

TRANSPORTATION AGENCY FOR MONTEREY COUNTY

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HIGHLIGHTS

September 28, 2016

PACIFIC GROVE HIGHWAY 68 STUDY

The Transportation Agency in partnership with the City of Pacific Grove and Caltrans conducted a study of the Highway 68 Corridor in Pacific Grove to identify improvements that will make it safer for pedestrians, bicyclists, drivers and people of all ages and abilities to travel.

The input and data collected from the outreach phase of the study of Highway 68 between the Pacific Grove city limits and Asilomar Boulevard identified a variety of needs that include:

- A lack of continuous sidewalks and bikeways
- Difficulty crossing Forest Avenue and navigating two five-way intersections on Sunset Drive
- Lack of streetscaping and landscaping amenities, including wayfinding signage and lighting, particularly on Sunset Drive.

The study report includes the existing conditions and needs assessment, recommendations and implementation strategies. The recommendations include conceptual designs for addressing needs and concerns at seven key locations; an inventory of sidewalk gaps along the corridor; and a set of other, miscellaneous recommendations for improving conditions. These include:

- Continuous sidewalks, curb extensions, and enhanced pedestrian crossing
- Protected bike lanes and cycletracks
- Streetscape improvements

The full report of the study is accessible online at: <http://www.pghwy68.org>.

ROAD CHARGE PILOT PROGRAM BEGINS IN CALIFORNIA

Today there are approximately 33 million registered vehicles in California and drivers drive 328 billion miles on public roads throughout the state per year. Despite the decline in gas tax revenues, which is the primary funding source for transportation, more cars are using California's roads and the wear and tear on roadways is increasing. So as the State faces ongoing erosion of gas tax revenues over time, there is a need to explore alternative revenue sources that may be implemented in lieu of the gas tax.

One possible alternative is a road charge. A road charge is a system where all drivers pay to maintain the roads based on the distance they travel or the period of time they use the roads, rather than how much gas they consume. Addressing the need to explore an alternative revenue source, the State Legislature passed and Governor Brown signed Senate Bill 1077, creating the Road Charge Pilot Program as well as a 15-member volunteer "Technical Advisory Committee" to study, gather input and make recommendations on the parameters of the pilot.

The California Road Charge Pilot is a 9-month field trial that officially launched on July 1, 2016. With over 7,800 volunteers signed up, the pilot will test various road charging reporting methods to compare how the performance of each concept measures against an established set of criteria.

The pilot program has five different methods for volunteers in the program to report mileage, with a focus on balancing ease of use and privacy. The five methods are:

1. A time permit
2. A mileage permit
3. A odometer charge
4. An automated mileage reporting with no location data
5. An automated mileage reporting with general location.

At the conclusion of the pilot program, an independent third party will evaluate the pilot results, and the California State Transportation Agency will submit a report to the State Legislature by July 2017 that includes those findings and summarizes the pilot volunteers' experiences and the stakeholder input received throughout all phases of the process. The California Transportation Commission will then provide its recommendations to the State Legislature in its annual report by December 2017. The State Legislature will make the final decision on whether and how to enact a full-scale permanent road charge program.

TAMC SEEKS PUBLIC INPUT TO IDENTIFY PROJECTS FOR ACTIVE TRANSPORTATION PLAN

The Agency Board of Directors received a presentation on the Agency's efforts to identify potential new projects to be incorporated into the Monterey County Active Transportation Plan. The focus of the Active Transportation Plan update is to match State Active Transportation Program grant guidelines, incorporate innovative bicycle facility designs, and promote high priority projects. This Plan is an update of the 2011 Bicycle and Pedestrian Master Plan.

In addition to creating an Active Transportation Plan that will meet the State's grant guidelines, and identifying high priority bicycle and pedestrian projects, this effort will also focus on analyzing key gaps in the existing and proposed bicycle and pedestrian networks, identifying opportunity sites for innovative bicycle facility design, and designating areas for enhanced regional and local connectivity.

The TAMC Bicycle and Pedestrian Facilities Advisory Committee and the Technical Advisory Committee have worked to develop the Plan's vision and goals, establish project ranking criteria and identify bicycle and pedestrian projects to be included in the Plan.

The public can use the interactive Wikimap on TAMC's web site at: <http://bit.ly/tamcatp> to map routes they like to ride or walk; or routes where they would like to ride or walk, but feel uncomfortable. "Pins" can be dropped on specific locations to make comments or mark locations with hazards to bicycles or walkers.

Recent changes to the state's official road design guidelines incorporated innovative bicycle facility designs such as buffers next to bicycle lanes to provide a more protected and comfortable cycling experience. TAMC is working with the City of Salinas to install temporary protected bicycle lanes on a section of Alisal Street as part of Ciclovía on October 9th. Join us at Ciclovía to try out this new design option for bicycle lanes and let us know if there are other locations around the County they should be considered.