

MONTEREY COUNTY PLANNING COMMISSION

Meeting: April 30, 2014 Time: 9:00 AM	Agenda Item No.: 1
Project Description:	
<ul style="list-style-type: none"> a. Receive an update from the Transportation Agency for Monterey County (TAMC) on the Marina-Salinas Multimodal Corridor Plan, and b. Consider support for a preferred corridor alignment as part of the Multimodal Corridor Plan. 	
Project Location: Marina- Salinas Area	APN: N/A
Planning File Number: N/A	Lead: Transportation Agency for Monterey County (TAMC)
Planning Area: N/A	Flagged and staked: N/A
Zoning Designation: N/A	
CEQA Action: Not subject to CEQA pursuant to Guidelines section 15004(b)	
Department: Resource Management Agency	

RECOMMENDATION:

Staff recommends that the Planning Commission support TAMC’s preferred corridor alignment as part of the Marina-Salinas Multimodal Corridor Plan.

PROJECT OVERVIEW:

The 1997 Fort Ord Base Reuse Plan (BRP) proposes an alignment for a multi-modal right of way from State Route One (SR1) to 8th Street and Imjin Parkway in Marina and then Blanco Road and Davis Road in Monterey County to the train station in the City of Salinas. In 2010, a revised alignment was accepted to relocate the alignment generally along Intergarrison Road to Reservation Road and then Davis Road to the City of Salinas. The California State University Monterey Bay (CSUMB) and the City of Marina requested consideration of a revised alignment that avoids a path through the campus and links more of the City.

Over the past several months, the Transportation Agency for Monterey County (TAMC) has been working on a program to designate a revised multimodal corridor between Marina and Salinas. In December of 2013, TAMC made a presentation to the Planning Commission which provided an overview of the objectives and potential options. Given various constraints, the commission suggested considering separate alignments for different modes of transportation.

Since that time TAMC has been coordinating with the affected agencies and jurisdictions to refine the ultimate objectives and physical improvements and to identify a preferred alignment for the multimodal corridor. TAMC will present an update including the options evaluated. Attachment A is a matrix that includes information about the various options that will be presented and Attachment B depicts the recommended alignment.

DISCUSSION:

The primary purpose of designating a multimodal corridor alignment is to facilitate the planning of future development and transportation facilities and in particular, Bus Rapid Transit (BRT) service between Marina and Salinas. In addition to transit, the multimodal corridor will accommodate cars, bicyclists and pedestrians. Alternative routes for less experienced bicyclists and pedestrians have been identified in the more urban portions of the corridor.

The preferred alignment that has emerged from the multi-agency coordination meetings essentially runs from Marina along Reservation Road, through the East Garrison project, to PC Presentation TAMC Multimodal Corridor

Davis Road and then along W. Alisal Street into the City of Salinas and along Lincoln Avenue to the Salinas Rail Station. County staff considered the alignment with plans for a new bridge on Davis Road over the Salinas River and facilitated a meeting with the developers for East Garrison, and supports TAMC's preferred alignment for future BRT service. TAMC will move forward with the more detailed design of the facilities that will support future implementation once a preferred alignment is formalized.

Pursuant to CEQA Guidelines section 15004(b), this action is not a decision to approve or carry out a project within the meaning of the California Environmental Quality Act. The action pertains only to developing a preferred conceptual project that is conditioned upon CEQA review before a decision whether to authorize such use would be made.

OTHER AGENCY INVOLVEMENT:

TAMC is the lead agency on this program but is requesting that the County and other affected agencies provide conceptual support of the preferred alignment before they move to the second phase of the planning process.



Marti Noel, Assistant Director
(831) 755-5394, noelm@co.monterey.ca.us
April 21, 2014

cc: Front Counter Copy; Planning Commission; RMA-Public Works Department; Parks Department; Environmental Health Bureau; Agricultural Commissioner, Attn: Christina McGinnis; Monterey County Sheriff; Monterey; Jacqueline Onciano, Planning Services Manager; The Open Monterey Project; LandWatch

Attachments:

Exhibit A: TAMC Alignment Alternative Matrix
Exhibit B: TAMC Corridor Conceptual Plan

This report was reviewed by Carl Holm, Deputy Director RMA

EXHIBIT A

TAMC MULTI MODAL CORRIDOR ALIGNMENT ALTERNATIVE MATRIX

Marina-Salinas Multimodal Corridor Conceptual Plan



Alignment Alternatives - Planning Context, Opportunities and Constraints

Potential Alignments	Active / Planned Transportation Projects	Active / Planned Development Projects	TOD Land Use Opportunity	ROW/Other Constraints	Other Comments
Marina Segments					
1a 8th Street/9th Street from MB Scenic and Trail/Highway 1/Future Transit Station to 5th Avenue	<ul style="list-style-type: none"> - Connection to Monterey Bay scenic trail - Monterey BRT connection - MST Transit Station and connection - The Dunes 8th/9th Street dedicated transit corridor in tentative map (exclusive ROW for BRT in median on 9th between 2nd and 5th) - Pedestrian boardwalk to 8th Street bridge in dunes specific plan - Separated bike path under construction, bike lanes on road too - Class I facility and BRT in 2 directions, connects to CSUMB with shuttle service 	<ul style="list-style-type: none"> - VA Hospital, wellness center, cinema theater, and skating rink - Shopping Center (Ph1) - Affordable housing project assumed transit corridor along 9th - Mostly single family housing - Promontory - CSUMB housing - Dunes at Monterey Bay - South County housing project funding grant monitoring requirements for Feds requires implementation of project as described in the grant application to measure success and outcome - Settlement agreement for traffic mitigations along Imjin Parkway - Mitigation / improvements currently being executed 	<ul style="list-style-type: none"> - Injin business opportunities: CSUMB south side of 8/9th Street housing - Housing along 8th/9th Street corridor 	<ul style="list-style-type: none"> - ROW has been dedicated (70 feet) and tentative maps are entitled - CEQA completed for roadway improvements, including settlement agreement - Future right of way acquisition constrained by multiple ownerships due to land transfers/dedications resulting from Dunes Development - Need additional 20 feet for equestrian trail, which is not available on tentative map for The Dunes 	<ul style="list-style-type: none"> - Not in the coastal zone - Better access to MBSST path - Corridor is described as a complete street - CEQA adopted, project fully entitled, tentative maps prepared, construction ongoing - Low cost housing grant funding monitoring program consistent with specific plan. - Insufficient width for horse trail along 9th Street - No equestrian access to Marina State Beach - 8th Street bridge across SR 1 cannot be widened to accommodate additional travel modes - Multiple tentative & final maps in the Dunes approved - The Dunes SP approved with 9th Street as a transit corridor
2a 2nd Avenue from 8th Street to Imjin Parkway	<ul style="list-style-type: none"> - No widening planned as road is built out and planned as low speed major roadway 	<ul style="list-style-type: none"> - Dunes at Monterey Bay additional development occurring. Land transferred ownership already - Cypress Knolls, hotel, additional office North of Imjin 		<ul style="list-style-type: none"> - Narrow ROW. Limitations on widening due to adjacent businesses and multiple owners 	<ul style="list-style-type: none"> - 8 foot trail existing on east side
2b Imjin Parkway from 2nd Avenue to Imjin Road	<ul style="list-style-type: none"> - City is addressing widening as complete street within existing ROW constraints -8 foot trail along south side of Imjin Parkway 	<ul style="list-style-type: none"> - Cypress Knolls still in planning - Application for church on file 	<ul style="list-style-type: none"> -Development potential and open space on south side of Imjin Pkwy and office infill near existing businesses 	<ul style="list-style-type: none"> - Significant traffic on this segment, would need additional ROW and more planning 	<ul style="list-style-type: none"> - Significant potential for grabbing ridership on Imjin Parkway - North of #2 is an employment/bus center - Could be a spur that connects to main corridor - Further from CSUMB campus

Marina-Salinas Multimodal Corridor Conceptual Plan



Alignment Alternatives - Planning Context, Opportunities and Constraints

Potential Alignments	Active / Planned Transportation Projects	Active / Planned Development Projects	TOD Land Use Opportunity	ROW/Other Constraints	Other Comments
3a 8th Street from 5th Avenue to Imjin Road	<ul style="list-style-type: none"> - Roundabouts for 8th street between 4th and Imjin road 	<ul style="list-style-type: none"> - Promontory at CSUMB 	<ul style="list-style-type: none"> - Further development potential along 8th 	<ul style="list-style-type: none"> - GP Policy supports 4 lanes on 8th Street alignment plan - ROW potential on North of 8th Street 	<ul style="list-style-type: none"> - Interest in connecting Beach to FORA backcountry
3b Imjin Road from 8th Street to Imjin Parkway	<ul style="list-style-type: none"> - Realignment and widening of Imjin Road as a complete street - Future trail network planning area? 		<ul style="list-style-type: none"> - Commercial and open space opportunities 		<ul style="list-style-type: none"> - Marked horse crossing - Multimodal alignment vacated by FORA in 2010
3c Imjin Parkway from Imjin Road to Reservation Rd	<ul style="list-style-type: none"> - Bike lanes on both sides (2014 STIP) - Plan to widen from 2-4 lanes (2017/2018 STIP) 	<ul style="list-style-type: none"> - Ord Market Community Development at North East corner 	<ul style="list-style-type: none"> - Infill development opportunity at Preston/Abrams 	<ul style="list-style-type: none"> - Army facility at SE corner of Imjin Pkwy & Reservation 	<ul style="list-style-type: none"> - Access controlled parkway in general plan - Mostly single-family residential in area
3d Reservation Road from Imjin Parkway to Blanco Road		<ul style="list-style-type: none"> - Specific plan area - adding high quality transit would be an amenity - Marina working with FORA to increase land use - UCSC Master Plan - Aviation area - Manufacturing center 	<ul style="list-style-type: none"> - MBEST Master Plan area (eastern and southern areas) 		<ul style="list-style-type: none"> - Extend corridor through MBEST?
4a 5th Avenue from 8th street to Inter-Garrison Road	<ul style="list-style-type: none"> - Exclusive busway ROW per FORA layout 		<ul style="list-style-type: none"> - CSUMB expansion 		

Marina-Salinas Multimodal Corridor Conceptual Plan



Alignment Alternatives - Planning Context, Opportunities and Constraints

Potential Alignments	Active / Planned Transportation Projects	Active / Planned Development Projects	TOD Land Use Opportunity	ROW/Other Constraints	Other Comments
Unincorporated County Segments					
4b	Inter-Garrison Road from 5th Avenue to Abrams Drive/Eastside Parkway	- Exclusive ROW for multi-modal corridor cross section	- Landfill area between Inter-Garrison and Imjin Parkway - Restricted to 80 acres of development allowed in area - 20 acres will be occupied	- Horse/hiker crossing to access trails - Habitat constraints to the north, development area to the south - Drainage areas - Consideration for ROW acquisition - CSUMB wants to be paid for their ROW	- Wind tunnel bad for bicyclists - Existing MOA on Inter Garrison - Inter Garrison opened up to East Garrison
6a	Inter Garrison Road from Abrams Drive to Sherman Boulevard and Sherman Boulevard from Inter-Garrison Road to East Garrison Drive	- Plan line for multi-modal segment previously prepared by FORA			
6b	East Garrison Drive from Sherman Boulevard to Reservation Road (through East Garrison)	- East Garrison Development bike lanes and cross walk		- Narrow ROW - Little opportunity for widening due to slope/topography	- Transit service to the development is logical - Revisit ROW of East Garrison with County
6c	East Garrison Drive from Sherman Boulevard to Watkins Gate Road and Watkins Gate Road from East Garrison Drive to Reservation Road	- East Garrison Development bike lanes and cross walk		- Newly constructed roadways with narrow bike lanes/shoulders	- Opportunity for bike path to Watkins Gate?
7a	Reservation Road from Blanco Road to Inter-Garrison Drive				
7b	Reservation Road from Inter-Garrison Drive to Watkins Gate Road	- Long-term widening project to 4 lanes in TAMC TIF	- Agriculture area on north side, slopes on south side	- Topography/drop-off - Steep area would need expensive retaining walls	- Existing transit service: uncomfortable for drivers - MST may re-route to avoid

Marina-Salinas Multimodal Corridor Conceptual Plan



Alignment Alternatives - Planning Context, Opportunities and Constraints

Potential Alignments	Active / Planned Transportation Projects	Active / Planned Development Projects	TOD Land Use Opportunity	ROW/Other Constraints	Other Comments
8 Blanco Road from Reservation Road to South Davis Road	- Long-term widening project in Salinas TIF	- Western section adjacent to MBEST/airport	- Surrounded by agriculture; no significant development potential	- AG Land - Bridge would require costly widening - Harvest time parking - Accidents in early AM	- Potential to include storm water mitigation along Blanco Road as part of the project - Existing physical and political conflicts between bicyclists and AG operations - To relieve AG conflict: what happens if the road is elevated? - Cooper Road to Blanco Road has significant movement during times of the day - Issues with ag leaving dirt on bike lanes - Lots of AG traffic - Good for transit since it's the shortest connection
9 Reservation Rd from East Garrison Drive to South Davis Rd	- Long-term widening project in TAMC TIF		- Agriculture area on north side, slopes on south side	- Farmland and slopes	
10 South Davis Road from Reservation Road to Blanco Road	- Long-term bridge and roadway widening to 4 lanes in TAMC TIF - Caltrans may install a signal at Hitchcock Road		- Surrounded by agriculture; no significant development potential	- Flooding - Ag Land - Bridge (cost to widen and bring up to flood	- Cross sections for bridge/road available (design in review) - Hitchcock connects Davis and 68
11 South Davis Rd from Blanco Road to Market Street	- County project for Class II bike lanes going to construction in 2014;	- Boronda Area Plan to the northwest	- Mostly single-family residential with ag on west side	- Not a lot of ROW - Interchange is a constraint for bicyclists	- North Davis Road is challenging for transit (busy during PM peak hour)
16 Reservation Road from South Davis Road to Highway 68	- Widening to 4 lanes in County TIF		- Surrounded by agriculture and steep slopes	- Topographical challenges - AG land adjacent on north side	- Access to Fort Ord Monument trailhead
17a Highway 68 from Reservation Road to Blanco Road	- New bridge over Salinas River - Bridge widening will be implemented in 2014/2015 and will have a full shoulder.			- Caltrans ROW - May need to be widened, although existing ROW is relatively wide	- Delays are bad in the afternoons - Good opportunity for transit queue jumps

Marina-Salinas Multimodal Corridor Conceptual Plan



Alignment Alternatives - Planning Context, Opportunities and Constraints

Potential Alignments		Active / Planned Transportation Projects	Active / Planned Development Projects	TOD Land Use Opportunity	ROW/Other Constraints	Other Comments
Salinas Segments						
12	Market Street from North Davis Road to North Main St/Future Train Station	<ul style="list-style-type: none"> - Rail/Intermodal station - GenPlan has language that supports removing on street parking along Market Street 	<ul style="list-style-type: none"> - Developing city plans to focus growth on a portion of Market Street and develop a gateway to downtown (Gen Plan) 	<ul style="list-style-type: none"> - Redevelopment potential - Intermodal station - Area southeast of Villa Steet 	<ul style="list-style-type: none"> - Caltrans ROW - Pedestrian crossings are a concern 	<ul style="list-style-type: none"> - Would be great to have bike lanes - Speeds too high for sharrows - Owned by Caltrans
13a	Blanco Rd from South Davis Road to Alisal Street	<ul style="list-style-type: none"> - Bike lanes - Widening to consistent 4 lanes in City TIF 		<ul style="list-style-type: none"> - Agriculture on south side, developed single-family on north 	<ul style="list-style-type: none"> - Single-family dwelling unit restricting widening at current time 	<ul style="list-style-type: none"> - Blanco/Davis is a heavily impacted intersection during peak commute hours
13b	Alisal Street from Blanco Road to Homestead Avenue /Hartnell College	<ul style="list-style-type: none"> - Salinas has identified opportunity for a road diet (17,000 ADT east of Pajaro and 14,000 ADT closer to Blanco) 		<ul style="list-style-type: none"> - Some redevelopment potential - Shopping center at Palms/Alisal (Gout) 	<ul style="list-style-type: none"> - Road diet would allow for bike lanes and improved pedestrian crossings. ROW limited to existing 	<ul style="list-style-type: none"> - Excellent opportunity for a road diet - Removing on-street parking may concern property/business
14	Alisal Street from Homestead Ave/Hartnell College to Lincoln Avenue	<ul style="list-style-type: none"> - Considering a road diet (17,000 ADT east of Pajaro; 14,000 ADT closer to Blanco Road) 		<ul style="list-style-type: none"> - Infill development - surface parking lots - City and government owned parking lots 	<ul style="list-style-type: none"> - ROW limited to existing width 	<ul style="list-style-type: none"> - County parking study - Salinas parking study, look at existing supply vs. demand - Potential for future BRT on East
15	Lincoln Avenue from Alisal Street to North Main St/Future Train Station	<ul style="list-style-type: none"> - Train station improvements will extend Lincoln north of Market 	<ul style="list-style-type: none"> - Senior housing development on Lincoln & Market Street 	<ul style="list-style-type: none"> - Infill development surface parking lots 	<ul style="list-style-type: none"> - Roadway narrows from 60' to 40' north of W. Gabilan - Room for bike lanes if 	<ul style="list-style-type: none"> - Area on edge of Salinas Vibrancy Plan
17b	Highway 68 from Blanco Road to Alisal Street/Steinbeck Center			<ul style="list-style-type: none"> - Infill development opportunity along S. Main- in Salinas Gp 	<ul style="list-style-type: none"> - Caltrans ROW 	<ul style="list-style-type: none"> - Transit ridership is higher on S. Main than Alisal now - Delays are not much of a problem for transit except around
18	Blanco Road from Alisal Street to Main Street (Highway 68)				<ul style="list-style-type: none"> - Developed residential area 	

EXHIBIT B

TAMC MULTIMODAL CORRIDOR ALIGNMENT CONCEPTUAL PLAN

Marina-Salinas Multimodal Corridor Conceptual Plan



Recommended Alignment

