

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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HIGHLIGHTS

April 27, 2016

TAMC FACES MORE CUTS IN STATE FUNDING FOR LOCAL PROJECTS

The Transportation Agency of Monterey County (TAMC) Board of Directors learned the Agency will likely lose an additional \$9 million in transportation funding from the California Transportation Commission. After approving \$7 million in project cuts earlier this year due to a statewide \$750 shortfall in funding, the Agency was notified that Commission staff is proposing a further \$9.1 million cut to the Highway 156 Improvement project and delays to three other projects. The cuts and delays include:

- Delaying construction funding for Highway 1 Operations Improvements
- Delaying the Highway 68/Corral de Tierra Intersection project
- Delaying the design funding for the Imjin Road project
- Cutting the \$9.1 million right-of-way phase for the Highway 156 Improvement project and delaying the design phase.

The State Transportation Improvement Program (STIP) is a five-year program of state highway, rail and local transportation projects funded with revenues from state and federal gas taxes. As gas tax revenues continue to fall below forecast amounts, the Commission adopted a revised fund estimate in January 2016 that reduced the statewide program by over \$750 million. As a result, Monterey County will lose \$16.1 million over the next five-year cycle of funding.

This volatility in transportation funding makes it even more imperative for Monterey County to become a “self-help” county by passing a transportation sales tax measure. Having such a measure would ensure that funding could not be taken away by the state; and in a case like this, projects that are being delayed could continue to move forward with a local transportation funding source.

TAMC REVIEWS RESULTS OF COUNTY-WIDE ROUNDABOUT STUDY

The results from a county-wide study to compare the costs and benefits of constructing modern roundabouts vs. stop or signalized intersections at 25 locations around Monterey County were reviewed during the TAMC Board of Directors meeting. Interest in constructing roundabouts in communities across our nation has increased because roundabouts are proving to have significant safety and operational benefits compared to traditional intersections with signal lights or stop signs. A well-documented study found that converting 23 test intersections throughout the U.S. from traffic signals to roundabouts reduced fatal crashes by 90 percent, injury collisions by 75% and reduced the number of collisions overall by 37%. While initial construction costs tend to be higher for roundabouts, long-term life cycle costs (for ongoing maintenance and operations) tend to be lower than for signalized intersections.

The study conducted by Kittelson & Associates, in conjunction with TAMC and local agency staff used Intersection Control Evaluation guidelines developed by Caltrans including a range of performance measures to evaluate the benefits of each project based on safety, delay, and emissions; calculated a monetary value for those benefits; and then developed a ratio comparing the project benefits to the life

cycle cost. The report is designed to provide information that each of the cities and county needs to help them determine appropriate intersection control designs.

The table below summarizes the recommendations of the Regional Roundabout Study for each intersection studied:

Jurisdiction	Location	Recommendation
County	Laureles Grade at Carmel Valley Road	Roundabout
County	Highway 68 at Corral de Tierra	Roundabout
County	San Miguel Canyon Road at Castroville Boulevard	Roundabout
Gonzales	Fifth Street at US 101 Ramps	Roundabout
Greenfield	Walnut Avenue at El Camino Real	Roundabout
King City	Broadway Street at San Antonio / US 101 Ramps	Roundabout
Marina	Reservation Road at Deforest Road	Roundabout
Marina	Cardoza Avenue at Abdy Way	Roundabout
Marina	8 th Street at Inter-Garrison	Roundabout
Monterey	Munras Avenue/Abrego Street at El Dorado Street	Roundabout
Monterey	Pearl Street at Camino El Estero	Roundabout
Monterey	East Franklin Street at Camino El Estero	Roundabout
Monterey	Del Monte Boulevard at English Avenue	Roundabout
Salinas	East Laurel Drive at St Edwards Street	Roundabout
Salinas	West Alisal Street at Capitol Street	Roundabout
Sand City	Tioga Avenue at California Avenue	Roundabout
Seaside	Broadway Avenue at Alhambra Street	Roundabout
Soledad	Metz Road at Pinnacles Parkway	Roundabout
Soledad	Front Street at East Street	Roundabout
Marina	Reservation Road at Beach Road	Signal
Pacific Grove	First Street at Central Avenue	Stop
Salinas	Sherwood Drive at Sherwood Place	Signal
Sand City	Tioga at Del Monte Boulevard	Signal
Seaside	Broadway Avenue/Contra Costa at Del Monte Blvd	Signal

PUBLIC INPUT SOUGHT FOR PACIFIC GROVE HWY 68 CORRIDOR STUDY

The Transportation Agency in partnership with the City of Pacific Grove and Caltrans is conducting a study of the State Route 68 Corridor in Pacific Grove to identify improvements that will provide safer access for all forms of travel and for people of all ages and abilities. The study funded by a Caltrans Partnership Planning for Sustainable Transportation grant matched with Transportation Agency funds and a contribution by the City of Pacific Grove, includes Highway 68 between the Pacific Grove city limits and Asilomar Boulevard.

The outreach phase of the study included public presentations, a walking audit with project stakeholders and community workshops to take inventory of existing conditions along the corridor. The input and data collected culminated in an existing conditions report and needs assessment currently being reviewed by the public.

The next stage of the Pacific Grove SR 68 Corridor Study is to review proposed conceptual designs that show several alternatives along Forest Avenue and Sunset Drive including intersection and road configuration improvements. Community members may provide input through Monday, May 2, 2016 by participating in the Online Survey: <https://www.surveymonkey.com/r/PGhwy68ideas>.