

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee
Draft Minutes of June 3, 2020
Held remotely via Zoom due to COVID-19 pandemic

[illegible]

TRANSPORTATION AGENCY STAFF	OCT 19	NOV 19	JAN 20	FEB 20	MAR 20	APR 20	MAY 20	JUN 20
Debbie Hale, Executive Director	E	E	E	P			P	-
Todd Muck, Deputy Executive Director	E	E	E	P			P	P
Ariana Green, Senior Transportation Planner	P	E	P	-			P	P
Maria Montiel, Administrative Assistant	P	P	E	P			P	P
Madilyn Jacobsen, Transportation Planner	P	P	P	P			P	P
Stefania Castillo, Transportation Planner	P	P	P	P			P	P
Laurie Williamson, Senior Engineer	-	-	-	P			P	P
Rich Deal, Principal Engineer				P			-	-
Christina Watson, Principal Transportation Planner								P

OTHERS PRESENT:

Ralph Wege

Seaside - Alternate

Mary Lynch

Public

Paola Berthoin

Public

- Chair Jack Smith called the meeting to order at 6:02 p.m. A quorum was established, and self-introductions were made.

- PUBLIC COMMENTS**

Paola Berthoin, member of public, expressed concerns on Carmel Valley Road speed limit. She noted that the speed limit on Carmel Valley Road was increased despite the narrow road. She noted that signage is needed and a class II bike lane.

Mary Lynch, member of public noted to check bikemonterey.org website information and examples on cops on bikes. She expressed that a formal Mayors statement to sign to address police enforcement.

- BEGINNING OF CONSENT AGENDA**

M/S/C Wegenstein/ Johnson /*unanimous*

- Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of May 6, 2020 with the following correction on item 4: Committee member Wriedt asked about the wildlife crossings. Executive Director Debbie Hale replied that the animal crossings will be incorporated with storm drain enhancements.

END OF CONSENT AGENDA

4. CENTRAL COAST HIGHWAY 1 ELKHORN SLOUGH RESILIENCY STUDY

The Committee received a presentation and provided comments on the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study.

Will Condon, Planner, Association of Monterey Bay Area Governments, presented on the draft Central Coast Highway 1 Elkhorn Slough Resiliency Study. He noted that Transportation corridors through Elkhorn Slough will face significant challenges under conditions of climate change and sea level rise. The study provides a comprehensive assessment of the threats and options available to respond to those threats including the transportation, environmental and economic dimensions. The eight-mile stretch of Highway 1 near Elkhorn Slough is already constrained and will be increasingly impacted by coastal storm flooding and sea level rise. Mr. Condon noted that to adapt the transportation infrastructure to rising sea levels, the existing highway and railway could be elevated via two methods: 1) raised fill embankment and 2) piles. He noted that the roadway and railway adaptation scenarios were evaluated using best available modeling tools to investigate systemic changes to transportation, hydrology and ecology triggered by certain adaptation actions. The results of the transportation modeling indicate that the four-lane elevated Highway 1 would best suit the needs of the corridor, allowing for increased capacity on a road that is already overburdened by demand. He noted that the benefit-cost analysis finds that a four-lane elevated Highway 1 would be economically justified, since the value of reduction in traffic delays would be greater than the costs associated with transportation and ecological improvements.

In conclusion Mr. Condon noted that both scenarios of elevating a 2-lane highway, and elevating and widening the highway to a 4 lanes incorporate the Monterey Bay Sanctuary Scenic Trail. The Sanctuary Scenic Trail will pass through Moss Landing and operate as a Class 1 Bikeway to provide bicycle and pedestrian travel on a separate right-of-way. The bikeway is planned to be 12 feet wide and would start at the intersection of Moss Landing and Highway 1. It runs parallel and west of Highway 1 heading north, and crossing the existing highway bridge. He noted that the draft study was released for review on May 12, 2020. Comment period ends June 11, 2020 you can email comments to Heather Adamson at hadamson@ambag.org.

Committee member Mike Novo asked on the Coastal Commission concerns not to widen to four lanes. Will Condon replied that staff is working with them on the concerns. He noted that some actions need to be taken due to already congestion and future growth.

Mari Lynch member of public asked what methods of outreach was done. Will Condon replied that email blast and public workshops that were well attended.

5. **ZERO FATALITIES TASK FORCE REPORT**

The Committee received an update on the Zero Fatalities Task Force report published by the California State Transportation Agency.

Madilyn Jacobsen, Transportation Planner, shared that Assembly Bill 2363 established the Zero Traffic Fatalities Task Force. She noted that the statutory goal of the Task Force is to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero. The Task Force examined alternatives to the 85 percentile as a method of determining speed limits in California. She noted that California current speed-limit-setting methodology was developed for rural roads and relies on smart choices by 85 percent of drivers. That is, a speed limit is set after studying how fast people drive on a given segment of road and then adjusting it to the speed driven by 85 percent of those drivers. Among the problems that have arisen with this method are “speed creep.” In which speed limits go up over time as limits are raised, people drive faster, and then limits are raised again. Ms. Jacobsen noted that the report recommends allowing cities more flexibility in setting speed limits, allowing them to keep current speed limits even if a survey shows that 85 percent of drivers are exceeding the limit, and creating more classes of locations where speed limits can be set at a particular speed without having to do a traffic survey. It also recommends developing a way to conduct traffic speed surveys that takes into account bike and pedestrian safety. In conclusion Ms. Jacobsen noted that Vision Zero represents a fundamentally different way to approach traffic safety through partnerships with police departments, public health officials, transportation professionals and policy makers. It is a strategy to eliminate all fatalities and severe injuries, while increasing safe, health, equitable mobility for all. A sampling of policy considerations and an excerpt from the report are included as attachments and the full report and a blog post summary are online as web attachments.

Committee member Hans Hoffman noted that the report is lacking engineering thought of adjusting speed when future schools are built and new housing development. Madilyn Jacobsen replied that the report shows that schools are a critical place to consider these changes regarding the speed limit laws.

Paola Berthoin, member of the public, expressed concerns on determining speed limit. She asked how AB2363 would update plan on City streets. Madilyn Jacobsen replied that having complete streets is being worked on at the local level, and Caltrans update the Highway Manual for all network roadways.

6. QUICK-BUILD PROJECTS PRESENTATION

The Committee received a presentation on quick-build projects and upcoming funding opportunities.

Ariana Green, Senior Transportation Planner, reported that the Active Transportation Program is offering grants to communities who would like to implement quick build projects that encourage active modes of transportation such as bicycling and walking. She noted that Street Improvements can be expensive and take many years to implement. The purpose of a quick-build project is to expedite bicycle and pedestrian safety improvements along high-risk corridors. She noted that they are temporary installations and must be adjustable or reversible and can include physical and policy/program components. Some examples are protected bike lanes, painted safety zones, transit boarding islands, traffic calming using traffic delineators, traffic signs, traffic signal changes and adjustments to parking regulations. Because quick builds are temporary, they can be done using more affordable materials such as paint and delineators. They also provide an opportunity for a community to “test” a new design and evaluate it’s success before committing funds to make permanent improvements. In conclusion Ms. Green noted that quick-build projects are being implemented on streets that have high rates of bicycle and pedestrian collisions and injury. San Francisco has been implementing quick-builds projects to help get them closer to their Vision Zero goal. The owner of the street right-of-way must be involved in the process of designing and implementing a quick build project. Quick-build-projects are typically paid for using local funds however, the Active Transportation Program will be accepting applications for quick-builds projects in the upcoming grant cycle that will provide access to state funds. Active Transportation Program Cycle 5 applications will be due on July 15, 2020. Transportation Agency staff encourages jurisdictions in Monterey County to consider implementing these programs and applying for Active Transportation Program funding.

Chairman Jack Smith asked if the County of Monterey would assist those restaurants who are planning on re-opening soon. He also noted that due to the COVID-19 Pandemic a lot of restaurants and stores won’t be able to keep open. He asked if the presentation can be emailed to share with others who might be able to benefit from the program.

Raul Martinez, committee member and Monterey County representative, responded that the County intends to do all it can to support the businesses needing street closures and will follow-up with Senior Transportation Planner, Ariana Green.

7. ANNOUNCEMENTS AND/OR COMMENTS

Christina Watson, Principal Transportation Planner announced that the Network Integration Study survey is out for review. She noted that The survey will support the development of the Monterey Bay Area Rail Network Integration Study, which is currently being drafted by TAMC. An email with the survey link will be emailed and if you have any questions please send them to Christina@tamcmonterey.org.

Madilyn Jacobsen, Transportation Planner mentioned no committee meeting in July. Next committee meeting will be on August 5, 2020.

9. **ADJOURNMENT**

Chair Smith adjourned the meeting at 7:30 p.m.