



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways and Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

Technical Advisory Committee

**Thursday, May 2, 2024
9:30 AM**

MEETING LOCATION

Voting members must attend a physical meeting location to count towards quorum
*55B Plaza Circle, Salinas, California 93901
Transportation Agency Conference Room*

Alternate Location with Zoom Connection Open to the Public
*2616 1st Avenue, Marina, California 93933
Supervisor Askew's Office*

Members of the public & non-voting members may join meeting online at:
<https://us02web.zoom.us/j/950428194?pwd=T0N6RkZXWmN3UDAwTEZpUE9iVTIzQT09>

OR

Via teleconference at +1 669 900 6833

**Meeting ID: 950 428 194
Password: 185498**

Please note: If all board members are present in person, public participation by Zoom is for convenience only and is not required by law. If the Zoom feed is lost for any reason, the meeting may be paused while a fix is attempted, but the meeting may continue at the discretion of the Chair.

Please see all the special meeting instructions at the end of this agenda

1. QUORUM CHECK - CALL TO ORDER

Call to order and self-introductions. According to Transportation Agency and Page Committee bylaws, Committee membership consists of representatives from the Transportation Agency voting and ex-officio members, and other agencies that may be appointed by the Transportation Agency. Currently the Committee membership includes representatives from 12 Cities, the County, MST, Caltrans, City of Watsonville, the Air District, and AMBAG, for a total of 18 members. Five members of the Technical Advisory Committee, representing voting members of the Transportation Agency Board of Directors, constitute a quorum for transaction of the business of the committee.

If you are unable to attend, please contact the Committee coordinator. Your courtesy to the other members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Board on any item not on the agenda but within the jurisdiction of the Board. All public comments are limited to three (3) minutes, unless specified otherwise by the committee chair. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Board for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Tuesday before the meeting, and such comments will be distributed to the Board before the meeting.

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

3. CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1. APPROVE the draft Technical Advisory Committee Minutes for April 4, 2024.

- Maria Montiel

The draft minutes of the April 4, 2024 Technical Advisory Committee meeting are attached for review

4. RECEIVE update on 2026 Regional Transportation Plan's development and process for updating jurisdictional project lists.

- Alissa Guther

Agency staff is developing the project lists for the 2026 Regional Transportation Plan. Staff will outline the process for jurisdictions to review their projects from the 2022 Regional Transportation Plan and provide updated information for the 2026 Plan.

5. REVIEW and PROVIDE INPUT on the Monterey-Salinas Transit District's (MST) Designing for Transit guidelines with an emphasis on recommended road widths.

- Doug Bilse, Vince Dang

As agencies embrace complete street policies, it is important that the resulting roads provide for transit service. Road diets sometimes result in narrow road widths that may not be compatible with transit service. MST will review this issue and discuss the importance of design features related to transit.

6. **RECEIVE** presentation from Urban SDK regarding their product that manages and analyzes traffic speed, traffic delay, traffic volume and roadway characteristics.

- Doug Bilse, Ross Loehr

The City of Roanoke, Virginia used a traffic analysis tool to identify traffic issues and then conducted a before/after study that quantified benefits using a traffic data analysis tool. The vendor of this project, Urban SDK, will present the case study.

7. **ANNOUNCEMENTS and/or COMMENTS**

8. **ADJOURN**

ANNOUNCEMENTS

Next Committee meeting:

Thursday, June 6, 2024, at 9:30 A.M.

Transportation Agency for Monterey County

Conference Room

55-B Plaza Circle, Salinas CA 93901

A quorum of voting members is required to be present to hold this meeting.

There will be a zoom link for hybrid participation by members of the public.

If you have any items for the next agenda, please submit them to:

Doug Bilse, Technical Advisory Committee Coordinator

Doug@tamcmonterey.org

Important Meeting Information

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County

www.tamcmonterey.org

55B Plaza Circle, Salinas, CA 93901

TEL: 831-775-0903

EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon five (5) working days before the regular meeting. Any member of the Committee may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any support papers must be furnished by that time or be readily available.

Memorandum

To: Technical Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: May 2, 2024
Subject: Draft TAC Minutes

RECOMMENDED ACTION:

APPROVE the draft Technical Advisory Committee Minutes for April 4, 2024.

