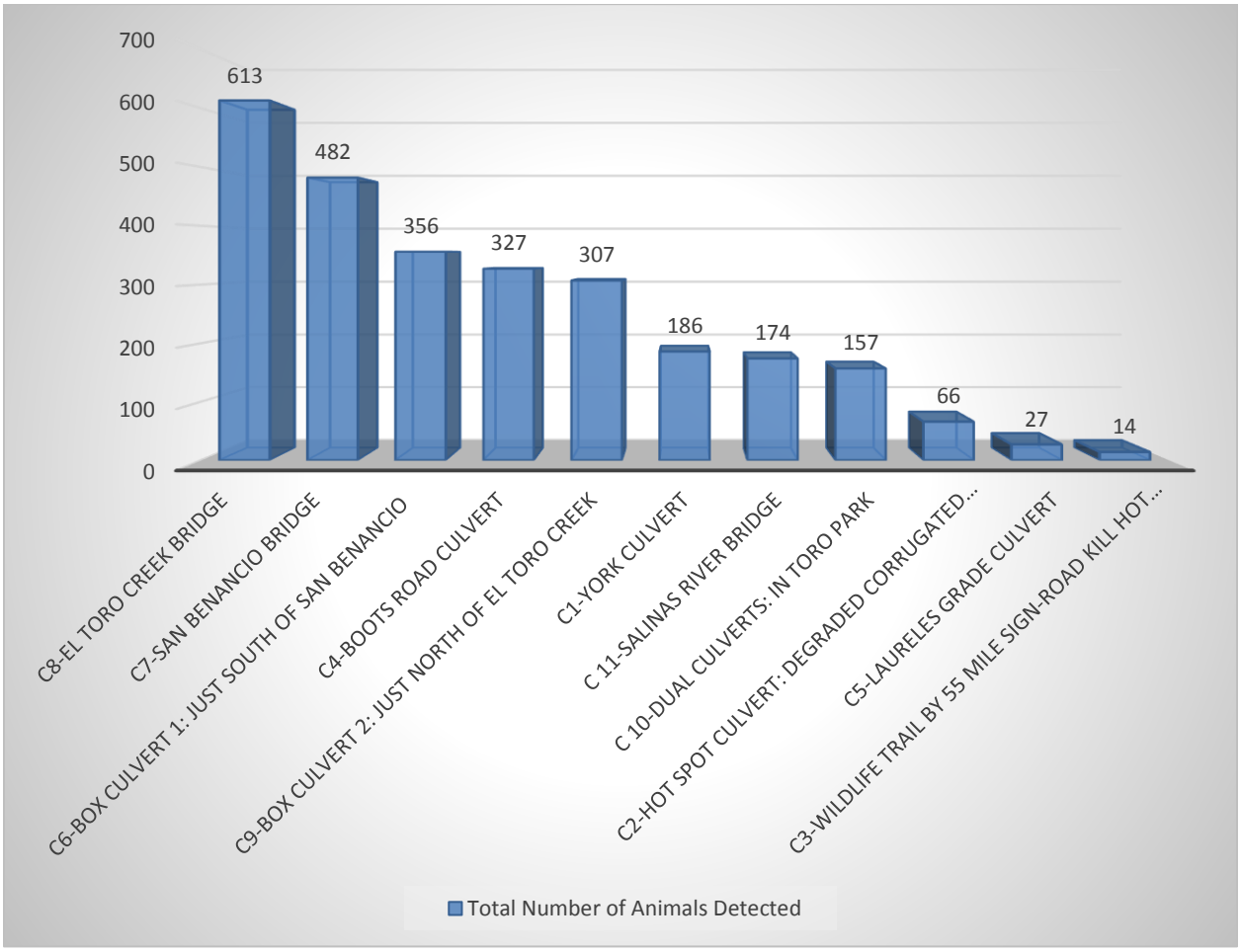


Chart 1. Total Animals Recorded at Each Camera Station.

The camera stations had a different number of monitoring months due to different camera set ups dates and camera malfunctions. The average detection per month was calculated to better compare the camera results. The camera station with the highest average detections per month was the El Toro Creek Bridge (51), the second highest is the San Benancio Bridge (40), and the third is Box Culvert 1 (30) (Chart 2). **The three locations make up half of the total detections at 52%.**

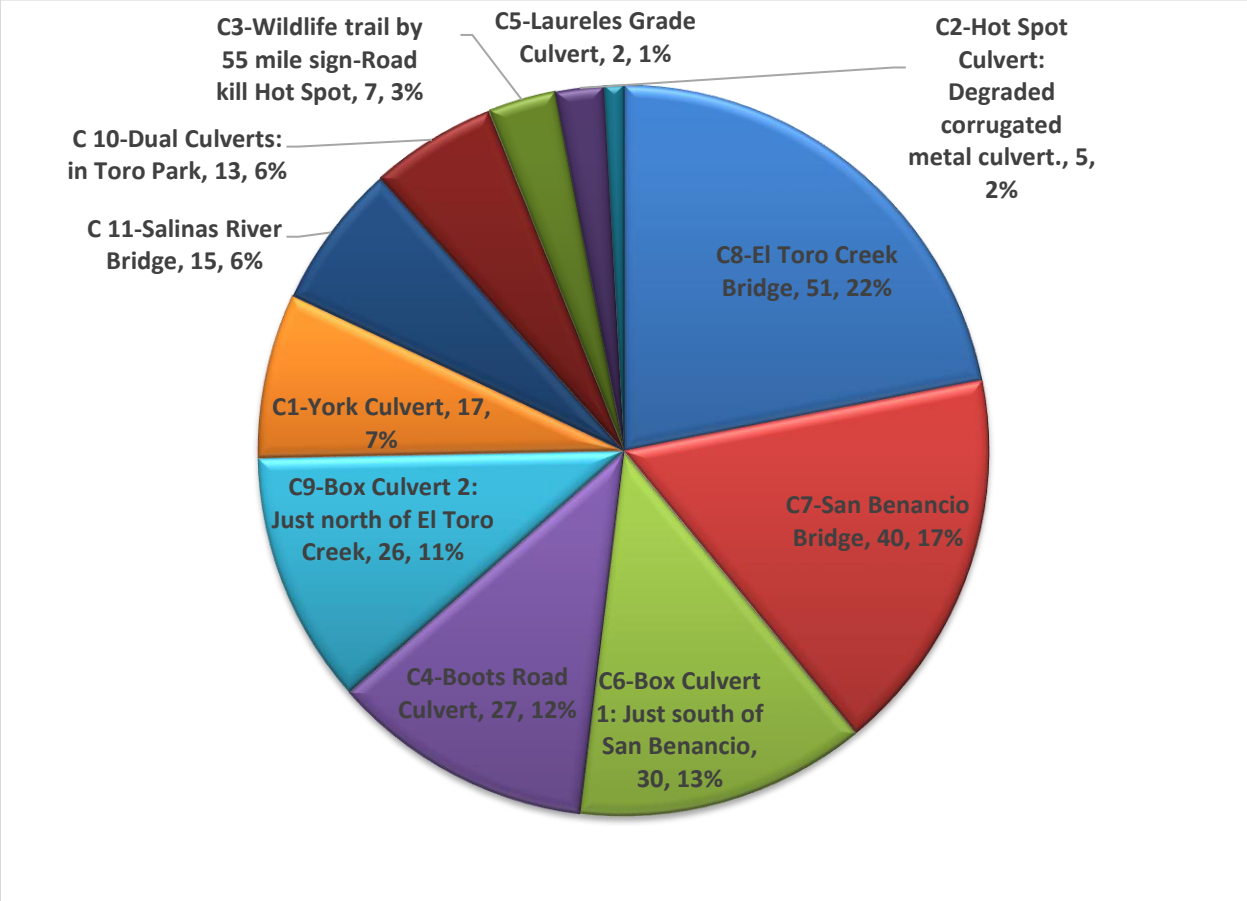


Chart 2. Average Detections per Month.

2. Species Totals

The species with the highest number of detections and percentage recorded include; bobcat (1039), deer (460), and raccoon (446) (Table 2 and Charts 3). Bobcat and deer make up

for half of the total detections at 55% (Chart 4). Many different individual animals were recorded consistently using several of the culverts and bridges. Various culverts and bridges are successfully facilitating large to medium size mammal movement underneath the highway, such as El Toro Creek Bridge, San Benancio Bridge, the Salinas River Bridge and Box Culvert 2 (Table 2).

Camera Name	Bobcat	Coyote	Deer	Domestic Cat	Domestic Dog	Gray fox	Opossum	Rabbit	Raccoon	Skunk	Total Animals Recorded at Each Camera Station
C1-York Culvert	61	0	1		0	0	55	3	4	62	**186**
C2-Hot Spot Culvert: Degraded corrugated metal culvert.	4	9	5		0	0	10	13	19	6	**66**
C3-Wildlife trail by 55 mile sign-Road kill Hot Spot	4	3	5		0	0	0	1	1	0	**14**
C4-Boots Road	98	1	0	12	0	0	99	4	105	8	**327**
C5-Laureles Grade	2	2	0	0	0	0	0	22	0	1	**27**
C6-Box Culvert 1: Just south of San Benancio	108	0	0	0	0	0	68	1	87	91	**356**
C7-San Benancio Bridge	93	2	177	0	0	0	48	0	137	25	**482**
C8-El Toro Creek Bridge	251	3	207	0	4	0	50	17	63	18	**613**
C9-Box Culvert 2: Just north of El Toro Creek	274	0	13	0	0	0	14	0	4	2	**307**
C 10-Dual Culverts: in Toro Park	86	0	0	0	0	20	38	0	10	3	**157**
C 11-Salinas River Bridge	58	27	52	0	0	0	16	0	16	5	**174**
Grand Totals	**1039**	**47**	**460**	**12**	**4**	**20**	**398**	**61**	**446**	**221**	**2709**

Table 2. Total Number of Detections by Species.

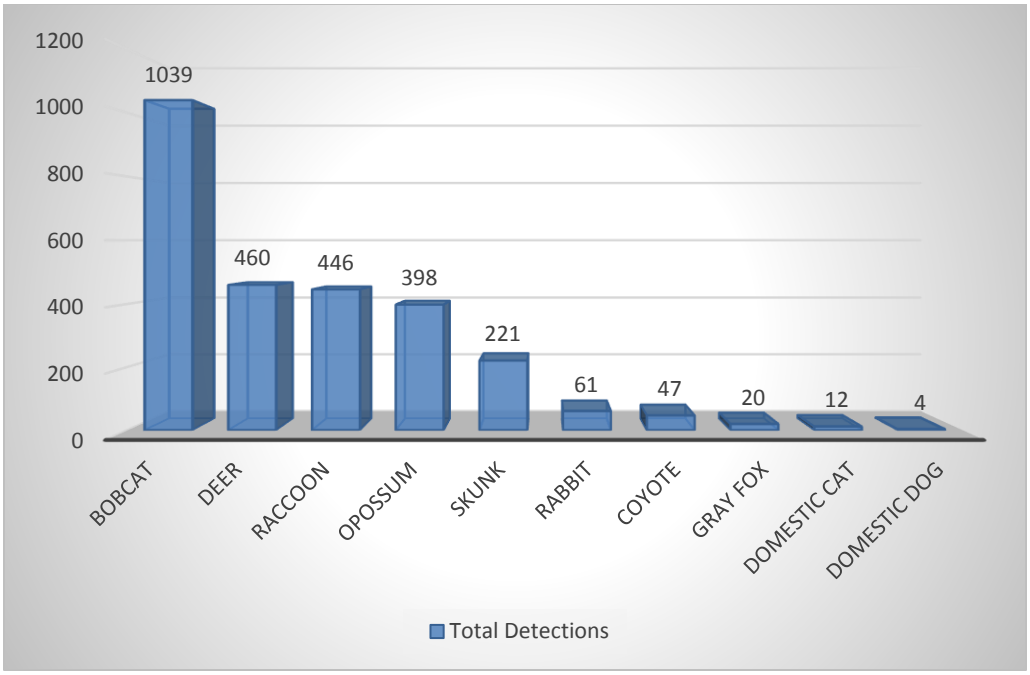


Chart 3. Detections by Species.

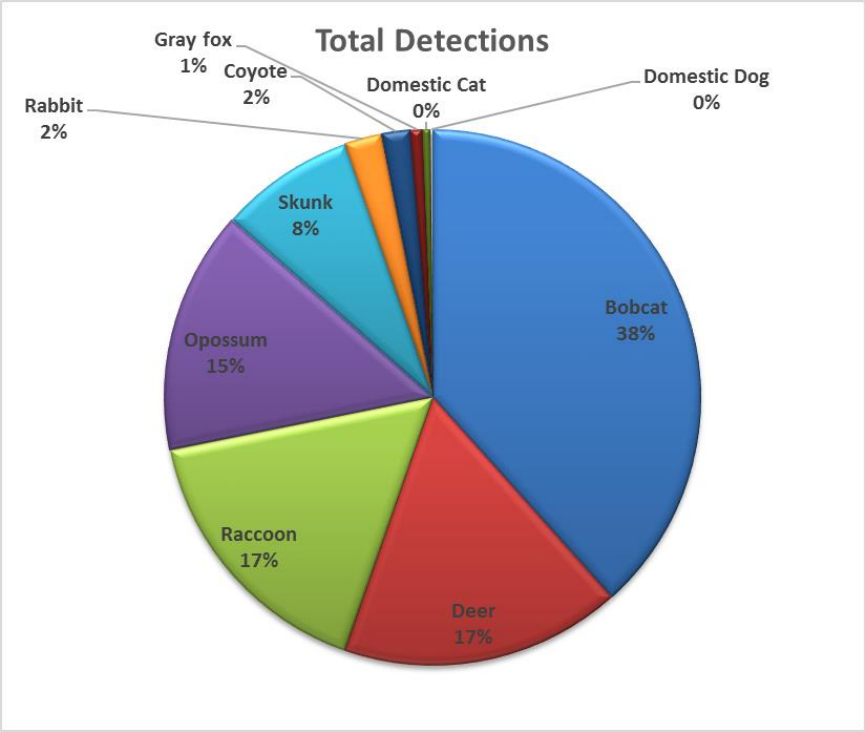


Chart 4. Percentage of Detections by Species.

C1 York Culvert

Figure 3. Bobcat at York Culvert 7/30/2016.

The total number of detections recorded on the eastbound side of the culvert is 186 (Table 3). The species with the highest number of detections and percentage recorded include; skunk (62), bobcat (61), and opossum (55) (Chart 5).

Throughout the study period, mesocarnivores such as skunks, bobcats, and opossums were consistently using the culvert to travel through. The majority of animals crossed all the way through the culvert (Table 3). In late July and early August, two juvenile bobcats were recorded traveling through the culvert along with an adult that had been consistently using the culvert throughout the year, making for a total of three individual bobcats using the culvert. Individual bobcats are identified by their leg stripe and spot patterns (Figure 3).

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	61	61	0
Deer	1	0	1
Opossum	55	55	0
Rabbit	3	3	0
Raccoon	4	4	0
Skunk	62	62	0
Total	**186**	**185**	**1**

Table 3. York Culvert Data Results.

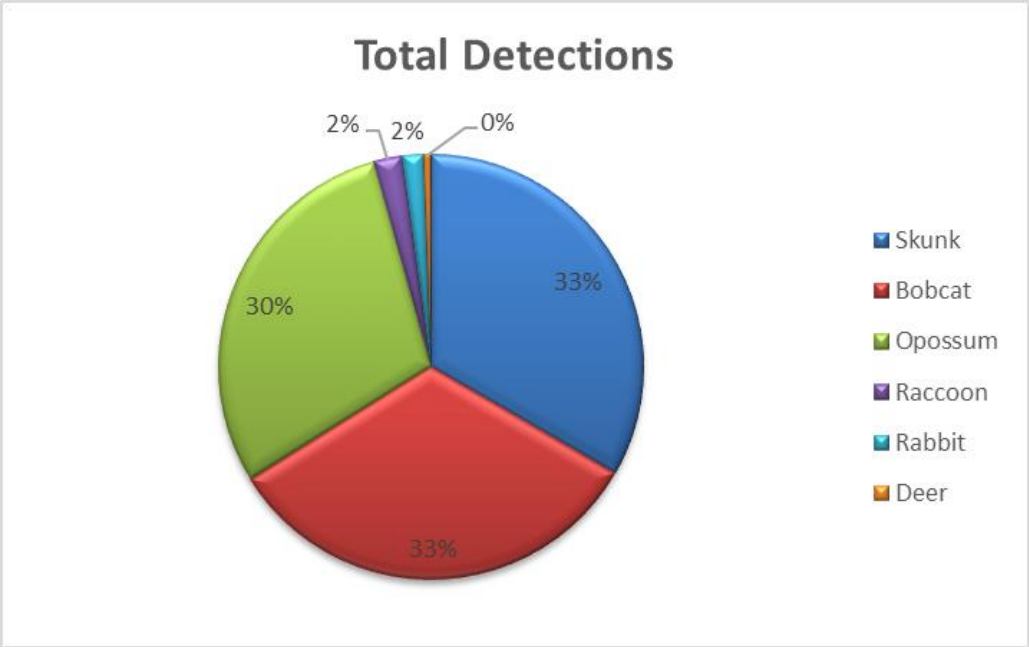


Chart 5. Detections by Species.

C2 Hot Spot Culvert: Degraded corrugated metal culvert

Throughout the study period, there have been very few animals documented traveling through this culvert, except for smaller animals such as raccoons, skunk, and opossum (Table 4). However, a total of 29 animals including larger species, such as deer, coyotes, and bobcats have been recorded consistently and on a monthly basis, approaching the culvert, investigating it, and then turning away or traveling across the entrance of the culvert (Figures 4-8 & Table 4).

The avoidance by animals in not using the culvert to travel through is most likely due to the lack of visibility through the culvert and it is not large enough for deer to travel through. Several studies have shown that there is a high preference of culvert use by animals if there is a clear line of visibility through it (Safe Passages, 2007).

Figure 4. Deer investigating the Hot Spot Culvert 7/4/2016.

Figure 5. Deer walking up to the Highway 7/4/2016.

Figure 6. Coyote Investigating Hot Spot Culvert 7/13/2016.

Figure 7. Bobcat Investigating Hot Spot Culvert 7/3/2016.

Figure 8. Bobcat walking up to the Highway 7/3/2016.

The total number of detections recorded on the eastbound side of the culvert is 66, (Table 4). The species with the highest number and percentage of combined detections include; raccoon, brush rabbit, and opossum (Chart 6). However, there was a high biodiversity of animals recorded at the culvert including; deer, coyote, and bobcat (Chart 6).

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	4	2	2
Brush Rabbit	13	5	8
Coyote	9	0	9
Deer	5	0	5
Opossum	10	8	2
Raccoon	19	17	2
Skunk	6	5	1
Total	**66**	**37**	**29**

Table 4. Hot Spot Culvert Data Results.

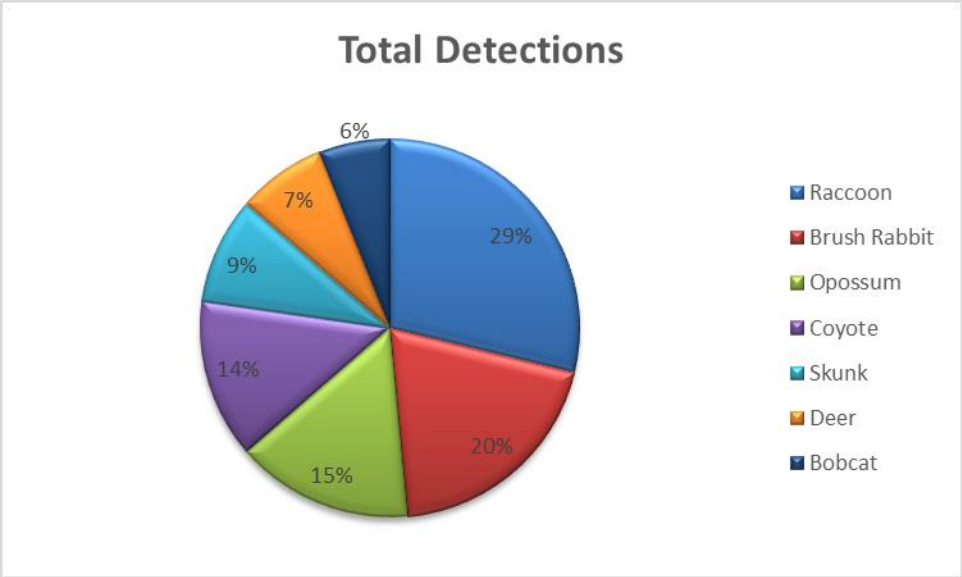


Chart 6. Detections by Species.

C3 Wildlife trail by 55 mile sign-Road kill Hot Spot

At the C2 Hot Spot Culvert: Degraded corrugated metal culvert, there are wildlife trails spanning from it in both the south (westbound) and north (eastbound) directions. These trails run adjunct to the eastbound side of the highway. A camera was set up on a trail south (eastbound) of the culvert to document wildlife movement along the trail and if animals were traveling alongside the highway in this location.

Several deer individuals, bobcats, and coyotes were recorded consistently traveling along the trial (Table 5, Chart 7, & Figures 9-11). The majority of animals were traveling away from the culvert heading north (eastbound).

Figure 9. Deer at Wildlife Trail 4/22/2016.

Figure 10. Bobcat at the Wildlife Trail 4/29/2016.

Figure 11. Coyote on the Wildlife Trail 4/25/2016.

The camera was only set up at this location for several months to document if wildlife were traveling along the trail from the culvert. The species with the highest number and percentage of combined detections include; deer (36%), bobcat (29%), and coyote (21%) (Chart 7).

Animal	Total Detections
Bobcat	4
Coyote	3
Deer	5
Rabbit	1
Raccoon	1
Total	**14**

Table 5. Wildlife Trail Data Results.

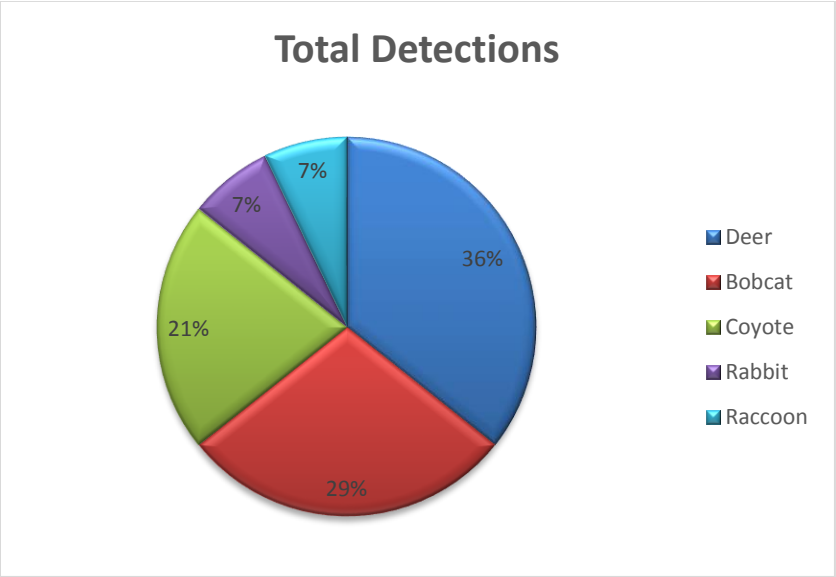


Chart 7: Detections by Species.

C4 Boots Road Culvert

The total number of detections recorded on the eastbound side of the culvert is 327 (Table 6). The species with the highest number of detections and percentage recorded include; raccoon (105), opossum (99), and bobcat (98) (Chart 8).

Throughout the study period, mesocarnivores such as skunks, bobcats, and opossums were consistently using the culvert to travel through. The majority of animals crossed all the way through the culvert (Table 6). In October a female was recorded traveling with a juvenile through the culvert (Figure 12). They consistently traveled through the culvert together and on their own through October-December (Figures 12-14). It seems the female taught the juvenile this safe passage route underneath the highway through consistent use of it.

Figure 12. Bobcat with at Boots Culvert Juvenile 10-2-106.

Figure 13. Bobcat at Boots Culvert 10-5-2017.

Figure 14. Bobcat Juvenile at Boots Culvert 10-11-2016.

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	98	70	28
Coyote	1	0	1
Domestic Cat	12	7	5
Opossum	99	48	51
Rabbit	4	2	2
Raccoon	105	72	33
Skunk	8	4	4
Total	**327**	**203**	**124**

Table 6: Boots Culvert Data Results.

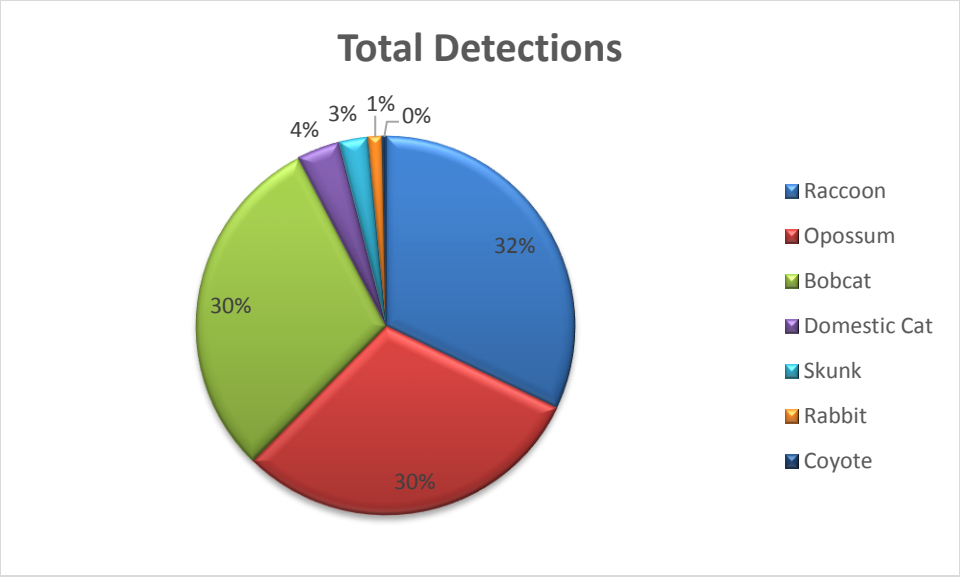


Chart 8: Detections by Species.

C5 Laureles Grade Culvert

Throughout the study period, there have been very few animals documented traveling through this culvert, with a total 27 detections, with 22 rabbits that did not cross

through the culvert and 3 detections of a bobcat (Table 7 and Chart 9) . This may be due to the culvert being small, 2feet 4 inches.

However, on 12/4/2016 a bobcat was recorded traveling north through the culvert at 12:42 am (Figures 15-20). Then later that day the bobcat approached the culvert at 10:11pm in the evening but the walking up to the highway instead. There has been a lot of medium sized mammals hit on the road at the intersection of Laureles Grade. It would be beneficial to be enlarge this culvert to facilitate wildlife movement through it, as the other larger culverts are being monitored, are being used consistently by wildlife to travel under the highway.

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	3	2	1
Coyote	2	0	2
Rabbit	22	0	22
Skunk	1	0	1
Total	**27**	**1**	**26**

Table 7: Laureles Grade Culvert Data Results.

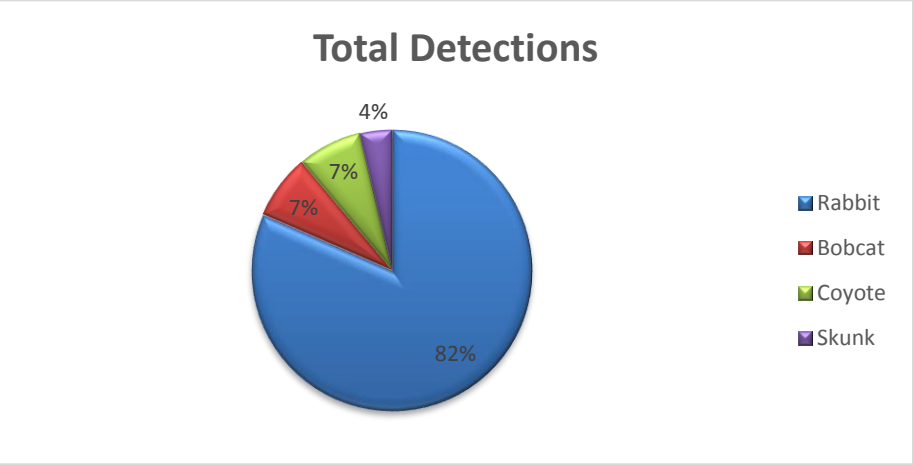


Chart 9: Detections by Species.

Figures 15.Bobcat at Laureles Grade on 12-4-2016.

Figures 16.Bobcat at Laureles Grade on 12-4-2016.

Figures 17.Bobcat at Laureles Grade on 12-4-2016.

Figures 18.Bobcat at Laureles Grade on 12-4-2016.

Figures 19.Bobcat at Laureles Grade on 12-4-2016.

Figures 20.Bobcat at Laureles Grade on 12-4-2016.

C6 Box Culvert 1: Just south of San Benancio in-between Coral de Tierra

The total number of detections recorded on the eastbound side of the culvert is 356 (Table 8). The species with the highest number of detections and percentage recorded include; bobcat (108), skunk (91), raccoon (87), and opossum (68) (Table 8 & Chart 10).

Throughout the study period, mesocarnivores such as, bobcats, raccoons, and opossums were consistently using the culvert to travel through. The majority of animals crossed all the way through the culvert (Table 8). In October a female was recorded traveling with two juveniles through the culvert (Figure 23). They consistently traveled through the culvert together and on their own through October-December. Other species such as raccoons and skunks were also recorded traveling with juveniles (Figures 21-24).

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	108	107	1
Ground Squirrel	1	1	0
Opossum	68	65	3
Rabbit	1	1	0
Raccoon	87	87	0
Skunk	91	91	0
Total	**356**	**352**	**4**

Table 8: Box Culvert 1 Data Results.

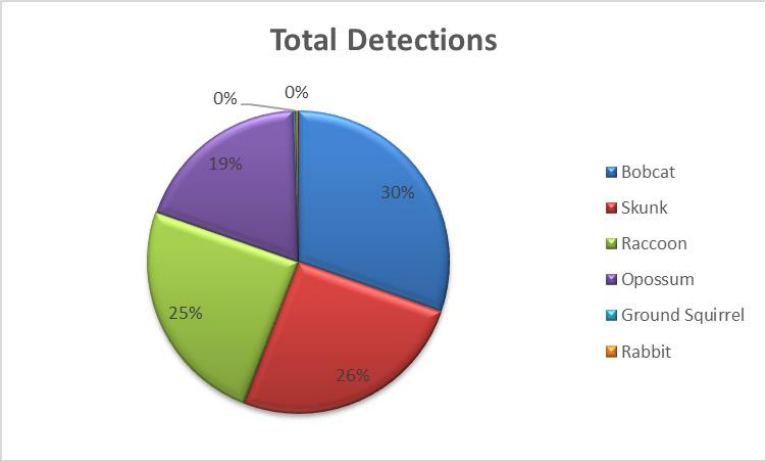


Chart 10: Detections by Species.

Figure 21. Adult Bobcat at Box Culvert 1 on 9/17/2016.

Figure 22. Juvenile Bobcat at Box Culvert 1 on 9/9/2016.

Figure 23. Raccoons at Box Culvert 1 on 9/9/2016.

Figure 24. Skunk Family at Box Culvert 1 on 5/15/2016.

C7 San Benancio Bridge

The total number of detections recorded at the bridge is 482, with a high biodiversity of animals traveling underneath it (Table 9). The species with the highest number of detections and percentage recorded include; deer (177), raccoon (137), and bobcat (93) (Table 9 & Chart 11). The bridge is facilitating both large and medium size mammal movement through it on a consistent and monthly basis.

The majority of animals crossed all the way through the bridge (Table 9). Multiple species such as deer, bobcat, and raccoons were recorded traveling with juveniles underneath the bridge (Figures 25-28).

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	93	92	1
Coyote	2	2	0
Deer	177	165	12
Opossum	48	48	0
Raccoon	137	131	6
Skunk	25	25	0
Total	**482**	**463**	**19**

Table 9: San Benancio Bridge Data Results.

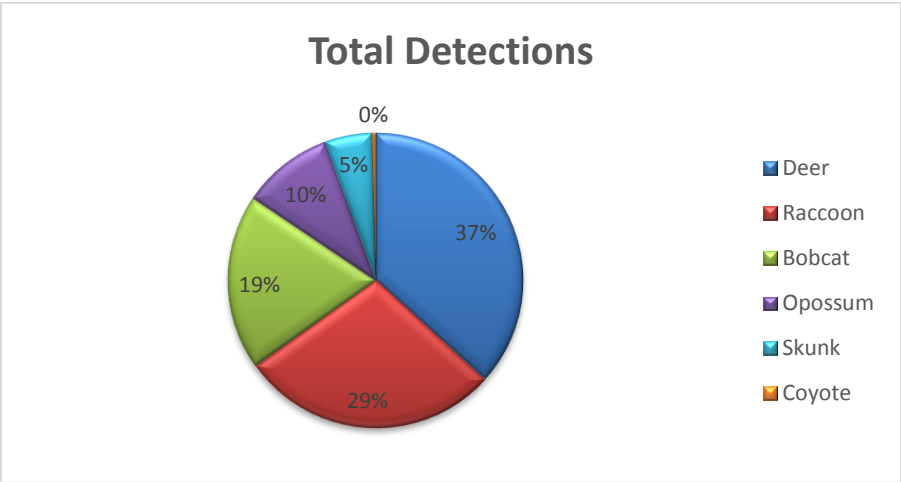


Chart 11: Detections by Species.

Figure 25. Deer at San Benancio Bridge 3-15-2016.

Figure 26. Deer with a fawn at San Benancio Bridge 6-4-2016.

Figure 27. Juvenile bobcat at San Benancio Bridge 9-14-2016.

Figure 28. Male deer at San Benancio Bridge 9-17-2016.

C8 El Toro Creek Bridge

The total number of detections recorded at the bridge is 613, with a high biodiversity of animals traveling underneath it (Table 10). The species with the highest number of detections and percentage recorded include; bobcat (251) and deer (207). The combined deer and bobcat detections resulted in 75% of the overall detections (Table 10 & Chart 12). The bridge is facilitating both large and medium size mammal movement through it on a consistent and monthly basis.

The majority of animals crossed all the way through the bridge (Table 10). Multiple species such as deer, bobcat, and raccoons were recorded traveling with juveniles underneath the bridge (Figures 29-30).

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	251	244	4
Coyote	3	1	2
Deer	207	198	9
Domestic Dog	4	4	0
Opossum	50	45	5
Rabbit	17	12	5
Raccoon	63	63	0
Skunk	18	17	1
Total	**613**	**584**	**26**

Table 10: El Toro Creek Bridge Data Results.

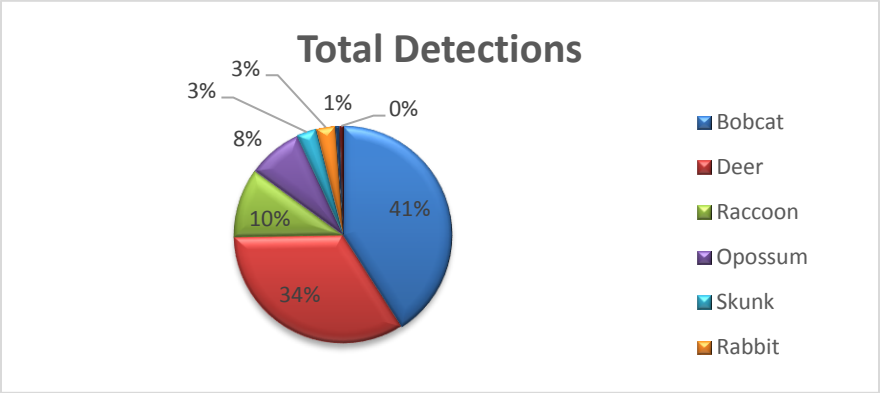


Chart 12: Detections by Species.

Figure 29. Male deer at El Toro Creek Bridge 10-26-2016.

Figure 30. Bobcat with kitten at El Toro Creek Bridge 9-2-2016.

1. Bobcat Kitten & Natal Habitat

During the Big Sur Land Trust wildlife connectivity study conducted in 2008, by Pathways for Wildlife, females with bobcats were recorded traveling with kittens several years in a row in 2009 and 2010 (Figure 31 & 32). During the Monterey-Salinas SR68 study, two different females were recorded traveling with kittens in November 2016 (Figure 33 & 34). This indicates that the El Toro Creek Bridge is serving as important bobcat natal habitat and habitat for juvenile dispersal between the Fort Ord National Monument-Sierra de Salinas wildlife corridor/linkage.

Even when the creek was flooded in 2010, bobcat and deer chose to travel through the bridge, with water up to their shoulders (Figures 35 & 36).

Figure 31. Bobcat with kittens at El Toro Creek Bridge 6-17-2009.

Figure 32. Bobcat with kittens at El Toro Creek Bridge 7-25-2010.

Figure 33. First female bobcat with 2 juveniles on 11-4-2016.

Figure 34. Second female bobcat with 1 young kitten on 11-12-2016.

Figure 35. Bobcat walking through flooded creek at El Toro Creek Bridge 3-1-2010.

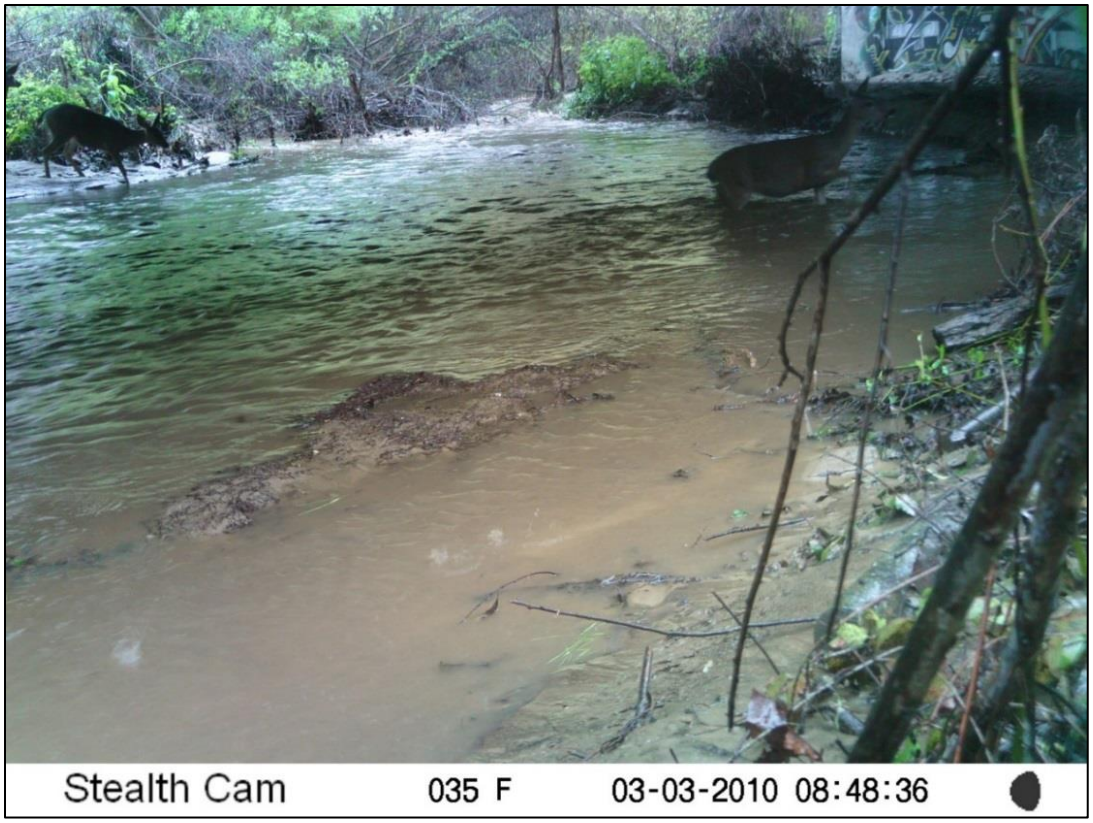


Figure 36. Deer walking through flooded creek at El Toro Creek Bridge 3-3-2010.

2. Mountain lion movement

During the Big Sur Land Trust wildlife connectivity study conducted in 2008, by Pathways for Wildlife, a mountain lion was recording traveling south through the underpass on 11-16-2008 (Figure 37). A week later, the mountain lion was also recorded at Marks Ranch, which resulted in funding to protect the habitat.

This is important information as it documented that the El Toro Creek bridge is a critical connection and is playing an important role for large mammal movement, such as mountain lions and deer, to travel between the Fort Ord National Monument-Sierra de Salinas wildlife corridor/linkage.

Figure 37. Mountain lion at El Toro Creek Bridge 11-16-2008.

C9 Box Culvert 2: Just north of El Toro Creek

The species with the highest number of detections and percentage recorded include; bobcat (274) (Table 11). The bobcat detections resulted in 89% of the overall detections (Table 11 & Chart 13). Several different bobcats were recorded traveling through the culvert including a bobcat with a kitten. One of the bobcats was consistently using the culvert to travel from Fort Ord to hunt in the adjacent agricultural fields, and then return back to Fort Ord with prey items, such as ground squirrels (Figure 38 & 39).

Thirteen deer were also recorded using the culvert to travel through, both male and females throughout the year (Figures 40 & 41). **This is an important finding for**

making recommendations on the type of culvert and dimensions that will facilitate deer movement through a culvert. Deer were traveling both in and out of the Fort Ord National Monument.

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	274	271	3
Deer	13	13	0
Opossum	14	14	0
Raccoon	4	4	0
Skunk	2	2	0
Total	**307**	**304**	**3**

Table 11. Box Culvert 2 Data Results.

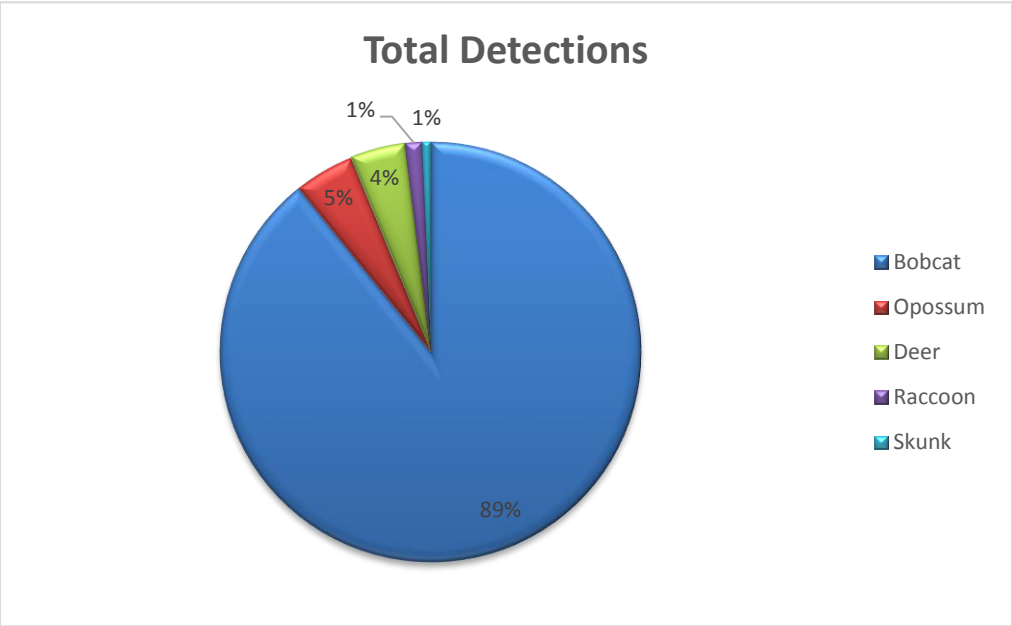


Chart 13. Detections by Species.

Figure 38. Bobcat at Box Culvert 2 on 7-2-2016 at 1:13pm.

Figure 39. Bobcat returning with prey item 17 mins later at Box Culvert 2 on 7-2-2016 at 1:30pm.

Figure 40. Male deer at Box Culvert 2 on 6/11/2016.

Figure 41. Female deer at Box Culvert 2 on 3/28/2016.

C10 Dual Culverts: in Toro Park.

Throughout the study period, there have been very few animals documented traveling through this culvert, except for a domestic cats, opossums, and raccoons (Table 12 & Chart 14). However, a gray fox was recorded traveling through the culvert from El Toro County Park and then returning with prey items, such as rats, from El Toro Estates (Figures 42-44). During the fire when the fire fighting base camps were set up, the foxes stop using the culverts, as they are sensitive to human disturbance.

The avoidance by animals in not using the culvert to travel through is most likely due to the lack of visibility through the culvert. Several studies have shown that there is a high preference of culvert use by animals if there is a clear line of visibility through it (Safe Passages, 2007).

Figure 42. Gray fox at El Toro Dual Culverts 5/22/2016.

Figure 43. Gray fox at El Toro Dual Culverts carrying prey item (rat) back 5/26/2016.

Figure 44. Gray fox at El Toro Dual Culverts carrying prey item (rat) back 5/14/2016.

The total number of detections recorded on the northbound side of the culvert is 157. The species with the highest number and percentage of combined detections include; domestic cat (86), opossum (38), and gray fox (20). The majority of animals crossed through the culvert.

Animal	Total Detections	Cross: Yes	Cross: No
Domestic Cat	86	76	10
Gray fox	20	19	1
Opossum	38	34	4
Raccoon	10	8	2
Skunk	3	3	0
Total	**157**	**140**	**17**

Table 12. Dual Box Culverts Data Results.

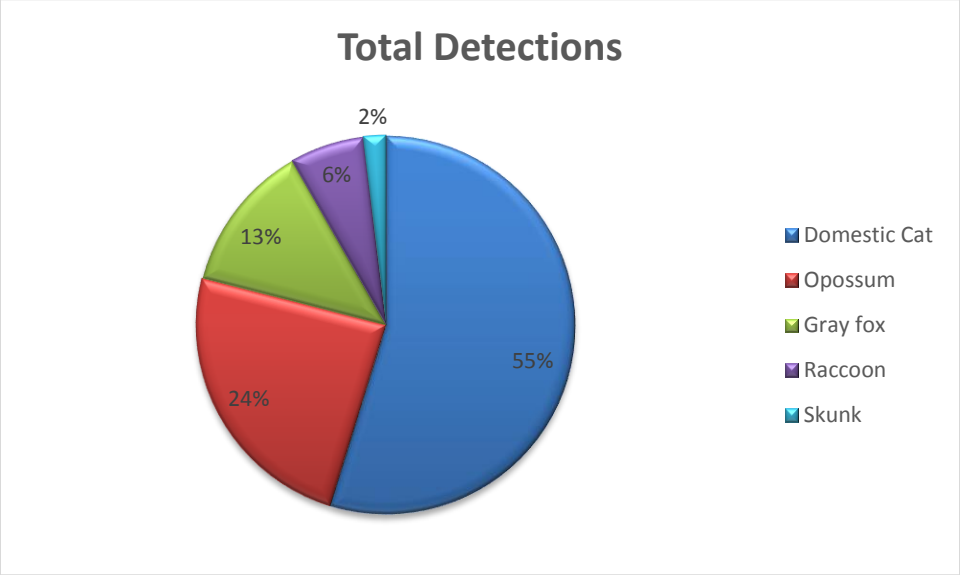


Chart 14. Detections by Species.

C11 Salinas River Bridge

The total number of detections recorded at the bridge is 174, with a high biodiversity of animals traveling underneath it (Table 13). The species with the highest number of detections and percentage recorded include; bobcat (58), deer (52), and coyote (27) (Table 13 & Chart 15). The bridge is facilitating both large and medium size mammal movement through it on a consistent and monthly basis. Overall, coyotes had relatively low detections throughout the study site. The Salinas River Bridge is the only site with a high amount of coyote movement through, indicating providing important habitat and a crossing structure for coyotes to move through.

During the third month of monitoring the bridge went under construction for retrofitting. Data contributed from the Big Sur Land Trust Wildlife Connectivity study from 2012-2013 was used to supplement the database as the camera sites were at the same location. Interestingly, coyote pairs, bobcats, and deer were recorded at the same location in 2013 and then during this study in 2016-2017 (Figures 45 & 49).

This is important information as it documented that the Salinas River bridge is a critical connection and has been playing an important role for large and medium sized mammal movement to travel between the Fort Ord National Monument-Sierra de Salinas wildlife corridor/linkage.

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	58	56	2
Coyote	27	22	5
Deer	52	50	2
Opossum	16	9	2
Raccoon	16	16	0
Skunk	5	3	2
Total	**174**	**156**	**13**

Table 13. Salinas River Data Results.

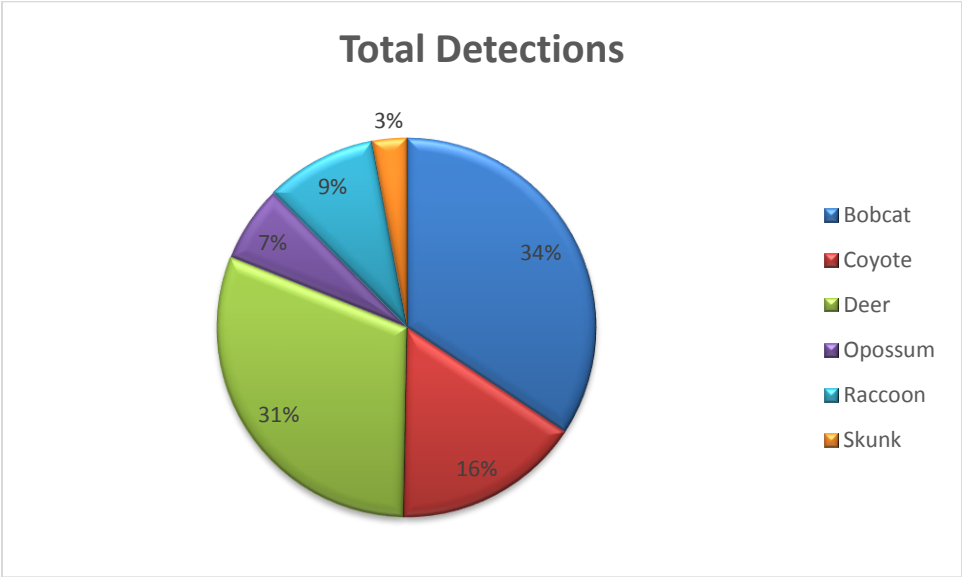


Chart 15. Detections by Species.

Figure 45. Bobcat at Salinas River **3/25/2016.**

Figure 46. Bobcat at Salinas River **10/01/2013.**

Figure 47. Coyote at Salinas River **3/25/2016.**

Figure 48. Coyote at Salinas River **9/28/2013.**

Figure 49. Deer at Salinas River **8/25/2013.**

4.2 Individuals & Juvenile Detections

A total of 5 bobcat families have been recorded traveling through 6 of the Hwy 68 culverts and bridges. There has been total of 11 bobcat kittens recorded throughout the study site (Table 14). At the El Toro Creek Bridge, two different females with kittens have been recorded (Table 14 & Figure 50).

This is a significant finding as male bobcats can have home ranges up to 5.2 square kilometers (3.2 square miles) (Riley et al 2003). Female bobcat home ranges are generally 2.3 square kilometers (1.5 square miles), so recording so many female indicates this is a healthy bobcat population. These females are also teaching their kitten to use these crossing structures as pathways for safely crossing underneath the road as they routinely traveling back and forth through the various structures with their kittens.

Bobcat w/ Kittens	Location Of Bobcat Family	Number of Kittens/Juveniles
1	C1-York Culvert	2
2	C4-Boots Road Culvert	1
3	C6-Box Culvert 1: Just south of San Benancio in-between Coral de Tierra.	2
4	C7-San Benancio Bridge	2
5	C8-El Toro Creek Bridge	2
6	C8-El Toro Creek Bridge	1
7	C9-Box Culvert 2: Just north of El Toro Creek	1
	Total Number of Kittens Recorded	**11**
	Total Number of Families	**5**

Table 14. Total Bobcat Kittens Recorded & Locations.

Figure 50. Bobcat and Kitten on 9/2/2016.

Bobcat Juvenile-Road Vehicle Collision Data & Enhancement Recommendation

Unfortunately, on 10-10-2016, we recorded a juvenile bobcat hit on Highway 68 just before Boots Road Culvert, eastbound (Figure 51). Although many of the bobcats are using several of the culverts and bridges to travel under the highway, they are also being hit on the road. It would be beneficial, especially for these young bobcats that will disperse out of their parental home ranges, to have directional fencing to guide them to safely cross under the road at the structures we have documented wildlife are consistently using.

Figure 51. Juvenile bobcat hit on Hwy 68 by Boots Road.

4.3 Travel Routes & Wildlife Pathways

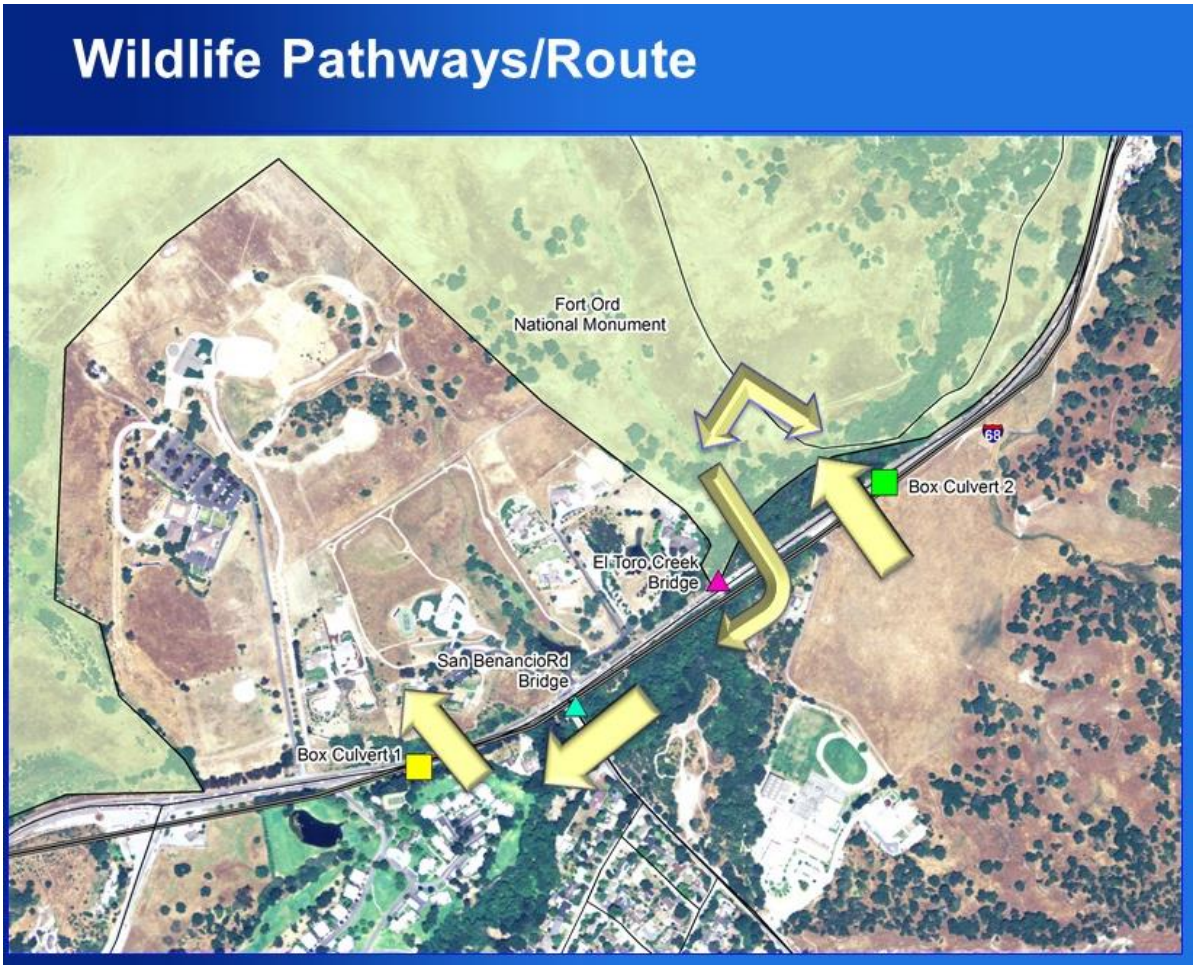


Figure 52. Wildlife Pathways and Routes.

1. Bobcat Family traveling at both the San Benancio Bridge &Box Culvert 1 on the same day.

On 9/12/2016 at 2:49pm, a female bobcat and 2 kittens were recorded traveling under the San Benancio Bridge along El Toro Creek, west, towards Box Culvert 1 (Figures 53). Then later that evening at 8:04pm, the bobcat family was traveling together through Box Culvert 1 along El Toro Creek, heading north (Figures 54).

Figure 53. Bobcat with Kitten at Box Culvert 1 on 9/12/2016.

Figure 54. Bobcat with Kitten at Box Culvert 1 on 9/12/2016.

2. Deer Route: Box Culvert 2 & El Toro Creek Bridge:

On 5-18-2016, a male deer, with two large tines, traveled through both Box Culvert 2 and under El Toro Creek Bridge. At 10:43am, the deer was recorded traveling north, through Box Culvert 2, into Fort Ord National Monument (Figure 55). Then at 1:50pm, the deer headed back south, through El Toro Creek Bridge (Figure 56).

Figure 55. Male deer at Box Culvert 2 on 5/18/2016.

Figure 56. Male deer at El Toro Creek Bridge on 5/18/2016.

Important Routes-Pathways documented include (Figure 52):

1) **Hwy 68 El Toro Creek Bridge-San Benancio Bridge-Box Culvert 1**

2) **Box Culvert 2-El Toro Creek Bridge**

4.4 Flooding Events

During the month of January, several of the culverts flooded with water. Many animals were quite determined to still use the culverts to travel under the highway, while the culverts were flooded. However, at the Boots Culvert, no animals were detected through mid January throughout February. The culvert was flowing with water which seems to be a deterrent as animals had consistently used the culvert each month when it was dry (Figure X).

1. Box Culvert 1:

On 1/22/2017, a raccoon was swimming against a strong current of water, as the creek flow was very high and strong in the culvert (Figures 57-59). Please see attached video.

Figure 57: Raccoon swimming through Box Culvert 1 on 1/22/2017 at 7:48 pm.

Figure 58: Raccoon swimming through Box Culvert 1 on 1/22/2017 at 8:31 pm.

Bobcats were also recorded trying to navigate the culverts with water (Figure 59).

Figure 59: Bobcat walking through Box Culvert 1 on 2/4/2017.

2. Boots Culvert (Eastbound):

Bobcats, raccoons, skunks, and opossums consistently used the culvert until it had water flowing through it. However, while there was water flowing through the culvert throughout mid-January and all of February, there were no animals recorded using the culvert (Figure 60).

Figure 60. Boots Culvert with water flowing during mid-January through February.

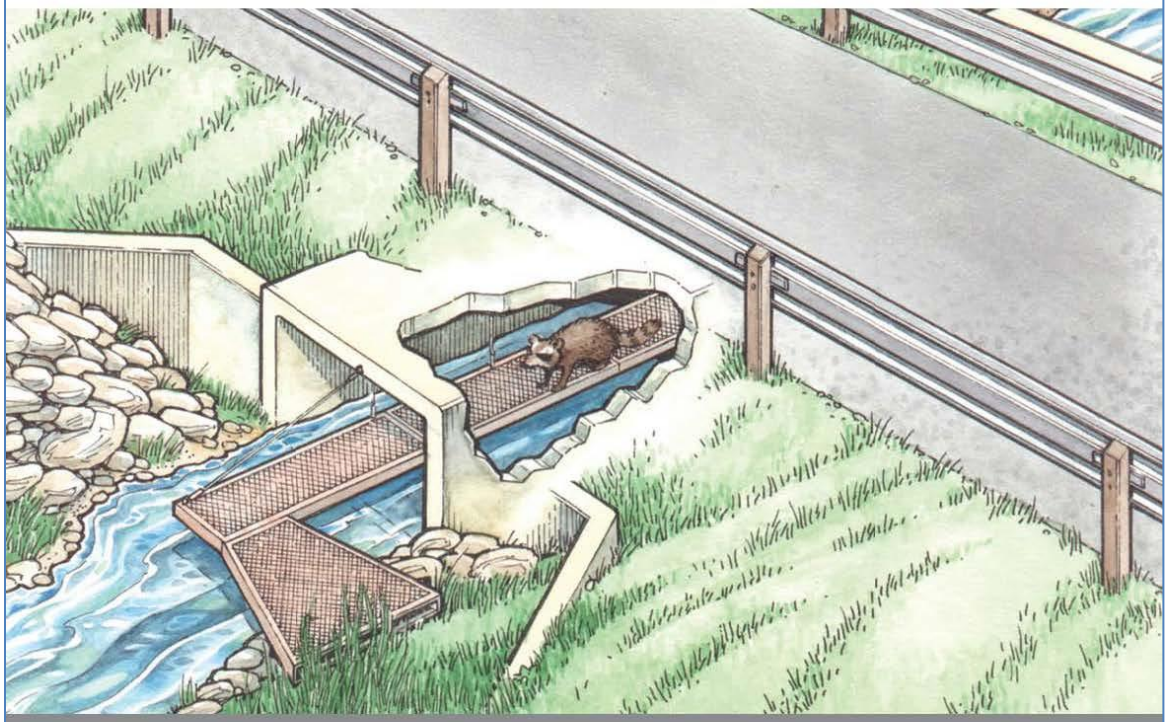
3. Solution to Wildlife Movement through Flooded Culvert.

A terrific solution to enabling the ability for wildlife movement through the culverts while they have water flowing through them is a structure called a Critter Crossing Shelve, Figures 61 and 62. Please see attached pdf of the flier as well. These have been found to be very effective in facilitating wildlife movement through culverts with high water levels. These shelves are also removable.

CRITTER-CROSSING™
ANIMAL ACCESS SHELVES

ROSCOE CULVERT

ENVIRONMENTAL SOLUTIONS FOR SOIL AND WATER.™



CRITTER-CROSSING™ ANIMAL ACCESS SHELVES SAFE PASSAGE FOR SMALL WILDLIFE

Roads and highways are dangerous places for wildlife. Countless animals die every year trying to cross them, and roadways fragment their natural habitats. People also risk their own safety whenever they swerve to avoid darting animals.

Thanks to research at The University of Montana and a design collaboration between the University and the Roscoe Companies, Roscoe now offers Critter-Crossing™ Animal Access Shelves. These patented metal shelves are mounted inside culverts, allowing animals to cross underneath roadways out of harm's way. This expands their ability to find food, shelter, and nesting areas, even near water.

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Casper Office:
7242 W. Yellowstone, Casper, WY 82604
Ph: (307) 472-7121 FAX: (307) 577-4914

Missoula Office:
5405 Momont Rd., Missoula, MT 59808
Ph: (406) 542-0345 FAX: (406) 542-1941

Figure 61: Critter Crossing Animal Access Shelves for Culverts, page 1.

HOW CRITTER-CROSSING™ ANIMAL ACCESS SHELVES WORK

Critter-Crossing™ Animal Access Shelves have a mesh surface that permits water to move in and around the shelves during high water, while providing surface area for small animal feet. Entrance ramps run along the culvert so water flows unrestricted and debris doesn't get trapped. The shelves can be removed during springtime high-water run-off or floods, are hinged to accommodate various site conditions, and extend to the surrounding vegetation.

Smaller species like voles that avoid open spaces can hop into a funnel integrated into the entrance ramp and run along a wildlife tube on the access shelf.

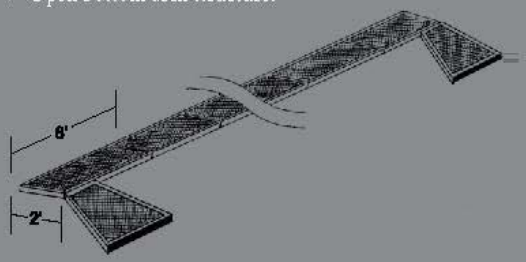
CRITTER-CROSSING™ ANIMAL ACCESS SHELVES WORK WITH NEARLY ALL CULVERTS

Because of their modular design, Critter-Crossing™ Animal Access Shelves work with virtually all culverts at least 48" in diameter and can be assembled to fit any length. We pre-mount cable hangers and brackets inside the drainage pipe on new culverts, and existing drainage structures can be retrofitted.

Applications include:

- Corrugated metal pipe
- Concrete pipe
- Box culvert structures
- Open bottom arch structures

Critter-Crossing™ Animal Access Shelves are manufactured in standard 2' x 8' lengths bolted along the length of the drainage structure. For example, a 72' long culvert is fitted with nine shelves, each 2' wide and 8' long. Animal access ramps are bolted to shelves on the inlet and outlet sections of the drainage structure, and cable connectors suspend the shelves from the culvert roof.



TO ORDER CRITTER-CROSSING™ ANIMAL ACCESS SHELVES

Critter-Crossing™ Animal Access Shelves are a patented product and manufactured by the Roscoe Companies in Missoula, Montana.

To order, please contact Clyde Bennett at (406)869-2611 or by email at cbennett@roscoesteel.com.
For more information on Critter-Crossing™ Animal Access Shelves, see critter-crossing.com.

Figure 62: Critter Crossing Animal Access Shelves for Culverts, page 2.

5.0 Roadkill Data Results & Enhancement Recommendations

5.1 Animal-Vehicle Collision Data Results

A total of 60 animals have been recorded hit on Highway 68 during the one year study period along with data from North American badgers collected during the Species of Special Concern Report the Department of Fish & Wildlife (Table 15). The highest percentages of animals recorded hit by cars have been badgers, 33%, and deer, 25% (Chart 16).The combination of the deer and badger records makes up more than half of the total animals have been documented hit on the highway (Figure 63).

Animal	Totals
Badger	20
Bobcat	3
Coyote	1
Deer	15
Deer or Mesocarnivore skeleton	2
Gray fox	1
Hawk, Red-tailed	3
Opossum	1
Owl, Great Horned	1
Quail, California	2
Raccoon	2
Skunk	4
Wild Turkey	5
Total	**60**

Table 15. Total Number of Animals hit within the Study Area.

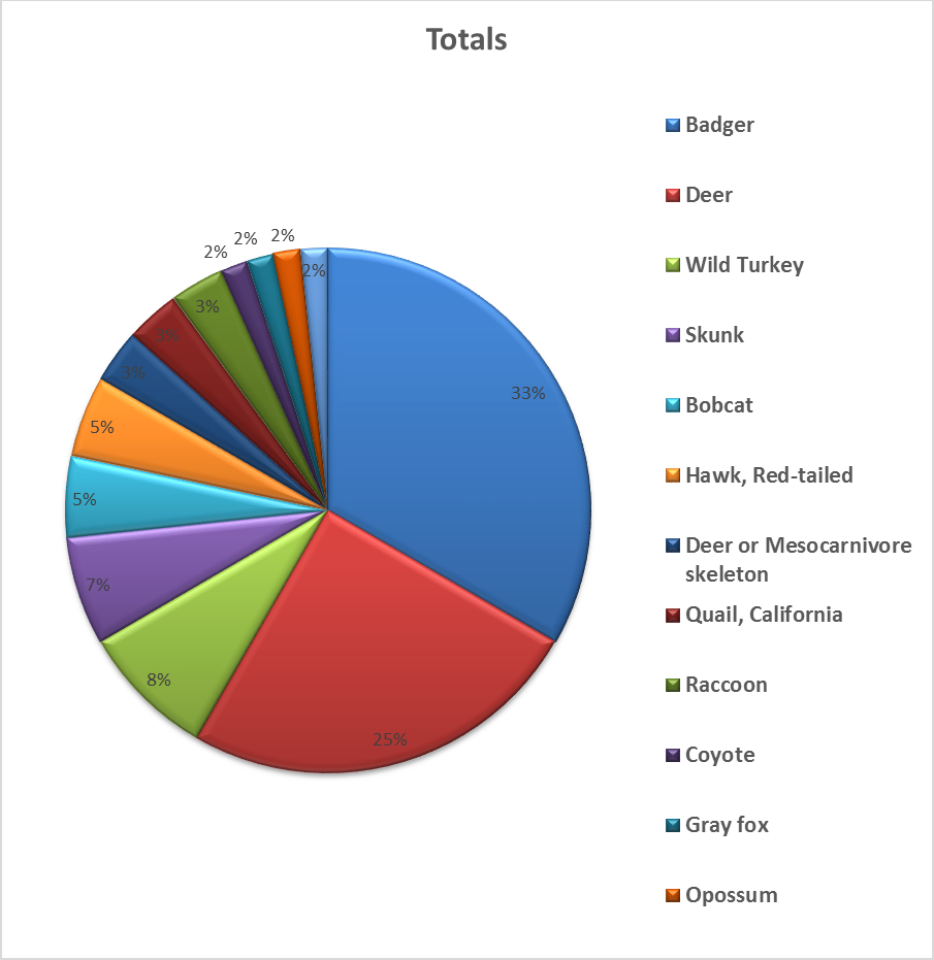


Chart 16. Percentage of Species Recorded hit on Hwy 68.

Figure 63. Deer on Hwy 68 in Roadkill Hot Spot area.

5.2 Wildlife Connectivity Enhancement Recommendations

The roadkill data was overlaid in a map with the culvert and bridge locations (Figure 64). The majority of the roadkill locations were close to the culverts and bridges. The camera data documented that majority of culverts and bridges have high animal use traveling through them. Wildlife exclusionary fencing could be installed at the culverts and bridges to help guide them to these structures and keep them off the road, which would be beneficial to both drivers and wildlife.

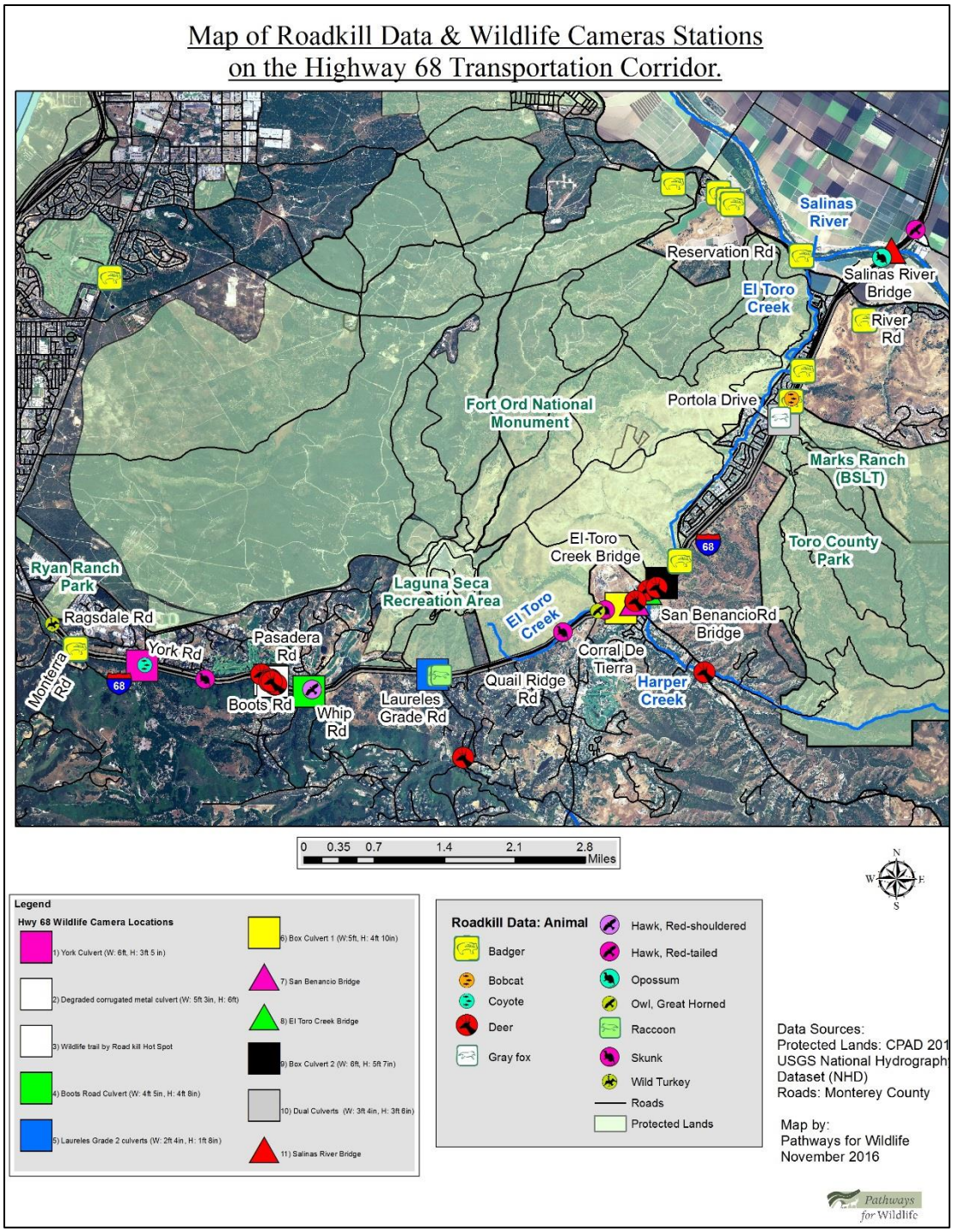


Figure 64. Roadkill data results with Camera Stations.

5.3 Roadkill Hot Spot

Hwy 68 Eastbound by Water District Property across from the Golf Course:

On 2/25/2016, 5 more separate skeletal remains were recorded on the eastbound side of the highway. These remains are scattered throughout the area and include; adult, juvenile, and male deer remains (Figures 65-69). This makes for a total of 10 deer hit on the eastbound side and 4 deer hit on the westbound side.

This location is a hot spot location where deer are routinely being hit. Fortunately, there is an existing culvert that might have the potential for being retrofitted to facilitated deer passage underneath the road.

Figure 65. Juvenile deer skull found on 2/27/2016 eastbound.

Figure 66. Adult deer skull found on 2/27/2016 eastbound.

Figure 67. Deer skeleton found on 2/27/2016 eastbound.

Figure 68. Deer remains found on 2/27/2016 eastbound.

Figure 69. Deer remains found on 2/27/2016 eastbound.

5.4 Installing a Wildlife Crossing Structure & Directional Fencing as a Solution for the Roadkill Hot Spot

Existing Infrastructures within the Roadkill Hot Spot: Degraded Culvert

There is an existing degraded corrugated culvert at a ravine running underneath Hwy 68 between the north end of the golf course and water district property, past York Road. The culvert has low visibility through it and is built into the base of the ravine, (Figure 70-71).

Figure 70: Degraded Culvert at the Hot Spot.

Figure 71. Degraded Culvert at the Hot Spot.

A camera was set up at the culvert to record if animals were traveling through it, the results as noted on in Chart 17, show that all the deer and coyotes are consistently investigating the culvert and then walked up towards the highway (Figure 70 & X). This is most likely due to not large enough with low visibility through. Animals tend to need to be able to have a clear line of visibility through a culvert to be willing to travel through it (Safe Passages 2007).

However, the majority of smaller carnivores such as raccoon, opossum, and skunks traveled through the culvert. This indicates that if the culvert was retrofitted into a large culvert, with dimensions that have been proven to be used by deer to travel through, this enhancement could greatly decrease the amount of deer hit on the highway. Along, with improving the culvert, other studies have shown that the installation of directional fencing to guide animals to wildlife crossing structures, has also significantly decrease automobile-wildlife collisions (Cite Tony C.)

Animal	Total Detections	Cross: Yes	Cross: No
Bobcat	4	2	2
Brush Rabbit	13	5	8
Coyote	9	0	9
Deer	5	0	5
Opossum	10	8	2
Raccoon	19	17	2
Skunk	6	5	1
Total	**66**	**37**	**29**

Chart 17: Detections at the Hot Spot Culvert.

5.5 Animal movement near Roadkill Hot Spot

With a significant amount of deer hit in the area, a camera was set up along a wildlife trail that led from the culvert and ran adjacent to the highway, spanning both east and west of the culvert. The trail is only several meters away from the highway. Within a three month period, we found several deer, bobcats, and coyotes were traveling along the trail (Figure 70 & 71). However, skeletal remains of wildlife were also found along the trail, indicating animals are being attempting to cross the highway from the trail (Figure 72). Directional fencing to a new culvert would detour wildlife from continuing to attempt to cross the highway along this stretch of the road.

Figure 70. Deer walking adjacent to the highway along the wildlife trail.

Figure 71. Coyote walking adjacent to the highway along the wildlife trail.

Figure 72. Deer skeletal remains next highway along the wildlife trail.

5.6 Installing a Wildlife Crossing Structure as a Solution

The scientific literature and various case studies have shown that a 10'h by 10'w box culvert was used in many locations throughout North America by large mammals, such as deer and mountain lions, to cross underneath various highways (Safe Passages, 2010). In Northern California, large 10'h by 10'w box culverts were used successfully as highway crossings structures for deer and mountain lions. The cost of box culverts is modest compared to open-span bridges, bridge extensions, or wildlife overpasses (Safe Passage, 2007).

Fortunately, with multiple deer individuals utilizing Box Culvert 2 to travel through, this culvert's dimensions can be used as a blueprint and reference to design a wildlife crossing structure and replace the degraded culvert in the road kill hot spot location into a culvert that deer will travel through (Figure 73).

Figure 73. Deer traveling through Hwy 68 Box Culvert 2.

Directional fencing would also be used on either side of the highway to prevent animals from crossing on top of the roadway and to funnel animals into the crossing. The inclusion of a wildlife crossing structure along Highway 68 would greatly increase the safety of drivers as well as wildlife (Safe Passages 2010, Beier 1995).

5.7 Public Comments on Animal Vehicle Collisions between Corral de Tierra & Fort Ord National Monument

During the May 4th public workshop, Mike Weaver, brought information and maps regarding wildlife being hit just west of the Corral de Tierra intersection. Mr. Weaver presented information on wildlife consistently being hit at this location. Unfortunately, there are no existing culverts or bridges at this location in which animals are crossing at grade.

However, there is existing open space on either side of the highway at this site. This location is a candidate for future and further analysis to determine potential recommendations of culvert installation or directional fencing to guide animals to other existing structures.

6.0 Wildlife Connectivity Enhancement Recommendations Summary: Capital Improvement Recommendations & Costs

6.1 Priority locations

Based on the data, the following areas would provide the greatest benefit (i.e. driver safety, maximum benefit for multiple species and/or sensitive species) (Table 72):

- El Toro Creek Bridge area
- Roadkill hot spot at the golf course
- Portola Drive

Site 6-San Benancio Bridge, Site 7-El Toro Creek Bridge and Site 8-Box Culvert 2:

These sites should be considered one project since there is an interrelationship between how the animals are moving in this area. In doing that the 3 locations would be addressed as one, which would also result in being cost efficient.

6.2 Culvert Replacements

Culvert replacements include identifying the optimum height and width needed to facilitate large mammal movement through it, along with the minimum size to be considered, depending whether it is feasible based on the topography, hydraulics, and other construction constraints, which is determined at the project level.

6.3 Site Specific Recommendations for Wildlife Connectivity Enhancements & Costs

Site	Width/Length/Height	Wildlife Connectivity Recommendations	Approximate Construction Costs for Recommendations	Priority Ranking (1-3)
Site 1-York Culvert	6ft/60ft/3ft 5in	**1) Replace culvert** to a larger culvert to facilitate large mammal movement, optimum size for large mammals such as deer should be a 10ft by 10f culvert with a natural bottom. Alternatively, the minimum size would need to be a 8ft by 8ft cement box culvert or if height is an issue, make the culvert wider if possible to allow for more visibility through the culvert. 2) **Directional Fencing:** Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire. Include **jump**	$5-7 Million Dollars	**2**

		out gates where appropriate.		
Site 2-Roadkill Hot Spot Location	5ft 3in/60ft/6ft	**1) Replace culvert** to a larger culvert to facilitate large mammal movement, optimum size for large mammals such as deer should be a 10ft by 10f culvert with a natural bottom. Alternatively, the minimum size would need to be a 8ft by 8ft cement box culvert or if height is an issue, make the culvert wider if possible to allow for more visibility through the culvert. Currently water pools at the culvert on the eastbound side of the culvert, the installation of a new culvert with a natural bottom would also resolve this issue. 2) **Directional Fencing:** Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire. Include **jump out gates** where appropriate.	$5-7 Million Dollars	**1**

Site 3-Boots Road Culvert	4ft 5 in/60ft/4ft 8 in	**1) Replace culvert** to a larger culvert to facilitate large mammal movement, optimum size for large mammals such as deer should be a 10ft by 10f culvert with a natural bottom. Alternatively, the minimum size would need to be a 8ft by 8ft cement box culvert or if height is an issue, make the culvert wider if possible to allow for more visibility through the culvert. 2) **Directional Fencing:** Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire. Include **jump out gates** where appropriate. 3) Consider installation of a **Critter Crossing Animal Access Shelves** for when culverts have high water flow to enable animals to still be able to travel through the culvert.	$5-7 Million Dollars	**3**

Site 4-Laureles Grade Culvert	2ft 4in/60ft/1 ft. 8 in	**1) Replace culvert** to a larger culvert to facilitate large mammal movement, optimum size for large mammals such as deer should be a 6ft by 6f culvert with a natural bottom. Alternatively, the minimum size would need to be a 4ft by 4ft cement box culvert or if height is an issue, make the culvert wider if possible to allow for more visibility through the culvert. 2) **Directional Fencing:** Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire. Include **jump out gates** where appropriate.	$4-5 Million Dollars	**3**

Site 5-Box Culvert 1	6ft/55ft/5ft 7 in	**1) Replace culvert** to a larger culvert to facilitate large mammal movement, optimum size for large mammals such as deer should be a 10ft by 10f culvert with a natural bottom. Alternatively, the minimum size would need to be a 8ft by 8ft cement box culvert or if height is an issue, make the culvert wider if possible to allow for more visibility through the culvert. 2) **Directional Fencing:** Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire. Include **jump out gates** where appropriate. 3) Consider installation of a **Critter Crossing Animal Access Shelves** for when culverts have high water flow to enable animals to still be able to travel through the culvert.	$5-7 Million Dollars	**1**
Site 6- San Benancio Bridge	20ft/55ft	1) **Directional Fencing:** Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire, **to keep wildlife out of the intersection**. Include **jump out gates** where appropriate.	1. Gates: $3000 2. Jumpouts: $8000 3. Fencing to be Determined by Length	**1**

Site 7-El Toro Creek Bridge	46ft/270ft	1) **Directional Fencing:** Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire, **to keep wildlife out of the intersection.** Include **jump out gates** where appropriate.	1. Gates: $3000 2. Jumpouts: $8000 3. Fencing to be Determined by Length	**1**
Site 8-Box Culvert 2	6ft/55ft/5ft 7 in	1) **Directional Fencing**: Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire. Include **jump out gates** where appropriate.	1. Gates: $3000 2. Jumpouts: $8000 3. Fencing to be Determined by Length	**1**

Site 9-Toro Culverts	3ft 4 in/55ft/3ft 6in	1) **Replace culvert** to a larger culvert to facilitate large mammal movement, optimum size for large mammals such as deer should be a 10ft by 10f culvert with a natural bottom. Alternatively, the minimum size would need to be a 8ft by 8ft cement box culvert or if height is an issue, make the culvert wider if possible to allow for more visibility through the culvert. 2) **Directional Fencing**: Eight foot high wildlife exclusionary fencing, replace any previous right of way fencing, ex. barb wire. **Wildlife fencing could be incorporated into existing chain link fencing**. Include **jump out gates** where appropriate.	$5-7 Million Dollars	**2**
Site 10-Salinas River Bridge	110 ft./87 feet	Improvements at this location are not warranted at this time.		**0**

Table 72. Site Specific Recommendations for Wildlife Connectivity Enhancements & Costs.

6.4 Cost Estimates for Individual Features

1. **Gates:** $3000, which is the cost used in the Hwy 17 PID.
2. **Jumpouts:** $8000, which is the cost used in the Hwy 17 PID.

6.5 Maintenance of Vegetation at Culverts & Bridges

In the month of October, at the El Toro Creek Bridge, tree maintenance was conducted in which large tree branches were cut and left within the creek bed, blocking entrance to the bridge on the south, eastbound side. This resulted in a significant decrease of passages through the culvert by wildlife species such as deer, which were typically traveling through the culvert on a consistent monthly basis.

Pathways for Wildlife cleared the cut branches out of the creek bed in front of the bridge. After one week from when the vegetation was cleared, wildlife that had been regularly using the bridge to travel through, returned and were using the bridge again. **This helps make the case for the importance of having clear visibility and line of sight through bridges and culverts for facilitating wildlife movement through them and having maintenance plans for culverts and bridges that have been documented to have wildlife movement through them.**

6.6 Monitoring

Post Monitoring of the enhancements should be included to monitor if the improvements were effective. Projects would need to include funding for monitoring. Data from the results should include a Cost-Benefit analysis to determine the effectiveness of the wildlife connectivity enhancements.

7.0 Acknowledgments

We would like to thank the Transportation Agency for Monterey County (TAMC) and Caltrans for funding and supporting this study. Thank you to Grant Leonard, who has been an excellent Project Manager and a wonderful colleague.

We would also like to thank Nancy Siepel and Morgan Robertson, at Caltrans District 5, for their work as a senior scientific advisors, consulting on the project data results, and for their feedback and comments on the report.

Lastly, we would like to thank Rachel Saunders and the Big Sur Land Trust for their great data contributions and support of the project.

Bobcat at Box Culvert 1.

Appendix A.4:

Bypass Technical Documentation

- ***Cost Estimate***
- ***Environmental Screening***
- ***National Monument Status***

MEMORANDUM

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SURVEYING / GIS SOLUTIONS
WATER RESOURCES

Date: August 12, 2016

To: Jim Damkowitch, Kimley-Horn

From: Esau Blanco, P.E.

Subject: SR-68 Bypass Assessment

I. BACKGROUND

State Route 68 (SR-68) has a long history dating back to the 1700's. The existing roadway was constructed in 1930 and generally follows the historic road that once served as a critical supply line connecting the inland area to and from Monterey Bay. Over the years the California Department of Transportation (Caltrans) and local agencies have contemplated converting SR-68 to a freeway. However, the local agencies were not able to reach an agreement on the re-alignment of a portion of the route and thus hampered the progress of a highway conversion. Subsequent scenic route designation and adoption of the Highway 68 Area Plan by the City of Monterey as part of Measure M made the conversion more difficult. In the late 1980's Measure B allocated $30M toward alleviating the increasing congestion on SR-68 with an eye on constructing a Bypass alternative corridor. However, Measure B was later ruled unconstitutional by the U.S. 6th District Court of Appeals and again stunted the progress of a potential Bypass route.

Retirement of the Ford Ord Military Reservation in 1991 presented the opportunity to construct a Bypass north of the existing route. Soon thereafter Caltrans and local agencies entered into discussions with the Bureau of Land Management (BLM) and subsequent community meetings and plans identified potential alternative routes for SR-68 along the South Fort Ord Property. In 1995 Caltrans finished a Project Report entitled the Route 68 Corridor Study (see Attachment 1 for cover page). In the study, Caltrans evaluated two primary alternatives for establishing a Bypass freeway from post-mile 4.0 to post-mile 15.0. One alternative was called the "Existing Route 68 Corridor" and the second alternative was called the "South Fort Ord Corridor". Within the two alternatives there were "common segment" improvements on both the east and west ends of the alignments. See Attachment 2 for a figure showing the limits of these two alternatives.

II. BYPASS COST ESTIMATES

In 1994 the cost of the "Existing Route 68 Corridor" alternative was estimated at $178M and the cost of the "South Fort Ord Corridor" alternative was estimated at $191M including the common segments. These estimates included right of away acquisition as well. See Attachment 3 for a summary breakdown of these costs. Assuming the common segments cost is about one third of the total cost (prorated

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by roadway length) then the Bypass only portion of the "South Fort Ord Corridor" alternative is about $127M.

In 2016 Caltrans prepared an updated cost estimate for the two alternatives analyzed in their 1995 Project Report. Caltrans estimated that these alternatives would cost approximately $301M for the "Existing Route 68" Corridor and $342M for the "South Fort Ord" Corridor. See Attachment 4 for a summary of these cost estimates. Caltrans also broke out just the Bypass portion of the cost for the "South Fort Ord" alternative at $193M by subtracting out the "common segments" cost of the two alternatives (estimated by Caltrans at 34% of total cost). The $193M would reflect the portion of the Bypass currently being evaluated herein. However, these costs do not include right of way. The 1995 Project Report estimates right of way costs at about $45-50M for each alternative. This same right of way cost today would be significantly higher if it could be acquired.

The 2016 Caltrans update used the same quantities from the 1995 Project Report (converted from metric to imperial units) and assigned unit prices based on their current published contract cost data. Our review of these updated Caltrans costs was limited to unit costs since no detail or background was provided for the quantities used in the 1995 Project Report. The current unit costs and approach looked reasonable and are consistent with Caltrans' planning level cost estimating tools outlined in their Project Development Procedures Manual (PDPM).

Since the updated costs from Caltrans do not appear to account for any intersection treatment at the Bypass termini we suggest rounding the Bypass cost from $193M to $200M to account for at grade intersections. Additionally, since the cost does not include right of way acquisition we have estimated the right of way cost today by escalating the 1994 figure ($44.5M) in the Project Report by 3%/year compounded over 22 years. This converts to approximately $85M. Therefore, including right of way the Bypass would be estimated to cost about $285M in today's dollars.

III. PRIOR AGREEMENTS AND CURRENT STATUS

Various Memorandums of Understanding (MOU's) were entered into between local agencies and including Caltrans and the BLM to begin the visioning process to pursue the project further in the mid-1990's. A full accounting of all the MOU's and agreement was not reviewed, however, it is understood that progress was attempted including an offer of dedication from the City of Del Rey Oaks Redevelopment Agency to Caltrans for a westerly portion of the Bypass alignment in 2005.

In 2012, President Obama proclaimed Fort Ord a national monument preserving the land for public and recreational use. The proclamation (see Attachment 5) asserts that "All Federal lands and interests in lands within the boundaries of this monument are hereby appropriated and withdrawn from all forms of entry, location, selection, sale, leasing, or other disposition under the public land laws,.".

In 2016 a meeting between Caltrans, BLM and the Transportation Agency for Monterey County (TAMC) it was verified that all prior MOU's, agreements and understandings both verbal or otherwise were superseded by the Federal proclamation establishing Fort Ord as a national monument.

IV. SUMMARY

Over the past few decades, government agencies have worked together to look at an alternative bypass roadway for SR-68 to alleviate congestion. Caltrans studies, tax measures, plans and multiple MOU's were prepared, however, the project was not able to take hold for a variety of reasons. Construction and right of way costs for the bypass (without common segments) are estimated at $127M in 1994 and the cost today is estimated at about $285M making the project economically infeasible given today's transportation program funding challenges. In 2012, the establishment of the Fort Ord National Monument also made the "South Fort Ord Corridor" alternative infeasible from a Federal/regulatory standpoint. While the Bypass would likely also have significant environmental constraints, those constraints are being assessed in a separate technical memorandum by other parties.

Attachments:

1) May 1995, Revised Draft Project Report, cover page (1 page)
2) May 1995, Revised Draft Project Report, Figure 3 (1 page)
3) May 1995, Revised Draft Corridor Study, Preliminary Project Cost Estimate Summaries (2 pp)
4) February 2016, Route 68 Bypass Estimate, Updated Draft Project Report Cost Estimate Summaries (2 pp)
5) April 2012, Proclamation 8803, Establishment of the Fort Ord National Monument (4 pp)

Attachment 1

May 1995, Revised Draft Project Report cover page

(1 page)

ROUTE 68 CORRIDOR STUDY

05-MON-68-4.0/15.0
EA 344100

REVISED DRAFT
PROJECT REPORT

MAY 1995

Prepared for:
Caltrans District 5

Prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.

Attachment 2

May 1995, Revised Draft Project Report, Figure 3

(1 page)

MONTEREY BAY

STUDY LIMITS PM 4.0

ROUTE 1

MILITARY AVE

SEASIDE

FREMONT BLVD

NORTH-SOUTH ROAD

RTE 218

DEL REY OAKS

FORT ORD MILITARY RESERVATION

STUDY LIMITS PM 15.0

EASTERN COMMON CORRIDOR SEGMENT

SOUTH FORT ORD CORRIDOR SEGMENT

MONTEREY MUNICIPAL AIRPORT

JOSSELYN CANYON RD

OLMSTED ROAD

ROUTE 68

MONTEREY

RAGSDALE RD

YORK RD

LAGUNA SECA RECREATION AREA

TORO PARK ESTATES

TO SALINAS

TORO REGIONAL PARK

ROUTE 68

SAN BENANCIO ROAD

CORRAL DE TIERRA

LAUREELES GRADE ROAD

BIT RD

WESTERN COMMON CORRIDOR SEGMENT

EXISTING ROUTE 68 CORRIDOR SEGMENT

EXISTING ROUTE 68

Existing Route Corridor
- Western Common Segment
- Existing Route 68 Segment
- Eastern Common Segment

South Fort Ord Corridor
- Western Common Segment
- Existing Route 68 Segment
- Eastern Common Segment

Legend

Area of Study

2000 Ft 0 1000 3000 5000 Ft

500 m 0 500 1000 1500 m

ROUTE 68 CORRIDOR STUDY

05-MON-68-4.0/15.0

EA 344100

Caltrans

Transportation Corridors Under Study

FIGURE

3

PASTACONAN ELWOOD:L436B:IDUG.EXHIBIT3EXHO7.FGB;1 24MAR95-16.28.10

Attachment 3

May 1995, Revised Draft Corridor Study, Preliminary Project Cost Estimate Summaries

(2 pages)

PRELIMINARY
PROJECT COST ESTIMATE SUMMARY

05-MON-68
PM 4.0/15.0
EA 344100

Type of Estimate: Project Report (PR)

Program Code:

Project Description: Route 68 Corridor Study

Limits: On Route 68 between the Cities of Monterey and Salinas in Monterey County.

Proposed Improvement: Upgrade the existing two-lane highway to improve traffic operations and relieve congestion.

Alternative: Existing Route 68 Corridor

$5.7 million based on 4-lanes in front of property.
3.5% = $4 million based on % of PK Hr. traffic

I. ROADWAY ITEMS	$114,942,448
II. STRUCTURE ITEMS	$15,062,880
SUBTOTAL CONSTRUCTION	$130,005,328
III. RIGHT OF WAY	$48,570,248
TOTAL PROJECT COST	$178,575,576

Reviewed by Program Manager _____

Approved by Project Manager _____

Phone No._____ Date_____

Revised: 12/16/94

PRELIMINARY
PROJECT COST ESTIMATE SUMMARY

05-MON-68
PM 4.0/15.0
EA 344100

Type of Estimate: Project Report (PR)

Program Code:

Project Description: Route 68 Corridor Study

Limits: On Route 68 between the Cities of Monterey and Salinas in Monterey County.

Proposed Improvement: Upgrade the existing two-lane highway to improve traffic operations and relieve congestion.

Alternative: South Fort Ord Corridor

I. ROADWAY ITEMS	$132,477,078
II. STRUCTURE ITEMS	$14,351,328
SUBTOTAL CONSTRUCTION	$146,828,406
III. RIGHT OF WAY	$44,504,725
TOTAL PROJECT COST	$191,333,131

Reviewed by Program Manager _____

Approved by Project Manager _____

Phone No._____ Date_____

Revised: 12/16/94

Attachment 4

February 2016, Route 68 Bypass Estimate, Updated Draft Project Report Cost Estimate Summaries

(2 pages)

PRELIMINARY
PROJECT COST ESTIMATE

Preliminary Cost Estimate

Project ID:

Type of Estimate :	Updated Draft Project Report Estimate
Program Code :	
Project Limits :	On Route 68 between the Cities of Monterey and Salinas in Monterey County
Description:	Upgrade existing 2-conventional highway to freeway
Scope :	Complete Estimate
Alternative :	Existing Alignment

		Current Cost		Escalated Cost
ROADWAY ITEMS	$	246,702,900	$	246,702,900
STRUCTURE ITEMS	$	53,916,000	$	53,916,000
SUBTOTAL CONSTRUCTION COST	$	300,618,900	$	300,618,900
RIGHT OF WAY	$	-	$	-
TOTAL CAPITAL OUTLAY COST	$	300,619,000	$	300,619,000
PR/ED SUPPORT	$	-	$	-
PS&E SUPPORT	$	-	$	-
RIGHT OF WAY SUPPORT	$	-	$	-
CONSTRUCTION SUPPORT	$	-	$	-
TOTAL CAPITAL OUTLAY SUPPORT COST*	$	-	$	-
TOTAL PROJECT COST	$	301,000,000	$	301,000,000

If Project has been programmed enter Programmed Amount	$	-
Date of Estimate (Month/Year)	Month / Year Feb / 2016	
Estimated Date of Construction Start (Month/Year)	/	
Number of Working Days	500 Working Days	
Estimated Mid-Point of Construction (Month/Year)	Month / Year	
Number of Plant Establishment Days	Days	

Estimated Project Schedule

PID Approval
PA/ED Approval
PS&E
RTL
Begin Construction

Approved by Project Manager

(xxx) xxx-xxxx

Project Manager **Date** **Phone**

PRELIMINARY
PROJECT COST ESTIMATE

Preliminary Cost Estimate

Project ID:

Type of Estimate :	Updated Draft Project Report Estimate
Program Code :	
Project Limits :	On Route 68 between the Cities of Monterey and Salinas in Monterey County
Description:	Upgrade existing 2-conventional highway to freeway
Scope :	Complete Estimate
Alternative :	South Fort Ord Corridor

		Current Cost		Escalated Cost
ROADWAY ITEMS	$	289,874,200	$	289,874,200
STRUCTURE ITEMS	$	51,908,000	$	51,908,000
SUBTOTAL CONSTRUCTION COST	$	341,782,200	$	341,782,200
RIGHT OF WAY	$	-	$	-
TOTAL CAPITAL OUTLAY COST	$	341,783,000	$	341,783,000
PR/ED SUPPORT	$	-	$	-
PS&E SUPPORT	$	-	$	-
RIGHT OF WAY SUPPORT	$	-	$	-
CONSTRUCTION SUPPORT	$	-	$	-
TOTAL CAPITAL OUTLAY SUPPORT COST*	$	-	$	-
TOTAL PROJECT COST	$	342,000,000	$	342,000,000

If Project has been programmed enter Programmed Amount	$	-
Date of Estimate (Month/Year)	Month / Year Feb / 2016	
Estimated Date of Construction Start (Month/Year)	/	
Number of Working Days	500 Working Days	
Estimated Mid-Point of Construction (Month/Year)	Month / Year	
Number of Plant Establishment Days	Days	

Estimated Project Schedule

PID Approval
PA/ED Approval
PS&E
RTL
Begin Construction

Approved by Project Manager

(xxx) xxx-xxxx

Project Manager **Date** **Phone**

MEMORANDUM

Date: April 18, 2017

To: Transportation Agency for Monterey County

From: Rincon Consultants, Inc.

Project: SR 68 Scenic Highway Plan:

Subject: SR 68 Bypass Environmental Constraints Analysis

EXECUTIVE SUMMARY

The purpose of this memorandum is to provide an Environmental Constraints Analysis (ECA) for the conceptual State Route (SR) 68 Bypass. The ECA is intended to describe the existing physical environmental setting and identify potential environmental constraints associated with the potential future development of the SR 68 Bypass, which would be constructed north of the existing SR 68, extending from the intersection of SR 218 and SR 68 to the community of Torro Park. The specific issue areas discussed in the analysis include: Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use, and Noise. The ECA identified potential constraints related to the following environmental topics:

- *Aesthetics*. Construction of the SR 68 Bypass could impact scenic views from public viewpoints within the Fort Ord National Monument and from portions of a designated California Scenic Highway. Additionally, construction of the future bypass could change the visual character and add new sources of light and glare to the currently undeveloped natural landscapes within the bypass study area.
- Biological Resources. Presence special-status plant and animal species within the bypass study area could result in potentially significant constraints to the SR 68 Bypass. Additionally, development of the SR Bypass could result in impacts to wildlife movement, as well as riparian or wetland vegetation communities. Site-specific surveys are needed to ascertain the presence and extent of these resources within the bypass study area.
- *Cultural Resources*. Construction of the SR 68 Bypass would involve ground disturbing activities that would have the potential to impact archaeological resources and/or paleontological resources. Future environmental review of the SR 68 Bypass would require consultation with all Native American tribes that have requested formal notification from applicable lead agencies.
- *Geologic Hazards*. Soils within the bypass study area have been identified to have high shrink swell potential and/or are highly erosive. Therefore, threats due to expansive soils and due to soil erosion would need to be addressed prior to design and implementation.
- *Hydrology*. Future construction of a roadway within the currently undeveloped bypass study area could have potentially significant constraints to water quality due to the introduction of new pollutants to the project area, and changes to site drainage patterns that could lead to erosion and sedimentation. Further, changes to site drainage could result in offsite flooding and erosion, as well as require new stormwater drainage facilities.
- *Land Use*. The future construction of a roadway within the bypass study area could encroach on existing private properties at the Laguna Seca Raceway and Harris Court, requiring easements or transfer of ownership. Additionally, the SR 68 Bypass would develop currently undeveloped natural landscapes within the Fort Ord National Monument, which could be inconsistent

with the Monterey County General Plan Conservation and Open Space Element. Future analysis pursuant to CEQA is necessary to determine potential impacts to land use from the future construction of the SR 68 Bypass.

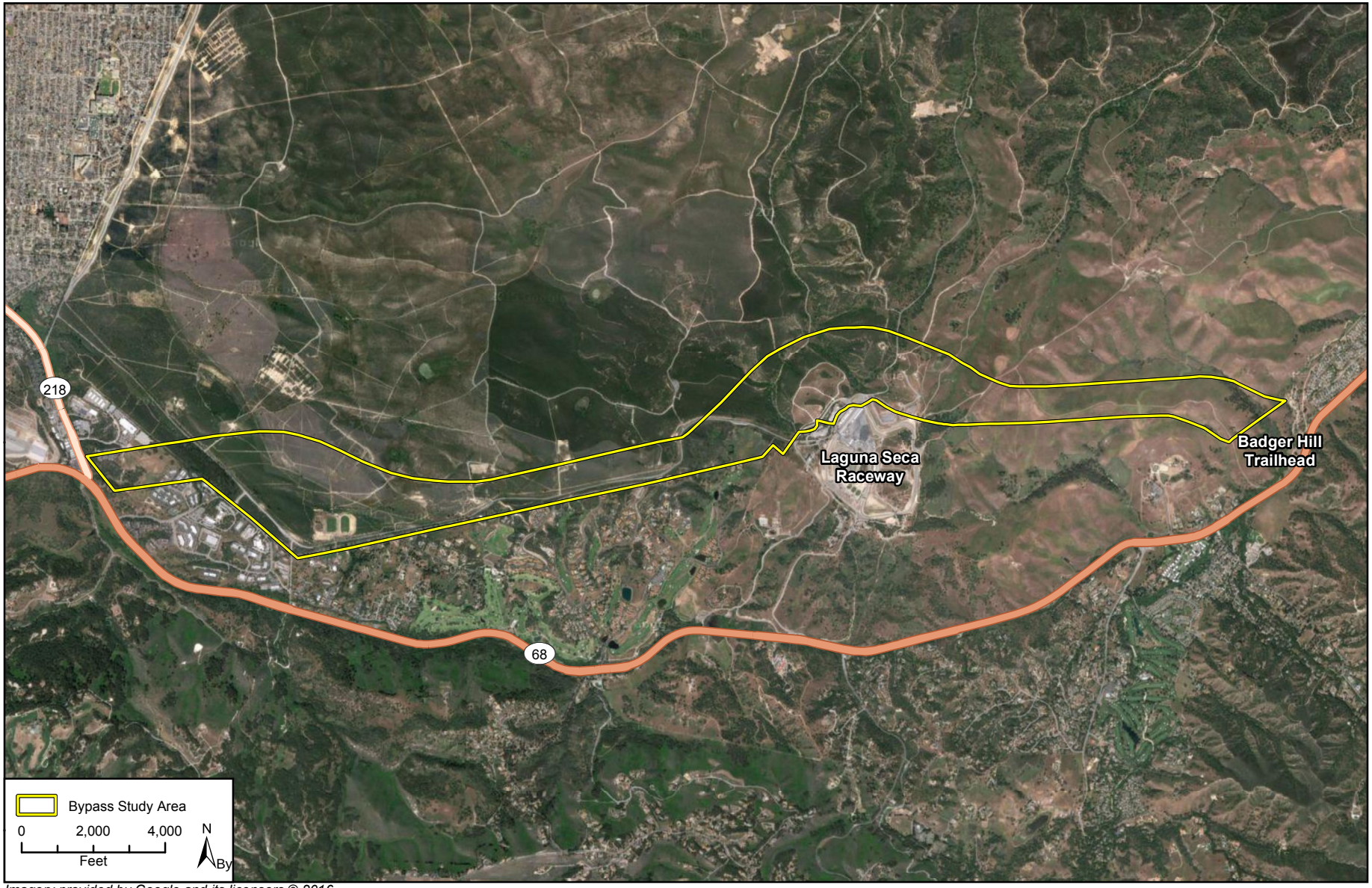
- Noise. Construction of a future roadway within the bypass study area would result in potential temporary construction-related noise and vibration, as well as potential long-term operational noise impacts to nearby sensitive receptors. Potential mitigation required to reduce traffic noise to acceptable levels at nearby residences could pose a constraint to the SR 68 Bypass due to potential cost and feasibility concerns.

Project Background

The conceptual SR 68 Bypass would be located north of the existing SR 68 roadway, extending from approximately the intersection of SR 218 and SR 68 east to the community of Toro Park through unincorporated Monterey County and portions of the City of Monterey and the City of Del Rey Oaks (Figures 1 and 2). The SR 68 Bypass would pass through the southern portion of the Fort Ord National Monument.

The SR 68 Bypass was conceptualized by Caltrans as an alternative route to the existing SR 68 corridor in a memorandum of understanding (MOU) to the Bureau of Land Management in 1993. The MOU established a 1,000-foot-wide by 6.5 miles long (894 acres) bypass study area, as shown in Figure 1. If implemented, the future SR 68 Bypass would be less than 100 feet wide and constructed somewhere within the bypass study area. The MOU requested that the land within the bypass study area be held in title by Caltrans in anticipation of the future construction of the SR 68 Bypass. This is reflected in the Fort Ord Reuse Plan, which identifies a right-of-way for the SR 68 Bypass, and includes the SR 68 Bypass as a key future circulation improvement.

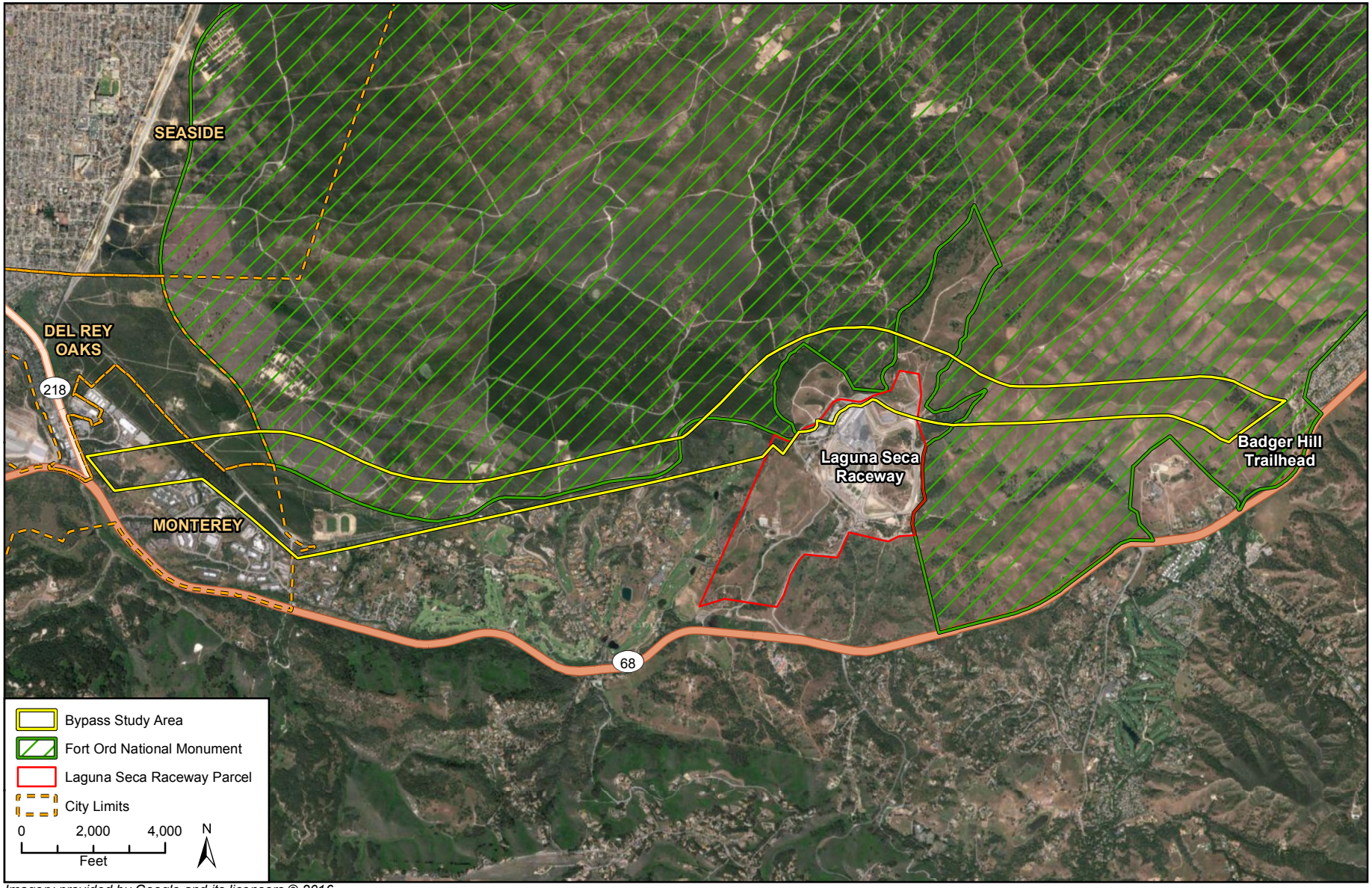
Figure 1. SR 68 Bypass Study Area



Imagery provided by Google and its licensors © 2016.

Bypass Study Area

Figure 1



Imagery provided by Google and its licensors © 2016.
Additional data provided by Bureau of Land Management, 2016.

Jurisdictional Boundaries

Figure 2

Land within the bypass study area has remained predominantly undeveloped with land use consisting primarily of open space, with several dry creek channels and trails within the Fort Ord National Monument. Existing development within the bypass study area is limited to commercial uses at the northern terminus of Harris Court, the northern portion of the Laguna Seca Raceway, and rural roads. Land uses to the south of the bypass study area currently include single family residences, the Laguna Seca Golf Ranch, the Laguna Seca Raceway, undeveloped land within the Fort Ord National Monument, and the existing SR 68 corridor.

EXISTING CONDITIONS AND CONSTRAINTS

The following analysis consists of a preliminary review of primary environmental constraints within the bypass study area. If development of the bypass study area is ultimately pursued, additional environmental studies will be needed to comply with CEQA.

Aesthetics

Environmental Setting

Scenic Resources. Scenic resources refer to natural or man-made features that are visually pleasing and contribute to the definition of a community or region. Scenic resources can include trees and landscaping, rock outcroppings, historic buildings, and public art. The land within the bypass study area is currently undeveloped open space within the southern portion of former Fort Ord. Scenic resources within the bypass study area consist generally of the natural landscape such as open hillsides, grass land, oak trees, and rock outcroppings. The natural resources and open space found within the bypass study area contribute to the rural character of Monterey County.

The bypass study area passes through the southern portion of the Fort Ord National Monument. The National Monument provides public access to the open space via hiking, biking, and horse trails. The abundant natural resources and the aesthetic value of the undeveloped section of the Monterey Bay coastline and Salinas Valley combined with the history of the former Fort Ord define the aesthetic qualities of the National Monument.

View Corridors. View corridors provide a scenic vista, defined as a viewpoint that provides expansive views of a valued landscape for the benefit of the general public. As discussed above, the bypass study area is located within the southern portion of the Fort Ord National Monument. Public trails within the Fort Ord National Monument provide public views of the natural resources of the Monterey Bay coastline and Salinas Valley. There are no other public trails or public viewpoints from which the bypass study area would be visible.

Scenic Routes. The existing SR 68 is a designated State Scenic Highway within Monterey County (Caltrans 2011). The bypass study area would be visible from the existing SR 68 primarily at the points of connection, including at the junction of SR 68 and SR 218 at the western end of the bypass study area and just north of the Fort Ord National Monument Badger Hills Trailhead at the eastern end of the bypass study area.

Light and Glare. As discussed above, the bypass study area is predominantly undeveloped. As such, there are minimal sources of light and glare existing within the bypass study area. Light from adjacent land uses, such as single family residences, commercial buildings, and the Laguna Seca Raceway are the primary sources of light within the bypass study area.

Regulatory Setting

California Department of Transportation. California's Scenic Highway Program is administered by the California Department of Transportation (Caltrans) to preserve and protect scenic highway bypass study areas from changes that would diminish views of the natural landscape. A scenic bypass study area is typically identified using a motorist's line of vision within a reasonable boundary. The State Scenic Highway program was developed in 1963 to protect and enhance the natural scenic beauty of California highways and adjacent bypass study areas through special conservation treatment. Caltrans designates State Scenic Highways throughout California. The designation of a scenic highway depends on a variety of factors, including how much of the landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The scenic highway designation applies to a specific scenic bypass study area of the highway. The designation provides benefits to scenic resources along the highway, some of which include protection from incompatible uses, mitigation of activities within the bypass study area that detract from the highway's scenic quality, and preservation of hillsides. As previously mentioned, within the Bypass study area, SR 68 is a designated State Scenic Highway.

2010 Monterey County General Plan. The Conservation and Open Space Element of the Monterey County General Plan contains Goal OS-1 that seeks to "retain the character and natural beauty of Monterey County by preserving, conserving, and maintaining unique physical features, natural resources, and agricultural resources." This goal is supported with policies such as OS-1.2, which states that "development in designated visually sensitive areas shall be subordinate to the natural features of the area." Figure 14, Scenic Highway Corridors and Visual Sensitivity, in the General Plan identifies portions of the bypass study area immediately to the west and east of the Laguna Seca Raceway as being within a designated visually sensitive area.

2005 Monterey City General Plan. The Open Space Element of the Monterey City General Plan contains Goal c to "preserve greenbelts to ensure an overall visual impression of open space on the hillsides above Monterey, between neighborhoods and along major transportation corridors." This is supported by Policy c.2, which calls for coordination with Monterey County to preserve greenbelts. The land within the bypass study area that is in the City of Monterey is currently predominantly undeveloped and designated as open space.

Potential Constraints

Scenic Vistas. Trails within and adjacent to the study area provide views of the natural resources within the former Fort Ord to public visitors to the Fort Ord National Monument. Development of the SR 68 Bypass could substantially degrade the quality and character of such views through the development of currently undeveloped open space with a roadway corridor approximately 1,000 feet in width. This would include the removal of vegetation, likely including mature trees. Development of the SR 68 Bypass would also result in the addition of vehicles and people within the currently natural, primarily undisturbed setting. This could constitute a potentially significant impact under CEQA.

Further, the existing SR 68 is a designated State Scenic Highway within Monterey County. Implementation of the project would result in the development of currently undeveloped natural landscape and potentially the removal of trees within portions of the existing SR 68 bypass study area. The majority of the SR 68 Bypass would not be visible from the existing SR 68 corridor. However, portions of the SR 68 Bypass would be visible at the intersection of SR 68 and SR 218, as well as the eastern terminus just south of Toro Park. Vegetation removal and development within areas visible from the existing SR 68 corridor could constitute a potentially significant impact under CEQA.

Visual Character. The SR 68 Bypass would place a new roadway within a currently undeveloped, natural landscape, part of which is within the Fort Ord National Monument. Such development would constitute a change to the natural character of the area. This could constitute a potentially significant impact under CEQA.

Light and Glare. Light and glare within the bypass study area is currently limited to light from nearby residential development and from the adjacent Laguna Seca Raceway. Development of the SR 68 Bypass would introduce new sources of light and glare to the area with the introduction of vehicle headlights, streetlights, reflections off of passing vehicles, and the glare of the asphalt roadway. This addition of new light and glare sources could constitute a potentially significant impact under CEQA.

Agriculture

Environmental Setting

Agriculture consisting of crop farming and livestock grazing is the largest industry in the County and contributes a significant amount of money to Monterey County's economy. Out of approximately 1.3 million acres of County land dedicated to agriculture, most of this area (approximately 80%) is used for grazing. The most productive and lucrative farmlands in the County are located in the North County, Greater Salinas, and Central Salinas Valley Planning Areas. The main type of crop production in the County consists of cool season vegetables, strawberries, wine grapes and nursery crops (Monterey County 2010).

The land within the conceptual SR 68 Bypass is predominantly undeveloped land within the Fort Ord National Monument. There is no identified Important Farmland within the former Fort Ord. Land within the eastern portion of the bypass study area is designated as Grazing Land by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). Land within the bypass study area to the west of the Laguna Seca Raceway is outside the Important Farmland survey area (California Department of Conservation 2016a). Additionally, there are no Williamson Act lands within the bypass study area (California Department of Conservation 2016b).

Land within the bypass study area is designated as Public/Quasi Public (PQP) land within unincorporated Monterey County and as Open Space within the City of Monterey. Therefore, no portion of the bypass study area is zoned for agriculture or farmland.

Regulatory Setting

California Department of Conservation Farmland Mapping and Monitoring Program. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland, which is followed by Farmland of Statewide Importance and then Unique Farmland. The FMMP additionally identifies land used for other agricultural purposes, such as grazing. Within Monterey County, Prime Farmland is concentrated primarily along the Salinas River valley. Agricultural land in the western portion of the County is predominantly designated as Grazing Land.

California Land Conservation Act. The California Land Conservation Act of 1965, also known as the Williamson Act (per California Government Code Sections 51200-51207), encourages farmers to retain their lands for agricultural use by providing tax incentives. The purpose of this act is to reduce the incidence of farmland conversion from agricultural to other uses, such as residential or industrial purposes. As noted above, there are no Williamson Act lands within the bypass study area.

2010 Monterey County General Plan. The Agricultural Element of the Monterey County General Plan establishes goals and policies to enhance and support agricultural activities within the county. Goal AG-1 aims to promote the long-term protection, conservation, and enhancement of productive and potentially productive agricultural land. This is supported by policies such as AG-1.8, which states "Development projects on lands designated for agricultural use that require a discretionary permit shall be referred to the County's Agricultural Advisory Committee for their review and recommendation to the decision-making body." As discussed above, the SR 68 Corridor would pass through land currently used for grazing.

2005 City of Monterey General Plan. The City of Monterey is a primarily an urban environment. As such there are no agricultural lands within the City limits.

Potential Constraints

As discussed above there is no Important Farmland or Williamson Act land within the bypass study area. The only agricultural use is grazing land within the eastern portion of the bypass study area. Grazing activity could continue adjacent to the bypass. Additionally, no land within the bypass study area is zoned for agriculture or farmland. Therefore, no significant impacts under CEQA or potential constraints due to agricultural resources are expected.

Biological Resources

Environmental Setting[1]

Vegetation Communities and Land Cover Types. The study area consists of a mix of annual grassland (likely to be predominantly non-native), maritime chaparral, and woodland vegetation communities, as well as areas of ruderal vegetation growth and urban and agricultural development. Based on the presence of woodland and grassland habitats, and the known distribution of sensitive communities in the Monterey Bay region, it is possible that three sensitive plant communities are present within the study area: Valley Needlegrass Grassland, Central Maritime Chaparral, and Monterey Pine Forest. These three communities are considered Sensitive Natural Communities by the CDFW (CDFW 2016) due to their relative rarity and historic decline throughout California, and are protected as jurisdictional habitat under CEQA. The presence of the grassland, chaparral, and woodland habitats within the study area may provide suitable habitat for a wide range of plant and wildlife species, including federal- and State-listed and other protected species.

Special Status Species and Wetlands. The natural range of special status species of State and federal concern overlaps the region of the study area. The CNDDB, CNPS, and IPaC databases identified 33 special status plant species and 22 special status

[1] Information on biological resources was compiled from a variety of publicly available sources including: aerial maps, relevant databases containing special status biological resources occurrences, including the California Natural Diversity Database (CNDDB) (CDFW 2016a), the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2016), the Biogeographic Information and Observation System (BIOS) (CDFW 2016b), the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS 2016a), the USFWS Information for Planning and Conservation (IPaC) (USFWS 2016b), the USFWS National Wetlands Inventory (USFWS 2016c), the Special Animals List (CDFW 2016c), and Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2016d). A desktop analysis of publicly available vegetation and land cover mapping data maintained by the California Department of Fish and Wildlife (CDFW 2016b) and a review of aerial imagery and data available on Monterey County's GIS Mapping & Data website (2016) provided an overview based on course Global Information Systems (GIS) layers and analysis of aerial imagery. Finally, a review of the publicly available California Habitat Connectivity Projects (CHCP) data, available as GIS layers in BIOS (CDFW 2016b), was conducted to determine if the study area overlays any potential wildlife movement corridors.

wildlife species with the potential to occur on or within two miles of the project site (CDFW 2016a; CNPS 2016; USFWS 2016b). Of these special status species, ten are State and/or federally listed:

- Contra Costa goldfields (*Lasthenia conjugens)*
- Monterey gilia (Gilia tenuiflora ssp. arenaria)
- Monterey spineflower (*Chorizanthe pungens*)
- Seaside bird's-beak (Cordylanthus rigidus ssp. littoralis)
- Yadon's rein orchid (*Piperia yadonii*)
- Smith's blue butterfly (*Euphilotes enoptes smithi*)
- Steelhead trout (Oncorhynchus mykiss)
- California red-legged frog (Rana draytonii)
- California tiger salamander (Ambystoma californiense)
- Western snowy plover (Charadrius nivosus nivosus)

Migratory birds, protected under the Migratory Bird Treaty Act (MBTA), are known to occur and nest in the region of the study area. The NWI and IPaC databases identify the presence of 11 wetland and water features present within or directly adjacent to the study area. These wetland features are potentially covered under the jurisdiction of USACE, CDFW and RWQCB.

Wildlife Connectivity. The California Habitat Connectivity Projects (CHCP) has identified a Natural Landscape Block that overlaps the eastern half of the study area and Essential Connectivity Areas that overlap the entirety of the study area (CDFW 2016b). Projects that are linear in design and may interfere with wildlife movement areas are generally required to include design features to allow wildlife to pass through the project location without risk of harm or harassment from ongoing activities, for example, wildlife underpasses or open space corridors.

Critical Habitat. Based on a review of the USFWS IPaC (USFWS, 2016b) and online critical habitat mapper application (USFWS 2016c), critical habitat for the Monterey spineflower (Chorizanthe pungens var. pungens) is present within the SR 68 Bypass corridor. Development within critical habitat areas often require higher mitigation ratios or in kind restoration on- or off-site.

Protected and Managed Lands. Fort Ord National Monument lies to the north of SR 68 and the portion of the Monument managed by the U.S. Army overlaps a large portion of the study area. The portion of the Fort Ord National Monument managed by U.S. Army is closed to the public. A Biological Opinion has been provided to the Department of the Army by the U.S. Fish and Wildlife Service for cleanup and reuse actions to occur on the Fort Ord property. The Biological Opinion includes measures for the avoidance of impacts to special status species known to occur within the Fort Ord area.

Regulatory Setting

State and federal resource agencies regulate sensitive biological and waters resources through various laws, policies, and acts. The following is a list of the primary regulations governing impacts to sensitive biological resources that could occur within the study area:

- National Environmental Policy Act (42 U.S. Code [USC], § 4321 et seq.)
- Federal Endangered Species Act (16 USC, § 1531 - 1544)
- Migratory Bird Treaty Act (16 USC § 703 - 711)

- Bald and Golden Eagle Protection Act
- Federal Clean Water Act (33 USC § 1251 - 1376)
- California Porter-Cologne Water Quality Control Act (Porter-Cologne)
- California Environmental Quality Act (Title 14, CA Code of Regulations [CCR] § 753)
- California Endangered Species Act (Fish and Game Code [FGC] § 2050 et seq.)
- Fully Protected Species (FGC § 3511; 4700; 5050; 5515)
- Raptors, migratory birds, and non-game birds (FGC § 3503, 3503.5, 3513, 3800)
- Lake and Streambed Alteration Agreement (LSAA) (FGC § 1600 - 1616)
- Native Plant Protection Act (FGC § 1900 – 1913

2010 Monterey County General Plan. The Conservation and Open Space Element of the Monterey County General Plan contains Goal OS-5, which aims to "conserve listed species, critical habitat, habitat and species protected in area plans; avoid, minimize and mitigate significant impacts to biological resources." This is supported by policies such as Policy OS-5.3 which states "development shall be carefully planned to provide for the conservation and maintenance of critical habitat." Additionally, Policy OS-5.4 states that "development shall avoid, minimize, and mitigate impacts to listed species and critical habitat to the extent feasible."

2005 City of Monterey General Plan. The Conservation Element of the City of Monterey General Plan contains Goal d, which aims to "protect the character and composition of existing native vegetative communities. Conserve, manage, and restore habitats for endangered species, and protect biological diversity represented by special status plant and wildlife species." This is supported by policies such as Policy d.5, which states "reduce biotic impacts to a less-than-significant level on project sites by ensuring that mitigation measures identified in biotic reports are incorporated as conditions of approval for development projects. Compliance with the City Tree Ordinance is the mechanism that will be used to address impacts of tree removals. As mitigation for significant impacts, avoidance, replacement, restoration of habitats on or off-site, or other measures may be required."

Potential Constraints

Potential Impacts to Special Status Species. Several species of special status plants and wildlife have the potential to occur within the study area, for example, Contra Costa goldfields, Yodon's rein orchid, wester snowy plover, and California tiger salamander. If special status species are present in areas proposed for ground disturbance or construction, they could be killed, injured, or indirectly impacted through habitat modification. Reconnaissance biological field surveys, possibly focused protocol surveys, and the completion of a full biological resources assessment would be necessary to determine the potential for these species to occur within the study area and to evaluate the extent of potential impacts to these species. Recommendations for species- and project-specific mitigation would be based on the results of further analyses.

Potential Impacts to Sensitive Natural Communities. Based on aerial imagery and available mapping data, it appears the vast majority of the study area is undeveloped and has the potential to support sensitive vegetation communities. Site-specific vegetation mapping would be needed to identify the extent of any potentially sensitive vegetation communities that could be impacted by development of the project. Any loss of sensitive vegetation communities may need to be mitigated through restoration of vegetation communities on or off site, or through acquisition of lands that possess similar or better quality vegetation communities to be preserved in perpetuity.

Potential Impacts to Jurisdictional Waters and Wetlands. Based on the available information described above, it appears likely that the study area may contain regulated aquatic resources subject to the permitting authorities of the United States Army Corps of Engineers (USACE), the CDFW, and/or the Regional Water Quality Control Board (RWQCB). Agency jurisdiction is dependent on a number of physical factors, and a formal jurisdictional delineation is recommended to determine the location and extent of any potentially jurisdictional waters within the study area. Based on the findings of the recommended delineation, permitting for impacts to wetlands and waters may be necessary through FGC Section 1602, Clean Water Act Sections 401 and 404, and/or Porter-Cologne.

Least Environmentally Damaging Practical Alternative. If construction of the future bypass would receive federal funding, the project may be required to choose the least environmentally damaging practical alternative. The selection of this alternative could present a potential constraint to the future construction of the roadway within the bypass study area due to cost and feasibility impacts that an alternate route may introduce.

Potential Impacts to Wildlife Movement and Habitat Connectivity. As described above, the study area lies within an area identified as an Essential Connectivity Area and Natural Landscape Block. Development of a major roadway could result in disruption to wildlife movement that could lead to population fragmentation and loss of gene flow within the population resulting in decline to total loss of the population, for example California tiger salamander and two-striped garter snake (*Thamnophis hammondii*). Project design measures to prevent loss of connectivity, such as roadway underpasses, may be recommended and could potentially be required by State and federal agencies, if permits or take authorizations are required.

Consistency with Local Policies and Ordinances Protecting Biological Resources. Local policies protecting biological resources have been identified, such as County of Monterey Ordinance 16.60, that limits cutting of trees and require a permit to do so. Focused studies for some resources, such as oak (*Quercus*), madrone (*Arbutus*), and redwood (*Sequoia sempervirens*) trees, would need to be undertaken to ensure project activities are not in conflict with local ordinances.

Consistency with Habitat Conservation Plans. The study area is not covered by a Habitat Conservation Plan or Natural Community Conservation Plan. The study area is largely overlapped by the Fort Ord National Monument, which is managed under several Biological Opinions (BO) between the USFWS and the Department of the Army (e.g., 1-8-99-F/C-39R; 1-8-01-F-70R; 1-8-04-F-25R). Development activities would need to be reviewed to ensure that they are not in conflict with any goals of the Fort Ord Biological Opinions. Under the Fort Ord BOs, a habitat management plan (HMP) was developed that addresses 18 special status plants for recovery and protection and effects to California tiger salamander habitat. Among other goals of the HMP, "preservation, enhancement and restoration of habitat and populations of special status species" is a primary goal. Consultation with the Department of the Army and USFWS would need to be undertaken to coordinate Projects activities to avoid existing or planned restoration areas and avoid conflicts with the measures outlined in the Biological Opinion.

Cultural Resources

Environmental Setting

As discussed above, the SR 68 Bypass would be located on land predominantly within the former Fort Ord. The former Fort Ord is located on lands historically occupied by the Ohlone Indians. Additionally, Spanish Missionaries established a mission in nearby Carmel, approximately six miles south of the Bypass study area. The areas of greatest archeological sensitivity within the former Fort Ord include all terraces and benches adjacent to the Salinas River and El Toro Creek, the peripheries of the wet cycle lakes, areas adjacent to streams in the BLM lands, and the coastal beaches. Figure 4.4-2 of the Fort Ord Reuse Plan generally illustrates the areas of high archaeological resource sensitivity within the former Fort Ord, which shows an area of high sensitivity within the western portion of the bypass study area. All other lands in the former Fort Ord area have low to medium potential for possessing archeological resources (Fort Ord Reuse Authority 1997a).

The former Fort Ord was created in 1917 and became an active military installation for the housing and training of Army corps before World War II. Many of the structures within the former Fort Ord were constructed in 1940. Currently, the Stilwell Hall and 35 structures in the East Garrison area are the only Fort Ord properties eligible for the National Register of Historic Places (NRHP) (Fort Ord Reuse Authority 1997). Additionally, the California Office of Historic Preservation (OHP) has identified numerous historic structures within Monterey County. However, none of these structures are located within the bypass study area (OHP 2016).

Paleontological Resources. Paleontological sensitivity refers to the potential for a geologic unit to produce scientifically significant fossils. Direct impacts to paleontological resources occur when earthwork activities, such as grading or trenching, cut into the geologic deposits (e.g., formations) within which fossils are buried and physically destroy the fossils. Since fossils are the remains of prehistoric animal and plant life, they are considered to be nonrenewable. Such impacts have the potential to be significant. Sensitivity is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey.

The project site is located within the Spreckels and Seaside quadrangles (Dibblee and Minch, 2007a; Dibblee and Minch, 2007b). The following geologic units and associated sensitivities have been identified as being within the project site:

Seaside Quadrangle

- Quaternary alluvium (Qa; Holocene): Low sensitivity at surface, High at shallow depth (below 5 feet)
- Quaternary dune sand (Qd; Holocene): Low sensitivity
- Aromas Sand (Qar; Pleistocene): High sensitivity
- Quaternary older stabilized dune sand (Qos; Pleistocene): High sensitivity
- Quaternary older alluvium (Qoa; Pleistocene): High sensitivity
- Paso Robles Formation (QTp; Pliocene to Pleistocene): High sensitivity
- Santa Margarita Sandstone (Tsm; Miocene): High sensitivity
- Monterey Shale (Tmd; Miocene): High sensitivity

Spreckels Quadrangle

- Quaternary alluvium (Qa; Holocene): Low sensitivity at surface, High at shallow depth (below 5 feet)
- Paso Robles Formation (QTp; Pliocene to Pleistocene): High sensitivity
- Santa Margarita Sandstone (Tsm; Miocene): High sensitivity

Regulatory Setting.

California Register of Historical Resources. The California Register of Historical Resources (California Register) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The California Register helps government agencies identify, evaluate, and protect California's historical resources, and indicates which properties are to be protected from substantial adverse change (Pub. Resources Code, Section 5024.1(a)). The California Register is administered through the State Office of Historic Preservation (SHPO) and is part of the California State Parks system.

A cultural resource is evaluated under four California Register criteria to determine its historical significance. A resource must be significant at the local, state, or national level in accordance with one or more of the following criteria set forth in the State CEQA Guidelines at Section 15064.5(a)(3):

1) It is associated with events that have made a significant contribution to the broad pattern of California's history and cultural heritage;
2) It is associated with the lives of persons important in our past;
3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4) It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time must have passed to allow a "scholarly perspective on the events or individuals associated with the resource." Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource according to SHPO publications. The California Register also requires a resource to possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association." Archaeological resources can qualify as "historical resources" [State CEQA Guidelines, Section 15064.5(c)(1)].

Two other programs are administered by the state: California Historical Landmarks and California "Points of Historical Interest." California Historical Landmarks are buildings, sites, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. California Points of Historical Interest are buildings, sites, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value.

Assembly Bill 52 (AB 52). California Assembly Bill 52 (AB 52), enacted on July 1, 2015, expands CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." According to the legislative intent for AB 52, "tribes may have knowledge about land and cultural resources that should be included in the environmental analysis for projects that may have a significant impact on those resources." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined

as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource. See also PRC 21074 (a)(1)(A)-(B).

2010 Monterey County General Plan. The Open Space and Conservation Element of the 2010 Monterey County General Plan contains goals and policies that encourage the discovery, identification, and preservation archaeological resources, paleontological resources, and Native Californian cultural sites. Goals OS-6, OS-7, and OS-8 encourage the conservation and identification of these resources. Policies strengthen these goals by requiring surveys and reports prior to development to identify any potential resources.

2005 City of Monterey General Plan. The Historic Preservation Element of the City of Monterey General Plan contains Goal a. to "preserve historic and cultural resources in Monterey, including buildings, sites, landscapes, artifacts, and memories." This is supported by policies such as Policy a.4 which states that the City will "utilize the CEQA process for projects located in archaeologically sensitive areas to identify and mitigate potential impacts on archaeological resources."

Potential Constraints

Historical Resources. There are no identified historical structures or resources within the bypass study area. Therefore, there are no expected constraints related to historical resources.

Archaeological Resources. The bypass study area is located in an area previously used by the Ohlone Indians, Spanish Missionaries, as well as the US Military. Additionally, the Fort Ord Reuse Plan identified an area in the western portion of the bypass study area as highly sensitive for cultural resources. Therefore, during ground disturbing activities such as grading and excavation required during construction of the bypass, there is the potential to discover and potentially damage archaeological resources within the bypass study area, which could constitute a significant impact under CEQA.

Paleontological Resources. There are multiple geologic units with high sensitivity underlying the bypass study area. Therefore, there is the potential to discover and damage paleontological resources during ground disturbing activities within the bypass study area. Potential discovery of paleontological resources could constitute a significant impact under CEQA.

Human Remains. There are no known human remains within the bypass study area. Regardless, any ground disturbing activities would have the potential to unearth human remains.

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. *State CEQA Guidelines* Section 15064.5 directs the lead agency (or Applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains. Compliance with the above regulation would likely reduce any potentially significant impacts under CEQA.

Native American Consultation. As discussed above, the bypass study area is located on land previously inhabited by the Ohlone Indians. Future environmental review of the SR 68 Bypass would require consultation with the appropriate Native American tribes, such as the Ohlone and Salinan Tribes, to determine any potential significant impacts to tribal cultural resources. AB 52 requires consultation with any tribes that have requested formal notification from the lead agency. Therefore, future environmental review would be required to consult with all tribes that have requested notification from the applicable lead agencies to the project.

GEOLOGY AND SOILS

Environmental Setting

Soils. Soils in the area of the SR 68 Bypass are predominantly medium grained sand with low organic content, high erodibility and that are excessively well drained. Soils are generally represented by seven soil series: Oceano, Baywood, Santa Ynez, Arnold, Antioch, San Andreas, and Diablo. Additionally, soils in the area of the SR 68 Bypass can be generally represented by three classifications: Coastal Beaches, dune land, and xerorthents (Fort Ord Reuse Authority 1997b). Soils within the bypass study area predominantly belong to the Arnold and Santa Ynez soil series, as well as the xerorthents classification (USDA 2013). The Arnold and Santa Ynez series are characterized by predominantly sandy loam soils, which are well drained and highly erodible, and have a deep water table. Soils classified as Xerorthents within the bypass study area are composed predominantly of unconsolidated alluvium (USDA 2013).

Erosion. Soils found within Fort Ord are generally highly erodible. Erosion potential within the bypass study area ranges from moderate to very high (Fort Ord Reuse Authority 1997b). Generally, the Arnold, Santa Ynez and xerorthents soils within the bypass study area are highly susceptible to water erosion (Fort Ord Reuse Authority 1997b).

Soil Hazards. Soil hazards typical to soils within Fort Ord include low-strength and shrink-swell potential. Soils within the eastern portion of the bypass study area have low- strength (Fort Ord Reuse Authority 1997b).

Low-strength soils have greater potential for landslides, especially portions of the bypass study are to the east of the Laguna Seca Raceway, where slopes range from 15 to 30% (USDA 2013). Additionally, soils within the eastern portion of the bypass study area have a high shrink-swell potential (USAD 2013), which means that soils have expansive properties, or expand and contract with the presence or absence of water.

Seismic Hazards. The bypass study area is located in the seismically active central coast of California. The bypass study area is not located within a State identified Fault Zone (DOC 2015). However, there are numerous active faults in proximity to the bypass study area, including the San Gregorio and Monterey Faults, approximately 14 miles to the west, and the San Andreas Fault approximately 25 miles to the east. Additional active faults near the bypass study area include the Sylvan Fault, Navy Fault, Chupines Fault, and the Old Terrace Fault. Sections of the Chupines Fault and the Old Terrace Fault are identified as traveling through the western portion of the bypass study area. However, these sections of the faults are not considered active (DOC 2010).

Regulatory Setting

Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act was signed into California law on December 22, 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Act provides for special seismic design considerations if developments are planned in areas adjacent to active or potentially active faults. As described previously, the project Corridor is located within Alquist-Priolo Earthquake Fault Zone (DOC, 2016).

California Building Code (CBC). The 2013 CBC incorporates by reference and amends requirements in the 2012 IBC pertaining to geologic hazards, including seismically resistant construction and foundation and soil investigations prior to construction. The CBC also establishes grading requirements that apply to excavation and fill activities, and requires the implementation of erosion control measures.

2010 Monterey County General Plan. The Safety Element of the 2010 Monterey County General Plan contains goals and policies aimed to protect life and property from seismic and other geologic hazards. Goal S-1 aims to "minimize the potential for loss of life and property resulting from geologic and seismic hazards." This is supported by policies such as Policy S-1.8, which states "as part of the planning phase and review of discretionary development entitlements, and as part of review of ministerial permits in accordance with the California Building Standards Code, new development may be approved only if it can be demonstrated that the site is physically suitable and the development will neither create nor significantly contribute to geologic instability or geologic hazards." Additionally, Policy S-9 states that "a California licensed civil engineer or a California licensed landscape architect can recommend measures to reduce moderate and high erosion hazards in the form of an Erosion Control Plan."

2005 City of Monterey General Plan. The Safety Element of the City of Monterey General Plan addressed geologic and seismic hazards within the city. The Safety Element Goal a aims to "evaluate seismic safety when reviewing development applications and land uses." This is supported by policies such as Policy a.2 which states that "engineering and geologic investigations should be undertaken for proposed projects within high and moderate seismic hazard zones before approval is given by the City. The entire City is currently within seismic hazard zone IV and these studies are required for almost all new construction except very minor additions." Additionally, Goal b of the Safety Element addresses geologic hazards by aiming to "minimize landslide hazards by locating development away from steep slopes and by requiring excellent grading practices." This goal is supported by policies such as Policy b.6, which states that developers must "provide drainage and soil protection for all exposed soil and partially completed roads between October 15 and April 15."

Potential Constraints

Soil Hazards. Low-strength and high shrink swell potential soils identified in the eastern portion of the bypass study area present potential project constraints associated with the soil subsidence, collapse, landslides, and expansive soils. Expansive soils are prone to expansion when water is added, and shrinking when they dry out, which can cause uneven movement and cracking in overlaying development.

Erosion. As discussed above, soils found within the bypass study area are generally highly erosive. Exposed soils and slopes during construction could be more susceptible to wind and water erosion. Additionally, the susceptibility of soils to water erosion could create potential constraints due to changes in stormwater runoff from the proposed roadway. The high potential for soil erosion in the bypass study area could present a potentially significant impact under CEQA.

Seismic Hazards. Two faults transect the western portion of the bypass study area, the Chupines Fault and the Old Terrace Fault. These sections of the faults are not identified as being active (DOC 2010). Therefore, surface rupture due to an earthquake is not considered a potential constraint. However, because of the proximity of numerous active faults in the region, there is the potential that the bypass study area would experience strong seismic ground shaking. However, the SR 68 Bypass would constitute the addition of a new roadway and not a habitable structure; therefore, ground shaking would not constitute a potentially significant impact under CEQA.

Hydrology and Water Quality

Environmental Setting

Surface Water. The bypass study area is located in a Mediterranean Climate with 90% of its 15 inches of average annual precipitation falling between November and April (Monterey County 2008). The predominantly sandy soils within the bypass study area are highly permeable. Therefore, much of the annual rainfall and runoff is able to be absorbed into the soil. Small drainages within the bypass study area drain to the El Toro Creek subwatershed, located at the east end of the bypass study area. However, streams within the bypass study area are intermittent and flow less than 25% of the year (Monterey County 2008). There are no surface water resources in the western portion of the bypass study area.

Groundwater. The bypass study area overlies both the Seaside Area Subbasin and the Corral de Tierra Area Subbasin, which are subbasins of the Salinas Valley Groundwater Basin. Both the Seaside Area and the Corral de Tierra Area subbasins are currently in a state of overdraft, and are designated as medium priority basins by the California Statewide Groundwater Elevation Monitoring (CASGEM) Program. Therefore, these subbasins are subject to the rules and regulations of the California Sustainable Groundwater Management Act (SGMA).

The Seaside Groundwater Basin underlies approximately 40 square miles of the western portion of the Salinas Valley (DWR 2004a). This area includes the western portion of the bypass study area. The two principal geologic units in terms of water supply potential are known as the Paso Robles aquifer, consisting of interbedded sand, gravel and clay deposits of continental origin, and the underlying “Santa Margarita aquifer, consisting of a loose to weakly-cemented marine sandstone (Seaside Area Groundwater Basin Watermaster Board 2006). Groundwater recharge is from deep percolation of local precipitation, subsurface inflow from the Corral de Tierra subbasin to the east, and seepage of minor amounts from creeks (DWR 2004a).

The Corral de Tierra Area Groundwater Basin underlies approximately 35 square miles of the western portion of the Salinas Valley Groundwater Basin, just east of the Seaside Area Subbasin (DWR 2004b). This area includes the eastern portion of the bypass study area. The primary water bearing formations of the subbasin are the Miocene/Pliocene Santa Margarita Formation, the Pliocene Paso Robles Formation, and the Pleistocene Aromas Sands. Groundwater also occurs locally in alluvial material along creeks in the canyon bottoms. Groundwater recharge occurs primarily from deep percolation of local precipitation and from seepage from creeks (DWR 2004b).

Flooding. The entire bypass study area is located in a flood zone X as designated by the Federal Emergency Management Agency (FEMA) flood zone maps (06053C0333G, 06053C0334G, and 06053C0353G) (FEMA 2009). Flood zone X is defined as the area outside of the 0.2% annual chance of flood, or the area outside of the 500-year flood zone.

Water Quality. In general, surface waters of this region are hard and high in total dissolved solids. Streams may contain elevated levels of sulfates, bicarbonates, calcium, magnesium, and sodium, depending on local conditions. Additionally, winter storms contribute to erosion and gullying in some areas. Surface erosion can cause high concentrations of suspended sediment loading in streams causing increased siltation, turbidity, and accompanying high total dissolved solids (Fort Ord reuse Authority 1997b).

The groundwater in the Seaside Area Groundwater subbasin is characterized as a sodium-chloride type within the bypass study area (DWR 2004a). Groundwater in the Corral de Tierra subbasin is a bicarbonate-chloride type with calcium and sodium the predominate cations (DWR 2004b).

Regulatory Setting

Clean Water Act. In 1972, Congress passed the Federal Water Pollution Control Act, commonly known as the Clean Water Act (CWA), with the goal of "restor[ing] and maintain[ing] the chemical, physical, and biological integrity of the Nation's waters" (33 U.S.C. § 1251(a)). The CWA directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. Section 319 mandates specific actions for the control of pollution from non-point sources. The EPA has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs, such as the National Pollutant Discharge Elimination System (NPDES) Program, to the California State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs).

Section 402 of the CWA authorizes the SWRCB to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the "General Construction Permit." Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMP) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation
- Perform inspections of all BMPs

Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits. The USEPA's NPDES Phase II Final Rule and the SWRCB NPDES General Permit No. CAS000004, "Waste Discharge Requirements for Storm water Discharges from Small Municipal Separate Storm Sewer Systems (MS4) General Permit (referred to as the "MS4 General Permit") require that the County, as the MS4 operator, implement a Storm water Management Program (SWMP) that reduces the discharge of pollutants to the "maximum extent practicable," that protects water quality, and that satisfies the requirements of the Clean Water Act according to California's MS4 General Permit. The County of Monterey administers NPDES regulations. MS4 General Permit coverage for the County must be renewed every five years, under the jurisdiction of the Central Coast RWQCB.

Section 401 of the CWA requires that any activity, including river or stream crossing during road, pipeline, or transmission line construction that may result in discharges into a State waterbody, must be certified by the RWQCB. This certification ensures that the proposed activity does not violate State and/or federal water quality standards. The limits of non-tidal waters extend to the Ordinary High Water Mark (OHWM), defined as the line on the shore established by the fluctuation of water and indicated by physical characteristics, such as natural line impressed on the bank, changes in the character of the soil, and presence of debris. The USACE may issue either individual, site-specific permits or general, nationwide permits for discharge into U.S. waters.

Section 404 of the CWA requires a permit for construction activities involving placement of any kind of fill material into waters of the U.S. or wetlands. A Water Quality Certification pursuant to Section 401 of the CWA is required for Section 404 permit actions. If applicable, construction would also require a request for Water Quality Certification (or waiver thereof) from the Los Angeles RWQCB. When an application for a Section 404 permit is made, the Applicant must show it has:

- Taken steps to avoid impacts to wetlands or waters of the U.S. where practicable;
- Minimized unavoidable impacts on waters of the U.S. and wetlands; and
- Provided mitigation for unavoidable impacts.

Section 303(d) of the CWA (CWA, 33 USC 1250, et seq., at 1313(d)) requires states to identify "impaired" waterbodies as those which do not meet water quality standards. States are required to compile this information in a list and submit the list to the USEPA for review and approval. This list is known as the Section 303(d) list of impaired waters. As part of this listing process, states are required to prioritize waters and watersheds for future development of Total Maximum Daily Load (TMDL) requirements. The SWRCB and RWQCBs have ongoing efforts to monitor and assess water quality, to prepare the Section 303(d) list, and to develop TMDL requirements.

Porter-Cologne Water Quality Act. The Porter-Cologne Water Quality Control Act establishes the SWRCB and each RWQCB as the principal State agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the State (including both surface and groundwater) and directs the RWQCBs to develop regional Basin Plans.

The RWQCBs have primary responsibility for issuing WDRs. The RWQCBs may issue individual WDRs to cover individual discharges or general WDRs to cover a category of discharges. WDRs may include effluent limitations or other requirements that are designed to implement applicable water quality control plans, including designated beneficial uses and the water quality objectives established to protect those uses and prevent the creation of nuisance conditions. Violations of WDRs may be addressed by issuing Cleanup and Abatement Orders (CAO) or Cease and Desist Orders (CDOs), assessing administrative civil liability, or seeking imposition of judicial civil liability or judicial injunctive relief. The Bypass study area is located in the jurisdiction of the Central Coast RWQCB, which is responsible for the implementation of State and federal water quality protection statutes, regulations, and guidelines.

2010 County of Monterey General Plan. The Conservation and Open Space Element of the Monterey County General Plan contains goals and policies aimed to protect water quality within the County. Goals OS-5 aims to "conserve listed species, critical habitat, habitat and species protected in area plans; avoid, minimize and mitigate significant impacts to biological resources." This is supported by policies such as OS-5.22, which calls for the development of a Stream Setback Ordinance in order to preserve riparian habitat, conserve the value of streams and rivers as wildlife corridors and reduce sediment and other water quality impacts of new development.

2005 City of Monterey General Plan. The Conservation Element of the City of Monterey General Plan establishes goals and policies to protect water quality within the city. Goal b.1 of the Conservation Element aims to "protect creeks, lakes, wetlands, beaches, and Monterey Bay from pollutants discharged to the storm drain system." This is supported by Policy b.3, which states that the City must "minimize development or removal of vegetation on areas particularly susceptible to erosion, such as steep slopes, and require programs to minimize erosion when development occurs in these areas."

Potential Constraints

Water Quality. Construction of a new roadway within the bypass study area could potentially result in impairments of water quality through erosion during ground disturbing activities, as well as the leaking of pollutants such as oil, grease, and chemicals from construction equipment. Impairments to water quality during construction could constitute a potentially significant impact under CEQA.

Construction of a bypass in this location would disturb well over one acre of land. Therefore, future construction would require the implementation of a SWPPP and BMPs to minimize water quality impacts during construction.

Operation of a new roadway within the study area would introduce impervious surfaces to a currently undeveloped area. The alteration of stormwater drainage within the bypass study area as well of the introduction of new pollutants, such as grease and oils from vehicles, to the bypass study area could potentially impact water quality. This could constitute a potentially significant impact under CEQA.

Drainage. Construction of the future bypass would alter the existing drainage of the area through grading and the addition of impervious surfaces to a currently undeveloped area. The addition of impervious surfaces would increase the amount of stormwater runoff entering receiving waterbodies within the bypass study area, which could potentially result in flooding or erosion on or off site. Additionally, the introduction of impervious surfaces would require a new stormwater drainage system to accommodate the increase in runoff. Runoff would likely be directed toward natural channels, delivering water to Toro Creek. The alteration of existing drainage patterns within the bypass study area and the resulting increase in stormwater runoff could constitute a potentially significant impact under CEQA.

Groundwater Levels. Construction of the future bypass would likely require the use of water for dust suppression and other construction activities. Groundwater accounts for approximately 95% of water use within Monterey County (Monterey County 2016). Additionally, water within the Seaside Area Groundwater Basin and the Corral de Tierra Area Groundwater Basin are currently experiencing overdraft conditions and are designated as Medium Priority Basins by the CASGEM Program.

However, temporary water demand during construction would likely be met with water provided via truck and operational water demand would be limited to irrigation of landscaped areas along the future roadway. The use of groundwater for landscape irrigation could serve as a potential constraint to the future SR68 Bypass.

Land Use

Environmental Setting

The bypass study area is located primarily within unincorporated Monterey County, with the westernmost portion within the City of Monterey. The portion of the bypass study area within unincorporated Monterey County is entirely within land zoned as Public/Quasi-Public, Design Control, and Site Plan Review (PQP-D-S). The portion of the bypass study area within the City of Monterey would pass through land zoned as Open Space.

Land within the bypass study area is currently undeveloped. The portion of the bypass study area within unincorporated Monterey County is entirely within the Fort Ord National Monument. Land within the National Monument currently provides public hiking,

biking, and equestrian trails. Trails within the bypass study area include Trail 47, Guidotti Road, Skyline Road, Pilarcitos Canyon Road, Lookout Ridge Road, and Barloy Canyon Road.[2]

Along the western portion of the bypass study area, land immediately to the south is developed with single family residences and the Laguna Seca Golf Ranch. The central portion of the bypass study area passes through the northern most portion of the Laguna Seca Raceway property. Land south of the eastern portion of the bypass study area is currently undeveloped land within the Fort Ord National Monument. Land to the north of the bypass study area is undeveloped land within the Fort Ord National Monument.

Regulatory Setting

2010 Monterey County General Plan. The Land Use Element of the Monterey County General Plan governs how land should be utilized throughout the county. Goal LU-1 aims to "promote appropriate development and orderly growth and development while protecting desirable existing land uses." The bypass study area passes through land predominantly designated as Public/Quasi-Public (PQP). Goal LU-6 "encourages uses on public lands that are compatible with existing and planned uses on adjacent lands." This is supported by Policy LU-6.4, which states that "the planning for public lands adjacent to private lands may be undertaken as a joint effort between all of the affected agencies and private property owners."

2005 Monterey City General Plan. The Land Use Element of the Monterey City General Plan provides a summary of the expected future land uses within the city. The Land Use Element contains Goal a, which aims to "maintain a Land Use Plan Map to guide future development and land use." The bypass study area passes through land within the City of Monterey designated as Open Space. Policy a.1 designates open space land uses as applying to all parks and recreation facilities such as neighborhood, community and county parks; community centers; and greenbelt and other open space areas.

Monterey County Zoning Ordinance. The portion of the bypass study area within Monterey County is zoned Public/Quasi-Public, Design Control, and Site Plan Review, (PQP-D-S). The Public/Quasi-Public (PQP) zoning allows uses such as schools, parks, regional parks, recreation areas, and uses which serve the public at large. The Design Control (D) Zoning District regulates the location, size, configuration, materials, and colors of structures and fences to assure protection of the public view shed, neighborhood character, and to assure the visual integrity. The Site Plan Review Zoning District (S) requires review of the location of the development with a required Site Plan Approval Application, as the project is located in an area of the County where development has the potential to adversely affect or be adversely affected by natural resources or site constraints. Projects in the D and S Districts are also subject to Chapter 21.62 - Height and setback exceptions.

City of Monterey Zoning Ordinance. The westernmost portion of the Bypass study area within the City of Monterey is in land zoned as Open Space. The Open Space zoning is intended to provide a suitable classification for large public or private sites permanently designated for open space use or currently in an open space use, as well as to protect public health and safety by limiting lands subject to flooding, slides, or other hazards to open space use.

Fort Ord Reuse Plan. The Fort Ord Reuse Authority (FORA) created the Fort Ord Reuse Plan in 1997, which establishes land use objectives for land within the former Fort Ord. The bypass study area is predominantly on land within the Fort Ord Reuse Plan. Figure 3.3-1 of the Fort Ord Reuse Plan designates land within the bypass study area as both habitat management and open space recreation. Objectives for recreational and open space land include "encouraging land uses that respect, preserve,

[2] Many trails within the Fort Ord National Monument are comprised of former Fort Ord roadways and retain their prior road names.

and enhance the natural resources of the former Fort Ord." This is supported by policies specific to Monterey County such as Policy A-1, which states "the County of Monterey shall protect irreplaceable natural resources and open space at former Fort Ord." However, the Fort Ord Reuse Plan identifies a right-of-way for the SR 68 Bypass corridor. The SR 68 Bypass is included as a key future circulation improvement.

Potential Constraints

Encroachment into Privately owned land. The Laguna Seca Raceway parcel lies just south of the central portion of the bypass study area. The footprint of a future roadway within the bypass study area could encroach into the northern portion of the Laguna Seca Raceway parcel. Additionally, the westernmost portion of the bypass study area passes through commercial properties off of Harris Court, within the City of Monterey. Encroachment into privately owned parcels could require easements and/or transfer of ownership, which may be a constraint to future development of the SR 68 Bypass.

Policy Consistency. Goals and Policies within the Conservation and Open Space Element of the 2010 Monterey County General Plan aim to retain the character and natural beauty of the County by preserving, conserving, and maintaining unique physical features, natural resources. The construction of a future roadway within the bypass study area would develop a currently undeveloped, natural landscape within Monterey County. Therefore, the SR 68 Bypass may be viewed as inconsistent with these local policies. However, the bypass is identified as a key future circulation improvement in the Fort Ord Reuse Plan, which includes a right-of-way for the bypass study area. Therefore, future construction of the SR 68 Bypass would likely be consistent with the policies set in the Fort Ord Reuse Plan. To determine overall consistency with applicable policies, further analysis would be necessary pursuant to CEQA, once the roadway is designed and proposed.

Community Connectivity. As discussed above, the bypass study area passes through predominantly undeveloped land within the former Fort Ord. Therefore, construction of a future roadway within the bypass study area would not cut off or divide any existing communities. A future bypass would run roughly parallel to the existing SR 68 corridor and between the easternmost portion of the City of Monterey and unincorporated Monterey County at the Badger Hill Trailhead of the Fort Ord National Monument. Lands within National Monuments are protected to preserve federal lands that contain historic landmarks, historic and prehistoric structures, or other objects of historic or scientific interest. The federally owned land within Fort Ord National Monument is protected to preserve the military history of the area as well as the habitat and recreational opportunities. Because the bypass study area passes through land predominantly within the Fort Ord National Monument, and provides access parallel to the existing SR 68, it is not expected to induce development beyond that planned for in the 2010 Monterey County General Plan or Fort Ord Reuse Plan. Therefore, no potential constraints are expected on existing communities or future development.

Noise

Environmental Setting

Noise. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from non-point sources, such as roadways, typically attenuate at a rate of 4.5 dBA per doubling of distance from lightly traveled roads and 3 dBA per doubling of distance from heavily travelled roads. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The manner in which newer structures in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 30 dBA with closed windows (Federal Highway Administration, May 2006).

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq).

The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. For other time periods, the duration is shown in brackets; for example, a 30-minute Leq would be shown as Leq[30]. Lmax is the highest root mean squared (RMS) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period. While, L_{10} is the sound pressure level (measured in dBA) exceeded 10 percent of time within the measuring period.

Vibration. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the United States.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (Federal Transit Authority (FTA), 2006). A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

Noise Sources. Principal noise sources in Monterey County include transportation facilities, several industrial and food-packing plants, several mining operations, Laguna Seca Raceway, and a power generating plant (Monterey 2010). The bypass study area is currently undeveloped with the nearest noise sources being the Laguna Seca Raceway, SR 68, and local roadways. Additionally, the Monterey Regional Airport is approximately 1,500 feet west of the bypass study area. However, the bypass study area is located outside of the 65 dBA noise contour of the Airport (Monterey Peninsula Airport 2008).

Sensitive Receptors. Noise exposure goals for various types of land uses reflect the varying noise sensitivities of those uses. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and parks. Existing sensitive receptors adjacent to the bypass study area include residences and the York School. The nearest residences are located within 50 feet to the south of the bypass study area, to the west of the Laguna Seca Raceway. Additionally, the York School is located approximately 300 feet south of the bypass study area.

Regulatory Setting.

Monterey County General Plan. The County of Monterey 2010 General Plan Noise Element, which is contained in the General Plan Safety Element, identifies normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels for a variety of land use and development types, based on OPR General Plan Guidelines. Table 1 shows the County of Monterey community noise exposure levels.

Table 1
Monterey County Land Use Compatibility Criteria for Exterior Community Noise

Land Use Category	Noise Ranges (dBA Ldn or CNEL)			
	I	II	III	IV
Residential – Low Density Single Family, Duplex, Mobile Homes	50-60	60-70	70-75	75+
Residential – Multi. Family	50-65	65-70	70-75	75+
Transient Lodging – Motels, Hotels	50-65	65-70	70-80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80+
Auditoriums, Concert Halls, Amphitheaters	--	55-70	65+	--
Sports Arena, Outdoor Spectator Sports	--	55-75	70+	--
Playgrounds, Neighborhood Parks	50-70	70-75	75+	--
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	70-80	--	80+
Office buildings, business, commercial and professional	50-70	70-80	75+	--
Industrial, manufacturing, utilities, agriculture	50-75	70-80	75+	--

Notes: Noise ranges are applicable at the property boundary.

Noise Range I - Normally acceptable: Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Noise Range II - Conditionally acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Noise Range III - Normally unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV - Clearly unacceptable: New construction or development should generally not be undertaken.

Source: Monterey 2010

Monterey County Noise Ordinance. The Monterey County Noise Ordinance establishes exterior nighttime noise standards for unincorporated Monterey County. The nighttime hourly equivalent sound level (Leq) shall not exceed 45 dBA and the maximum level (Lmax) shall not exceed 65 dBA.

2005 City of Monterey General Plan. The Noise Element of the City of Monterey General Plan establishes goals and policies regulating noise within the city. Goal a addresses motor vehicle noise by aiming to "minimize traffic noise in predominantly residential areas and ensure noise in commercial areas is at an acceptable level." This is supported by policies such as Policy a.5, which states "protect areas adjacent to roadways and freeways with landscaped noise buffers or other means; sound walls should not be allowed."

Potential Constraints

Construction Noise. Operation of equipment during construction of the bypass study area would temporarily increase the noise in the immediate vicinity of individual construction activities. Average noise levels associated with using heavy equipment at construction sites can range from 76 dBA to 89 dbA at 50 feet from the sources depending upon the types of equipment in operation at any given time and the phase of construction. The highest noise levels generally occur during excavation and foundation development, which involve using such equipment as backhoes, bulldozers, shovels, and front-end loaders (FHWA 2006). There are existing residences within 50 feet of the bypass study area. Therefore, depending on the ultimate location of project construction within the bypass study area, construction-related noise could negatively impact existing sensitive receptors and construction noise is a potential constraint facing the bypass study area.

Vibration. Construction within the bypass study area would potentially result in some vibration that may be felt on properties in the immediate vicinity of construction. Typical vibration generated during construction of the bypass study area would be below the threshold of 100 VdB, where vibration causes damage to buildings (FTA 2006). However, vibrations generated during

construction activities within 50 feet of an existing residence could potentially create a disruption. Therefore, ground borne vibration could negatively impact existing sensitive receptors, and thus is a potential constraint for the bypass.

Operational Noise. The addition of the SR 68 bypass in the bypass study area would create new traffic-related noise to the currently undeveloped area. Traffic-related noise would increase the ambient noise at sensitive receptors in the proximity of the bypass study area. As discussed above, the nearest sensitive receptors are within 50 feet of the bypass study area. Therefore, operational noise could potentially constitute a significant impact under CEQA and pose a constraint for the bypass.

Construction of a future roadway within the bypass study area could potentially result in ambient noise levels of approximately 74 dBA Ldn at 50 feet from the roadway. This noise level was calculated using the HUD DNL Calculator and assumes average daily trips equivalent to the existing SR 68 at the junction with SR 218 (22,200 vehicle trips, 553 medium trucks, and 93 heavy trucks) (Caltrans 2014). Assuming a noise attenuation of 6 dBA per doubling of distance, the roadway would have to be located approximately 250 feet north of the existing residences at the southern border of the bypass study area to be within normally acceptable volumes of 60 dBA Ldn or CNEL at the nearest single family residence. Because the bypass study area is 1,000 feet in width, a future roadway could be 250 feet from the existing residences but still fall within the bypass study area. Additionally, construction of a noise attenuating concrete barrier would typically provide an additional 10 dBA of attenuation of traffic noise at existing sensitive receptors. Due to the expense of constructing a sound wall along the length of the bypass, potential mitigation required to achieve acceptable noise levels at adjacent sensitive receptors could provide an additional constraint to the SR 68 Bypass.

Highway traffic has not been found to produce vibration greater than any known criteria for structural damage to buildings. In fact, normal living activities (e.g., closing doors, walking across floors, operating appliances) within a building have been shown to create greater levels of vibration than highway traffic (FHWA 2011). Therefore, operation of a future roadway within the bypass study area would not produce any potential constraints due to vibration.

Summary and Conclusion

The SR 68 Bypass would create a bypass to the existing SR 68 corridor from approximately south of the community of Toro Park to the junction of SR 68 and SR 218, as shown in Figure 1. Construction of a future roadway within the bypass study area could result in environmental impacts. As identified in the preceding analysis, key environmental constraints facing the SR 68 Bypass include the following:

- *Aesthetics*. Future construction of a roadway within the bypass study area could impact scenic views from public hiking trails and other public viewpoints within the Fort Ord National Monument as well as from portions of the existing SR 68 corridor, which is a designated California Scenic Highway. Additionally, construction of the future bypass could change the visual character and add new sources of light and glare to the currently undeveloped natural landscapes within the bypass study area.
- *Agriculture*. No potential constraints to future development of a roadway within the bypass study area due to agricultural resources are expected.
- *Biological Resources*. Several special-status plant and animal species could occur in the bypass study area, and could be killed or injured by future project activities. Additionally, development of a major roadway could result in disruption to wildlife movement that could lead to population fragmentation and loss of gene flow within the population resulting in decline to total loss of the population. In addition, the study area may support riparian or wetland vegetation communities, which are considered sensitive and may contain jurisdictional waters. Site-specific surveys are needed to ascertain the presence and

extent of these resources within the bypass study area. If significant impacts are identified during this future environmental review, mitigation measures will be required.

- *Cultural Resources*. The future construction of a roadway within the bypass study area would involve ground disturbing activities that would have the potential to impact archaeological resources and/or paleontological resources. Future environmental review of the SR 68 Bypass would require consultation with all Native American tribes that have requested formal notification from applicable lead agencies.
- *Geologic Hazards*. Soils within the bypass study area have been identified to have high shrink swell potential and/or are highly erosive. Numerous active faults in the project region create the possibility for strong seismic ground shaking within the bypass study area. However, future construction of the SR 68 Bypass would constitute the addition of a new roadway and not a habitable structure. Therefore, threats due to expansive soils and due to soil erosion would need to be addressed prior to design and implementation.
- *Hydrology*. Future construction of a roadway within the currently undeveloped bypass study area would introduce new pollutants such as oils and grease from vehicles to the area. Additionally, increased runoff from future impermeable roadway surfaces would increase runoff, which could potentially result in increased erosion and sedimentation of receiving waterbodies. Therefore, future construction of a roadway within the bypass study area could result in potentially significant impacts to water quality. The increased runoff from impermeable roadway surfaces would also substantially change drainage patterns within the bypass study area, which could result in offsite flooding and erosion, as well as require new stormwater drainage facilities. The bypass area is not located in a flood hazard area.
- *Land Use*. The future construction of a roadway within the bypass study area would encroach on existing private properties at the Laguna Seca Raceway and Harris Court, requiring easements or transfer of ownership. Additionally, the SR 68 Bypass would develop currently undeveloped natural landscapes within the Fort Ord National Monument, which could be inconsistent with the Monterey County General Plan Conservation and Open Space Element. However, the Fort Ord Reuse Plan identifies the bypass study area as a right-of-way for the SR 68 Bypass, which is identified as a key future circulation improvement. Therefore, future construction of a roadway within the bypass study area would be consistent with the Fort Ord Reuse Plan. Future analysis pursuant to CEQA is necessary to determine potential impacts to land use from the future construction of the SR 68 Bypass.
- *Noise*. Construction of a future roadway within the bypass study area would result in potential temporary construction-related noise and vibration, as well as potential long-term operational noise impacts to nearby sensitive receptors. Additionally, potential mitigation required to reduce traffic noise levels to acceptable levels at nearby residences would also pose a potential constraint to the SR 68 Bypass due to potential cost and feasibility concerns.

Future environmental review would be required prior to implementation of a bypass within the bypass study area. This would likely entail an Environmental Impact Report (EIR) to comply with CEQA, as well as an Environmental Assessment (EA) or Environmental Impact Statement (EIS) to comply with NEPA, if federal funding is provided for the project. Mitigation measures identified in these reports would be required to be implemented as conditions of approval for the project.

Future environmental review required for a bypass within the bypass study area would be required to include Native American consultation pursuant to AB 52, including notification and consultation with tribes that have requested formal notification from both Monterey County and the City of Monterey. Additionally, construction of a bypass would require permitting and approval from different agencies. Biological permits would likely be required from agencies such as the U.S. Fish and Wildlife Service (USFWS), the U.S. Army Corps of Engineers, and Central Coast Regional Water Quality Control Board. Consultation with the Department of the Army and USFWS would also need to be undertaken to coordinate activities associated with the future bypass to avoid existing or planned restoration areas and avoid conflicts with the measures outlined in the Biological Opinion. Approval would also be required by—at minimum—both Monterey County and the City of Monterey.

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Attachment 5

April 2012, Proclamation 8803, Establishment of the Fort Ord National Monument

(4 pages)

Proclamation 8803—Establishment of the Fort Ord National Monument

April 20, 2012

By the President of the United States of America

A Proclamation

In the heart of California's Central Coast, the former Fort Ord encompasses a sweeping landscape of vivid beauty and rich natural diversity. One of the few remaining expanses of large, contiguous open space in the increasingly developed Monterey Bay area, this area is a rolling landscape long treasured for recreation, scientific research, outdoor education, and historical significance. Originating in the Pleistocene Epoch, ancient dunes provide the foundation for this landscape's unique array of plant and wildlife communities. The area is also notable for its historical significance, including its role in the Spanish settlement of California and in the military training of generations of American soldiers.

Nearly two and a half centuries ago, as Americans fought for independence far to the east, these lands were traversed by a group of settlers led by Spanish Lieutenant Colonel Juan Bautista de Anza. In 1775–1776, Anza established the first overland route from "New Spain," as Mexico was then known, to San Francisco, opening the way for expanded Spanish settlement of California. The diaries kept on this nearly 2,000-mile journey were used to identify the Juan Bautista de Anza National Historic Trail, approximately 6 miles of which pass through the Fort Ord area. Although much of the historic route currently passes through urban areas, the undeveloped expanse of the Fort Ord area is likely quite similar to the open landscape experienced by Anza and by the Costanoan (now commonly referred to as Ohlone) peoples who lived in what is now the Central Coast region of California.

The area's open, contiguous landscape owes its undeveloped state in large part to its role as a U.S. Army facility. From World War I through the early 1990s, the area's rugged terrain served as a military training ground and introduced as many as a million and a half American soldiers to the rigors of military service. From its origins in 1917 as a training ground for troops stationed at the nearby Presidio of Monterey, Fort Ord had grown into a major Army installation by the beginning of World War II. During the Vietnam War, it served as a leading training center and deployment staging ground. While the former Fort Ord has few remaining historic structures, today thousands of veterans carry the memory of its dramatic landscape as their first taste of Army life, as a final stop before deploying to war, or as a home base during their military career. These lands are an historical link to the heroism and dedication of the men and women who served our Nation and fought in the major conflicts of the 20th century.

Today, this expansive, historic landscape provides opportunities for solitude and adventure to nearly 100,000 visitors each year. By bicycle, horse, and foot visitors can explore the Fort Ord area's scenic and natural resources along trails that wind over lush grasslands, between gnarled oaks, and through scrub-lined canyons. Within the boundaries of the Fort Ord area, visitors admire the landscape and scenery and are exposed to wildlife and a diverse group of rare and endemic plants and animals. Because visitors travel from areas near and far, these lands support

a growing travel and tourism sector that is a source of economic opportunity for the community, especially businesses in the region. They also help to attract new residents, retirees, and businesses that will further diversify the local economy.

Scientists are also drawn here, seeking out opportunities to better understand once-widespread species and vegetative communities, and their ongoing restoration. The Fort Ord area is significant because of its rich biodiversity and important Central Coast habitats, supporting a diverse group of rare and endemic species of plants and animals that are managed across the base through a multi-agency, community-led management plan. It is one of the few remaining places in the world where large expanses of coastal scrub and live oak woodland and savanna habitat, mixed with rare vernal pools, exist in a contiguous, interconnected landscape.

The protection of the Fort Ord area will maintain its historical and cultural significance, attract tourists and recreationalists from near and far, and enhance its unique natural resources, for the enjoyment of all Americans.

WHEREAS section 2 of the Act of June 8, 1906 (34 Stat. 225, 16 U.S.C. 431) (the "Antiquities Act"), authorizes the President, in his discretion, to declare by public proclamation historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest that are situated upon the lands owned or controlled by the Government of the United States to be national monuments, and to reserve as a part thereof parcels of land, the limits of which in all cases shall be confined to the smallest area compatible with the proper care and management of the objects to be protected;

WHEREAS the 1991 Defense Base Closure and Realignment Commission recommended that Fort Ord cease to be used as an Army installation, and pursuant to the Defense Base Closure and Realignment Act of 1990 (Public Law 101–510), Fort Ord closed on September 30, 1994;

WHEREAS it is in the public interest to reserve such lands as a national monument to be known as the Fort Ord National Monument;

Now, Therefore, I, Barack Obama, President of the United States of America, by the authority vested in me by section 2 of the Antiquities Act, hereby proclaim that all lands and interests in lands owned or controlled by the Government of the United States within the boundaries described on the map entitled "Fort Ord National Monument," which is attached to and forms a part of this proclamation, are hereby set apart and reserved as the Fort Ord National Monument (monument) for the purpose of protecting and restoring the objects identified above. The reserved Federal lands and interests in lands consist of approximately 14,651 acres, which is the smallest area compatible with the proper care and management of the objects to be protected and restored.

All Federal lands and interests in lands within the boundaries of this monument are hereby appropriated and withdrawn from all forms of entry, location, selection, sale, leasing, or other disposition under the public lands laws, including withdrawal from location, entry, and patent under the mining laws, and from disposition under all laws relating to mineral and geothermal leasing other than by exchange that furthers the protective purposes of the monument.

The establishment of this monument is subject to valid existing rights. Lands and interests in lands within the monument boundaries not owned or controlled by the United States shall be reserved as part of the monument upon acquisition of ownership or control by the United States.

Of the approximately 14,651 acres of Federal lands and interests in lands reserved by this proclamation, approximately 7,205 acres are currently managed by the Secretary of the Interior through the Bureau of Land Management (BLM) and approximately 7,446 acres are currently managed by the Secretary of the Army. The Secretary of the Army, in consultation with the Secretary of the Interior, through the BLM, shall continue to manage the lands and interests in lands under the Secretary's jurisdiction within the monument boundaries until the Army transfers those lands and interests in lands to the BLM in accordance with the 1995 Memorandum of Understanding (MOU) between the Department of the Army and the BLM, as amended, that describes the responsibilities of each agency related to such lands and interests in lands, the implementing actions required of each agency, the process for transferring administrative jurisdiction over such lands and interests in lands to the Secretary of the Interior, and the processes for resolving interagency disputes. The Secretary of the Interior, through the BLM, shall manage that portion of the monument under the Secretary's administrative jurisdiction, pursuant to applicable legal authorities and the MOU, to implement the purposes of this proclamation.

For purposes of protecting and restoring the objects identified above, the Secretary of the Interior, through the BLM, shall prepare and maintain a transportation plan, in coordination with the Secretary of the Army and consistent with the MOU, that provides for visitor enjoyment and understanding of the scientific and historic objects on lands within the monument boundaries that are under the administrative jurisdiction of the Secretary of the Interior. The transportation plan shall include the designation of roads and trails for bicycling and other purposes. Except for emergency or authorized administrative purposes, under the transportation plan motorized vehicle use shall be permitted only on designated roads, and non-motorized mechanized vehicle use shall be permitted only on designated roads and trails. The plan shall be revised upon the transfer of lands now under the administrative jurisdiction of the Secretary of the Army to the Secretary of the Interior in accordance with the MOU.

Nothing in this proclamation shall be deemed to enlarge or diminish the rights of any Indian tribe.

Nothing in this proclamation shall affect the responsibility of the Department of the Army under applicable environmental laws, including the remediation of hazardous substances or munitions and explosives of concern within the monument boundaries; nor affect the Department of the Army's statutory authority to control public access or statutory responsibility to make other measures for environmental remediation, monitoring, security, safety, or emergency preparedness purposes; nor affect any Department of the Army activities on lands not included within the monument. Nothing in this proclamation shall affect the implementation of the Installation-Wide Multispecies Habitat Management Plan for the former Fort Ord including interagency agreements implementing that plan.

Nothing in this proclamation shall be deemed to enlarge or diminish the jurisdiction of the State of California with respect to fish and wildlife management.

Nothing in this proclamation shall be deemed to revoke any existing withdrawal, reservation, or appropriation; however, the monument shall be the dominant reservation.

Warning is hereby given to all unauthorized persons not to appropriate, injure, destroy, or remove any feature of this monument and not to locate or settle upon any of the lands thereof.

In Witness Whereof, I have hereunto set my hand this twentieth day of April, in the year of our Lord two thousand twelve, and of the Independence of the United States of America the two hundred and thirty-sixth.

BARACK OBAMA

Appendix A.5:

Project Initiation Document (PID)

Section Reference

The purpose of the appendix is to reference information in the SR 68 Scenic Highway Plan that can be used as part of a Project Study Report – Project Development Support (PSR-PDS) Project Initiation Document (PID) in accordance with the Caltrans Project Development Procedures Manual (PDPM) Appendix S, *Preparations Guidelines for Project Study Report-Project Development Support (PSR-PDS) Project Initiation Documents*, September 30, 2011.

150 Develop PSR-PDS

The PSR-PDS for the SR 68 Corridor will be developed under Task 150. This task includes the work involved in the research, evaluation, preparation, review, and approval of the existing and proposed project alternatives for documentation in the PSR-PDS and supporting studies. Included in Task 150 is the research and evaluation of the potential economic benefits that Monterey County and their constituents may realize with the implementation of the project alternatives.

The following subtasks are defined in a manner consistent with PSR-PDS guidance for generating a streamlined PID that does not require the same level of engineering detail normally required for a PSR. In keeping with the PSR-PDS guidance, subtasks were developed to identify project alternatives and achieve PSR-PDS approval in 6-9 months. The primary workflow for project success is summarized as:

PSR-PDS Documentation

Task 150.05 Definition and assessment of the transportation problem and project site

SR 68 Scenic Highway Plan: Pages 1-8

Task 150.10 Development and screening of initial project alternatives

SR 68 Scenic Highway Plan: Pages 132-144

Task 150.15 Analysis of project alternatives

SR 68 Scenic Highway Plan: Pages 108-131

SR 68 Scenic Highway Plan: Pages 145-170

Task 150.20 Preliminary environmental analysis of project alternatives

SR 68 Scenic Highway Plan: Pages 152-154

SR 68 Scenic Highway Plan: Appendix B.10

Task 150.25 Preparation and approval of PSR-PDS for screened alternatives

Primary Supplemental Work

Task 150.50 Analysis of potential economic benefits with project implementation

SR 68 Scenic Highway Plan: Pages 128-131

SR 68 Scenic Highway Plan: Pages 159-165

150.05 Define Transportation Problem & Assess Site

150.05.05 Review Existing Reports, Studies, and Mapping

SR 68 Scenic Highway Plan: Pages 6-7

SR 68 Scenic Highway Plan: Appendix B.8

150.05.10 Review Existing Geological Information

Not applicable.

150.05.15 Review Existing Utility Information

Not applicable.

150.05.20 Review Environmental Constraints Information

SR 68 Scenic Highway Plan: Pages 152-154

SR 68 Scenic Highway Plan: Appendix B.10

150.05.25 Review Existing Traffic Forecast/Modeling Data

SR 68 Scenic Highway Plan: Pages 99-107

150.05.30 Review Existing Surveys & Mapping for PSR-PDS

Not applicable.

150.05.35 Meet with PDT to Define Problem (Develop Project Purpose and Need)

SR 68 Scenic Highway Plan: Pages 1-8

150.05.45 Review As-Built Centerline and Existing Right-of-Way

SR 68 Scenic Highway Plan: Appendix B.7 (CADD files available upon request)

150.05.50 Review District Geotechnical Information Scan

Not applicable.

150.05.60 Supplemental Data Collection (Optional)

Not applicable.

150.05.70 Identify Existing Deficiencies (or Highway Assessment)

SR 68 Scenic Highway Plan: Pages 19-64

SR 68 Scenic Highway Plan: Pages 81-98

150.05.80 Prepare and Maintain Design Scoping Index

SR 68 Scenic Highway Plan: Preliminary Conceptual Roundabout Layouts available upon request

SR 68 Scenic Highway Plan: Appendix B.7 (CADD files available upon request

150.05.85 Prepare Transportation Planning Scoping Information Sheet

150.10 Develop Initial PSR-PDS Alternatives

150.10.05 Outreach for Public/Local Agency Input

SR 68 Scenic Highway Plan: Pages 9-12

SR 68 Scenic Highway Plan: Appendix A.1

150.10.10 Scoping
150.10.15 Initial Screening

SR 68 Scenic Highway Plan: Pages 108-165

SR 68 Scenic Highway Plan: Appendix B

150.10.20 Develop Concept Alternatives

SR 68 Scenic Highway Plan: Pages 132-135

SR 68 Scenic Highway Plan: Pages 166-167

150.15 Alternatives Analysis

This subtask includes the transportation operational analyses, engineering and environmental analyses, and cost estimates of feasible alternatives to determine and adopt a set of reasonable transportation improvement alternatives for this corridor, based on agreed-to screening criteria.

150.15.05 Right of Way Assessment (Request for Right of Way Conceptual Cost Estimate Component)

SR 68 Scenic Highway Plan: Preliminary Conceptual Roundabout Layouts available upon request

SR 68 Scenic Highway Plan: Appendix B.7 (CADD files available upon request

150.15.10 Assess Utility Relocation Requirements

SR 68 Scenic Highway Plan: Preliminary Conceptual Roundabout Layouts available upon request

SR 68 Scenic Highway Plan: Appendix B.7 (CADD files available upon request

150.15.15 Railroad Involvement and Assessment

Not applicable.

150.15.25 Preliminary Materials Report

Not applicable.

150.15.30 Division of Engineering Services (DES) PSR-PDS Scoping Sheet

Not applicable.

150.15.35 Multimodal Considerations (pre-PID Scoping Checklist)

SR 68 Scenic Highway Plan: Pages 51-52

150.15.40 Hydraulic Assessment

Not applicable.

150.15.50 Perform Traffic Analysis and Prepare Traffic Engineering Performance Assessment (TEPA)

Traffic Analysis
Traffic Engineering Performance Assessment (TEPA)

SR 68 Scenic Highway Plan: Pages 13 - 93

SR 68 Scenic Highway Plan:

150.15.55 Develop PSR-PDS Construction Estimates

SR 68 Scenic Highway Plan: Pages 145 - 151

SR 68 Scenic Highway Plan: Appendix B.7

150.20 Perform Preliminary Environmental Analysis

Environmental Background
Technical Studies

SR 68 Scenic Highway Plan: Pages 152 - 155

SR 68 Scenic Highway Plan: Appendix B.10

150.20.10 Prepare Preliminary Environmental Analysis Report (PEAR)

SR 68 Scenic Highway Plan: Pages 152 - 155

SR 68 Scenic Highway Plan: Appendix B.10

150.25 Prepare and Approve PSR-PDS

This subtask includes the work involved in reviewing the screened alternatives with respect to goods movement, community benefit, available funding, constructability, and environmental clearance requirements; making recommendations regarding prioritization and packaging of alternatives; identifying key issues of the transportation deficiency, major elements needing future investigation, and the Project Approval and Environmental Document (PA&ED) effort and resources needed to complete the studies and implement the project; and preparing a PSR-PDS.

150.25.05 Prepare, Circulate, and Approve PSR-PDS

This task includes the preparation and approval or a PSR-PDS in accordance with PDPM Appendix S *Preparation Guidelines for Project Study Report-Project Development Support Project Initiation Documents.*

150.25.10 List of Exceptions to Advisory and Mandatory Design Standards

Not applicable.

150.25.25 Prepare PSR-PDS PID Level Storm Water Data Report

Not applicable.

150.35 Right of Entry

Not applicable.

150.35.00 Right of Entry Agreement

Not applicable.

150.40 Permit Identification

Not applicable.

150.40.00 Permit Identification

Not applicable.

150.45 Base Maps

Maps are avaiable upon request.

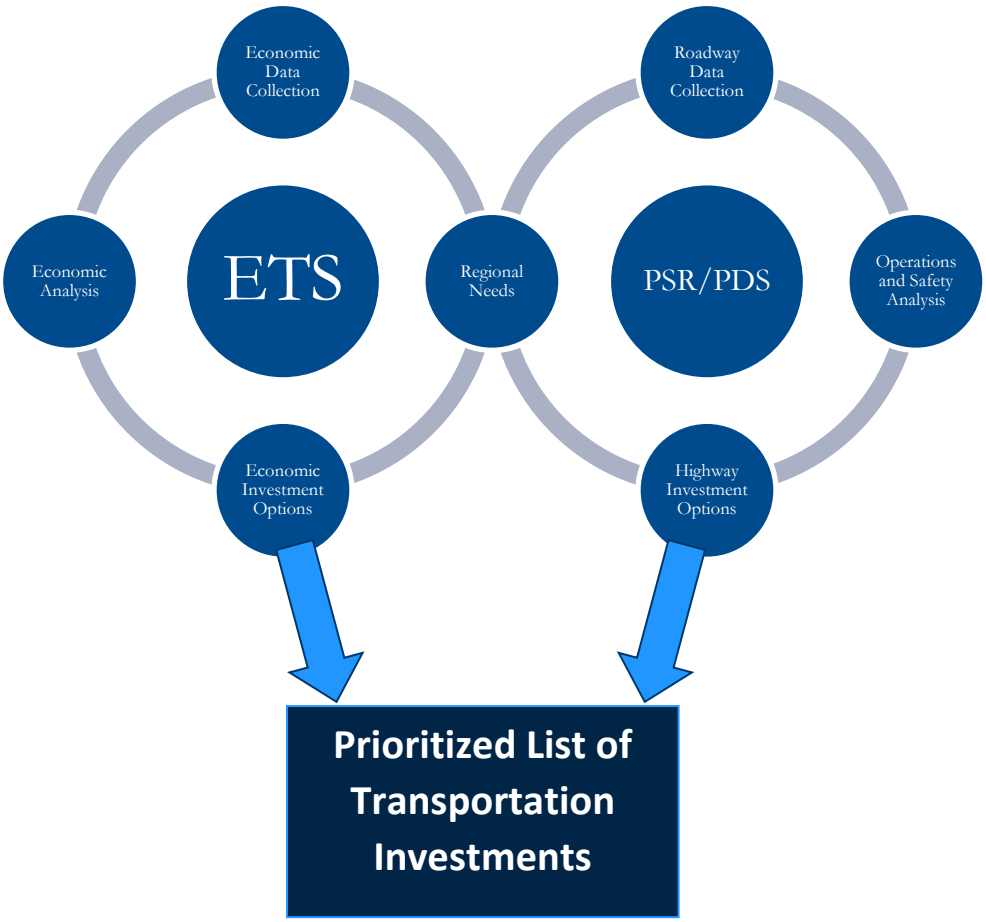
150.45.00 Base Maps

Maps are avaiable upon request.

150.50 Economic Benefits Analysis

SR 68 Scenic Highway Plan: Pages 108-131

SR 68 Scenic Highway Plan: Pages 159-162



150.50.10 Benefit / Cost Analysis

SR 68 Scenic Highway Plan: Pages 108-131

SR 68 Scenic Highway Plan: Pages 159-162

150.50.20 Economic Transportation Study

Assumptions: