From: PETER LE
To: Maria Montiel
Cc: Todd Muck
Subject: Written comment on Agenda Item 5, November 4, 2026 meeting — Del Monte Boulevard / Reservation Road Intersection Design Update
Date: Saturday, October 31, 2026 1:18:58 PM

Caution: External (peter381@sbcglobal.net)

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October 31, 2026

Bicycle and Pedestrian Facilities Advisory Committee
Transportation Agency for Monterey County
55-B Plaza Circle
Salinas, CA 93901-2902

Via email: maria@tamcmonterey.org

Subject: Written comment on Agenda Item 5, November 4, 2026 meeting — Del Monte Boulevard / Reservation Road Intersection Design Update

Dear Chair and Committee Members,

I submit this comment on Item 5, the Del Monte Boulevard / Reservation Road Intersection Design Update, for the committee's November 4, 2026 meeting. I am a Marina resident and a pedestrian and cyclist user of this intersection. I ask the committee to withhold an endorsement of the roundabout design until the City provides the pedestrian and bicycle analysis the design assumes and resolves the design's inconsistency with the City's adopted Downtown Vitalization Specific Plan (DVSP).

1. The design is inconsistent with the adopted Downtown Vitalization Specific Plan, which has not been amended.

The DVSP was adopted October 15, 2024 (Resolution No. 2024-116). Its Table 5-1 (plan page 56) designates the Del Monte Boulevard / Reservation Road intersection as a "Signalized intersection." The City Council has not amended the DVSP or Table 5-1 to show a roundabout at this intersection. DVSP Section 7.6.1 requires a formal Specific Plan Amendment, with a prior Planning Commission recommendation, for substantial changes. The City Council's October 6, 2026 action authorizing a call for bids for the roundabout (Item 13b) contains no DVSP amendment and no consistency finding, and the October 6 packet and minutes record no discussion of DVSP consistency.

I ask the committee to ask City staff, on the record: by what authority does the roundabout design proceed while the adopted Specific Plan still designates this intersection as signalized, and when will the City bring the required Specific Plan Amendment, with Planning Commission review, to the Council? A committee recommendation on a design that conflicts with the adopted plan should not be given until that question is answered.

2. No pedestrian or bicycle counts, forecasts, or estimates for this intersection have been provided.

No pedestrian or bicycle counts, forecasts, or demand estimates for the Del Monte / Reservation intersection appear in any City document I have checked, including the October 6, 2026 roundabout packet. The design presentation describes a new south crosswalk closing a pedestrian-network gap, shortened and relocated crossings, dedicated bike crossings, and protected crossings — but without counts or forecasts, the committee cannot tell whether those crossings are placed where pedestrians and cyclists actually cross, how many people will use them, or whether the new south crosswalk serves existing demand or assumed demand.

I ask the committee to request the pedestrian and bicycle counts and forecasts for this intersection before providing feedback, and to ask staff to identify the source of each crossing's placement.

3. No analysis of pedestrian waiting time or driver yielding at the roundabout entries has been provided.

A roundabout, unlike a signal, does not stop traffic for pedestrians; pedestrians must wait for drivers to yield at each entry. No analysis of how long pedestrians will wait for vehicles to stop, and no driver-yielding data or analysis for this intersection, appears in any City document I have checked. Many Marina residents have told me they do not feel safe crossing at a roundabout and feel safer with a traffic signal, precisely because vehicles must stop at a red light. That is residents' reported concern, not a measured finding — which is why the missing analysis matters: the committee is being asked to endorse a design whose central pedestrian-safety mechanism, driver yielding, has not been analyzed at this location.

I ask the committee to request a yielding and waiting-time analysis for each roundabout crossing, including at peak hours, and to ask what yield-compliance rate the design assumes.

4. The design presentation carries no supporting documents, and the remaining record is incomplete.

The Item 5 packet lists no attachments. The committee is asked to provide feedback on a design without the underlying analysis documents. Separately, the published crash record for this intersection is incomplete: the two published windows are SWITRS 2015–2019 (53 crashes, no fatal or severe injuries) and Marina Police Department January 2023 through September 2026 (11 collisions, no fatalities), with 2020–2022 covered by neither source. Even the study's own level-of-service table shows the roundabout improving 2045 delay only from 37.7 seconds to 36.4 seconds, remaining at level of service C — the same as existing conditions and as 2045 without the project.

I ask the committee to condition any feedback on receiving the underlying analyses — counts, forecasts, yielding and waiting-time analysis, and the complete crash record — rather than endorsing the design on renderings and assertions alone.

Thank you for considering these points. I ask that this comment be distributed to the committee before the November 4 meeting and included in the record for Item 5.

Sincerely,

Peter Le (signed)
Peter381@sbcglobal.net