SUMMARY:

The draft minutes of the April 4, 2024 Technical Advisory Committee meeting are attached for review

FINANCIAL IMPACT:

DISCUSSION:

ATTACHMENTS:

1. Draft TAC minutes April 4, 2024

WEB ATTACHMENTS:

TECHNICAL ADVISORY COMMITTEE MINUTES

Meeting held at the Transportation Agency for Monterey County Office

55-B Plaza Cir., Salinas CA 93901

Alternate Location: 2616 1st Avenue, Marina, California 93933, Supervisor Askew's Office

Draft Minutes of Thursday, April 4, 2024

COMMITTEE MEMBERS	APR 23	MAY 23	JUN 23	AUG 23	SEP 23	OCT 23	NOV 23	JAN 24	FEB 24	MAR 24	APR 24
Robert Harary, Carmel-by-the-Sea (Robert Culver)	P	P	P	E	C	P	P	P(VC)	P(A) (VC)	P	P
John Guertin, Del Rey Oaks	A	A	P	-	A	A	-	-	-	A	A
Patrick Dobbins Gonzales, Chair (vacant)	E	P	P	E	N	P	E	P	P	P	P
Jamie Tugel, Greenfield, Vice Chair (Tony Nisich)	P	E	E	E	C	P	E	P	P(VC)	E	P
Octavio Hurtado, King City (Steve Adams)	P	P	P	P	E	P	P(VC)	P	P	P	P
Nourdin Khayata, Marina (Edrie Delos Santos)	P	P	P	P	L	P	P	-	P	P(A)	P (A)
Marissa Garcia, Monterey (Andrea Renny)	P	P	P(A)	P	L	P	P	P	P	P	P
Daniel Gho, Pacific Grove (Joyce Halabi)	A	A	P	P	E	P	P	-	P	P	P
David Jacobs, Salinas (Adrian Robles)	P	P	E	P	D	P	-	P	P	P	P
Leon Gomez, Sand City (Vibeke Norgaard)	P	P	P	P		E	P(VC)	P	P(VC)	P	P
Nisha Patel, Seaside (Patrick Grogan, Leslie Llantero, Carolyn Burke)	P(A)	P(A)	P(A)	P(A)		P	P(A)	-	P(A)	P(A)	P (A)
Don Wilcox, Soledad (Alex Ramos, Kao Nou Yang)	P(VC)	E	E	P		P	P(A)	P	P	P	P
Chad Alinio, MCPW (Enrique Saavedra)	P	P	E	P(A)		P(A)	-	P(A)	-	A	A
Chris Duymich, AMBAG (Paul Hierling, Heather Adamson)	P	P	P	-		P(A)	-	P	P	P	P
Orchid Monroy, Caltrans (Tyler LeSage)	A	P	P	-		A	P(VC)	-	P(VC)	P	P (A)
Kyle Jordan CSUMB (vacPant)	A	A	-	-		-	P	P	P	P	P
Tyrone Bell, MBARD	P	P	-	P		P	P	-	-	P	P
Vince Dang, MST (Michelle Overmeyer)	P(VC)	P(VC)	P	P		P	P(VC)	-	P	P	P

P = Present

A = Absent

P(A) = Alternate Present

E = Excused

(VC) = Video conference

STAFF	APR 23	MAY 23	JUN 23	AUG 23	SEP 23	OCT 23	NOV 23	JAN 24	FEB 24	MAR 24	APR 24
T. Muck, Executive Director	P	P	P	E		E	P	P	P	P	P
C. Watson, Director of Planning	A	P	E	E		E	P(VC)	P(VC)	E	E	E
M. Zeller, Director of Programming & Project Delivery	P	E	P	P		P(VC)	P	-	P(VC)	P	E
D. Bilse, Principal Engineer	P	P	P	P		P	P	P	P	P	P
M. Montiel, Administrative Assistant	P	P	P	P		P	P	P	P	P	A
J. Strause, Transportation Planner	P	P	P(VC)	P		P	-	P(VC)	-	-	A
T. Wright, Public Outreach Coordinator	A	A	-	-		-	-	P(VC)	-	-	A
L. Williamson, Senior Engineer	A	A	-	-		-	P	-	-	-	A
A. Hernandez, Transportation Planner	A	A	P(VC)	P		-	-	P(VC)	P(VC)	-	P
A. Guther, Transportation Planner	P	A	P(VC)	P		P	P(VC)	-	-	-	P
J. Kise, Director of Finance and Admin.							P(VC)	P(VC)	P(VC)	P(VC)	P
A. Sambrano, Transportation Planner						P(VC)	P(VC)	P(VC)	P(VC)	P(VC)	E

OTHERS PRESENT: Barry Jones, Public Kao Nou Yang, Alternate Soledad
Tyler LeSage, Caltrans D5 Leo Turillo (TL ENgineering)

APWA Junior Rep

1. ROLL CALL

Chair Dobbins, City of Gonzales, called the meeting to order at 9:30 am. Introductions were made and a quorum was established.

2. PUBLIC COMMENTS

None

3. BEGINNING OF CONSENT AGENDA

M Octavio Hurtado/ S Robert Harary/ C: unanimous

3.1 APPROVED the Technical Advisory Committee meeting minutes for March 7, 2024.

END OF CONSENT AGENDA

4 CALTRANS INTERSECTION SAFETY AND OPERATIONAL ASSESSMENT PROCESS GUIDELINES

John Liu with Caltrans reported that the Intersection Safety and Operational Assessment Process (ISOAP) Guide presents a data-driven, performance-based framework incorporating the Safe System approach to screen intersection strategies and identify an optimal solution for new or improved intersections. He noted that ISOAP helps objectively select intersections control and geometry for the expected users within the context of an intersection's location. The process recognizes that support resources can be limited to develop and implement feasible strategies and is an evolution of, and successor to, the Intersection Control Evaluation (ICE) policy and procedures.

Andrew Easterling asked if comments can still be submitted? Mr. Lui replied to use his e-mail address. He also noted a concern of scope creep and guidance that limits the scenarios Caltrans might ask to be evaluated. The objective should be to make a decision efficiently.

Committee member Jamie Tugel asked when the new ISOAP is required to be used. Mr. Lui responded that if analysis is already in process, it is not required to use ISOAP.

Committee member Octavio Hurtado asked when ISOAP is expected to be rolled out. Mr. Lui responded at the end of April.

Leo Trujillo asked what is the estimated length of the new ISOAP process? Lui responded that it is scalable and therefore obvious solutions could take 1 day, a typical intersection could take 1 week, while other scenarios could take much longer. ISOAP is not intended to add work on top of what is already being required.

Barry Jones commented that the public outreach discussion should have included a recommended process and requirements related to responses to comments. Doug Bilse suggested the need to emphasize Measures of Effectiveness (MOE) such as queue length that expands on the basic Daily Person Hours of Delay approach that is hard to validate in the field. Mr. Liu responded that better public outreach was good input and Caltrans is trying to enhance public outreach as part of documents other than ISOAP they are working on.

5 **2024 COMMITTEE VICE-CHAIR**

Doug Bilse, Principal Engineer reported that the Vice-chair was Raju Cerla who is no longer the Technical Advisory Committee representative for California State University Monterey Bay. The committee needs to select a new Vice-Chair to serve the remainder of the term. He noted that the main duty of the Vice-Chair is to take over as Chair when the Chair is unavailable.

M / S / C: Garcia / Gomez/ unanimous

Committee member Marrissa Garcia nominated Committee member Jamie Tugel as Vice-Chair for 2024 and the motion was seconded by Committee member Leon Gomez.

6 **ANNOUNCEMENTS**

None.

7. **ADJOURN**

The meeting was adjourned at 10:15a.m.

Memorandum

To: Technical Advisory Committee
From: Alissa Guther, Transportation Planner
Meeting Date: May 2, 2024
Subject: Regional Transportation Plan Projects

RECOMMENDED ACTION:

RECEIVE update on 2026 Regional Transportation Plan's development and process for updating jurisdictional project lists.

SUMMARY:

Agency staff is developing the project lists for the 2026 Regional Transportation Plan. Staff will outline the process for jurisdictions to review their projects from the 2022 Regional Transportation Plan and provide updated information for the 2026 Plan.

FINANCIAL IMPACT:

The 2026 Regional Transportation Plan is being prepared in-house by staff in coordination with Agency committees and the Board of Directors. The Plan's environmental document is budgeted by the Association of Monterey Bay Area Governments not to exceed \$325,000, of which TAMC will pay \$75,000, and will cover the tri-county Metropolitan Transportation Plan as well as the individual Monterey, Santa Cruz and San Benito County Regional Transportation Plans. The Plan will include cost estimates for transportation projects in Monterey County through the 2050 horizon year. The 2022 Regional Transportation Plan's financial estimate identified a total of approximately \$6.7 billion in projected funding for transportation projects in Monterey County through the 2045 horizon year of the plan.

DISCUSSION:

Projects being proposed for state and federal funding must be identified in a Regional Transportation Plan, which the Agency updates on a 4-year cycle.

The Regional Transportation Plan includes a listing of regionally significant projects on the regional road, highway, rail and transit networks planned over the time horizon of the plan, which add capacity and need to be included in the AMBAG Regional Travel Demand Model. The plan must also identify all other planned local street, bike/pedestrian and transit projects that may use state or federal funding.

The list of projects identified in the plan must be consistent with the needs, goals and priorities identified in the policy element and the total cost of those projects must fall within the funding capacity of the long range revenue forecast (constrained), or be shown as not fully-funded (unconstrained). The draft list of projects consists of the project list from the 2022 Regional Transportation Plan, and will be sent out separately for each jurisdiction to review with instructions on how to submit their edits.

Staff requests that member jurisdictions review the list of their local projects and provide feedback on any cost or scope changes, or if projects need to be added or deleted by July 30, 2024.

ATTACHMENTS:

None

WEB ATTACHMENTS:

Memorandum

To: Technical Advisory Committee
From: Doug Bilse, Principal Engineer, Vince Dang
Meeting Date: May 2, 2024
Subject: **Designing for Transit Guidelines**

RECOMMENDED ACTION:

REVIEW and **PROVIDE INPUT** on the Monterey-Salinas Transit District's (MST) Designing for Transit guidelines with an emphasis on recommended road widths.

SUMMARY:

As agencies embrace complete street policies, it is important that the resulting roads provide for transit service. Road diets sometimes result in narrow road widths that may not be compatible with transit service. MST will review this issue and discuss the importance of design features related to transit.

FINANCIAL IMPACT:

Complete street projects (e.g., road diets) are often evaluated by their ability to improve pedestrian and bicycle access. It is just as important to evaluate and maintain appropriate lane widths so that transit service is maintained at appropriate levels. Unintended consequences of design decisions could result in costly change orders or loss of transit service if the built environment cannot support transit service.

DISCUSSION:

The Monterey-Salinas Transit District's Designing for Transit (**Web Attachment 1**) is a guide for developers, planners, city or other public agency staff, and transit agency staff to meet complete street objectives (providing safe access for everyone using the street including bus riders, pedestrians, drivers, and bicyclists) while providing the best possible experience for bus riders, bus drivers and others around bus stops and along bus routes. Well-designed and thoughtfully located bus stops are a key component of a high-quality transportation system. With the guidance provided in this manual and coordination with Monterey-Salinas Transit (MST) staff, we can collectively improve the quality, efficiency, customer experience, and safety of our transit system.

As much as possible, this guide is written for anyone to use and understand. It provides a high-level overview of bus stop planning and design considerations, as well as integrating transit service on streets. The guide may not always provide an exact answer for questions like "What do I need to build in front of my development?" Every stop and street is unique and will require context-appropriate solutions. Any proposed developments, alterations, or renovations that could affect transit service should be conducted both by consulting this guide and coordinating with MST staff.

Typical bus specifications (**Attachment 1**) provide dimensions that need to be accounted for when designing a complete street expected to include transit service. Road diet projects typically re-assign

the roadway right-of-way to improve pedestrian and/or bicycle service. Sometimes the resulting roadway widths are not adequate to allow buses to navigate without conflicts. These narrow roads could lead to unintended consequences related to degraded transit service. In some cases, transit service may no longer be feasible if the road width is not adequate. MST recommends a minimum lane width of 12 feet for roads expected to include transit service.

ATTACHMENTS:

1. Typical Bus Specifications

WEB ATTACHMENTS:

[Designing for Transit](#)

ATTACHMENT 1

TYPICAL BUS SPECIFICATIONS

<i>Table T 2: Typical Bus Dimensions, Weights, and Capacities</i>					
	30' Coach	35' Coach	40' Coach (Low Floor)	45' Commuter Coach	60' Articulated
OVERALL LENGTH (with bicycle rack)	32'8"	36'6"	41'8"	46'6"	62'
WIDTH (with mirrors)	10'7"	10'7"	10'7"	10'7"	10'6"
OVERALL HEIGHT (with radio antenna)	10'5"	10'5"	10'5"	11'5"	11'9"
WHEELBASE LENGTH	14'2"	18'4"	23'8"	26'6"	19'11"+23'3"
FRONT OVERHANG	4'9"	6'1"	5'9"	6'4"	7'4"
REAR OVERHANG	7'5"	7'0"	7'8"	8'9"	10'3"
FRONT BUMPER (Distance to ground)	1'6"	11"	1'1"		14¼"
REAR BUMPER (Distance to ground)	1'4"	1'6"	1'6"		19½"
FIRST STEP (Distance to ground)	1'3"	1'3"	1'3"		1'3"
UNDERBODY (Distance to ground)	1' ½ "	1' ½ "	1' ½ "		10¼"
CENTERLINE (Front door to rear door)	13'5"	17'3"	20'1"		39'
GROSS VEHICLE WEIGHT (lbs)	34,850	39,400	39,600	50,000	69,320
Front Axle Capacity	11,680	14,400	14,600	16,000	15,660
Rear Axle Capacity	23,170	25,000	25,000	22,500	28,660
Seating Capacity	32	35	36	57	60 max
Wheelchair Securement Positions	2	2	2	2	2

Memorandum

To: Technical Advisory Committee
From: Doug Bilse, Principal Engineer, Ross Loehr
Meeting Date: May 2, 2024
Subject: **Data Analytics tool for Traffic Studies Using Traffic Sped, Traffic Delay, and Traffic Volume**

RECOMMENDED ACTION:

RECEIVE presentation from Urban SDK regarding their product that manages and analyzes traffic speed, traffic delay, traffic volume and roadway characteristics.

SUMMARY:

The City of Roanoke, Virginia used a traffic analysis tool to identify traffic issues and then conducted a before/after study that quantified benefits using a traffic data analysis tool. The vendor of this project, Urban SDK, will present the case study.

FINANCIAL IMPACT:

TAMC recently received a grant from the Safe Streets for All program to prepare a Comprehensive Safety Action Plan for each jurisdiction in Monterey County that does not already have one. TAMC is considering the procurement of a crash data analysis tool to assist in this process. An alternative would be to hire a consultant team to conduct the analysis.

DISCUSSION:

TAMC recently received a grant from the Safe Streets for All program to prepare a Comprehensive Safety Action Plan for each jurisdiction in Monterey County that does not already have one. An important aspect of this project is the analysis of crash data including associated collision factors that might contribute to these events (e.g., traffic volumes and vehicle speed). TAMC is considering the procurement of an analysis tool to assist in this process. An alternative would be to require a consultant team to conduct the analysis, but that still requires an understanding of the industry trends and capability of current products.

The City of Roanoke, Virginia utilized the Urban SDK platform to identify a speeding issue on a local road. They then implemented speed humps after verifying that the speeding complaint was valid and met traffic calming criteria. Recently the Roanoke team was able to use this analytics tool to identify if the speed humps were effective on the specific roadway. They also were able to identify if the speed humps caused traffic to displace to roadways in the surrounding area. The project sponsor is invited to join the conversation to provide hands-on perspectives on how analytic tools led to a better project.

Urban SDK has an analysis tool that is similar to other products that can quickly respond to public speeding complaints, prioritize street safety, and measure the effectiveness of traffic calming measures. Each system has unique features, and reviewing the Urban SDK product line enables TAC members to understand how these features could address their specific needs. TAMC staff has

reviewed similar products to better understand the unique features of different offerings.

ATTACHMENTS:

None

WEB ATTACHMENTS: