Frequently Asked Questions about the North Fremont Bicycle & Pedestrian Project:

Q: Why is the City doing this project?
A: The North Fremont Bicycle and Pedestrian Project is the “kick-off” to realizing many of the goals outlined in the City’s Multi-Modal Plan “Monterey-on-the-Move”. The North Fremont project is an improvement for people of all-modes and will allow the City to make necessary ADA improvements along North Fremont as well. The goal of this project is to make North Fremont a safer and more accessible place for people of all abilities and travel modes. This is also a part of the vision for the North Fremont Specific Plan. For more information please see the North Fremont Specific Plan Website: https://monterey.org/planningnorthfremont

Q: How is this project funded?
A: This project is a major infrastructure project through a Caltrans Active Transportation Program (ATP) Grant, with matching funds coming from the City, TAMC, NIP, Measure P, and Measure X. An ATP Grant is conditioned so that the funding goes toward pedestrian and bicycle improvements.

Q: Why can’t you use the money for something else?
A: The grant funding is through a Caltrans Active Transportation Program (ATP) Grant. This grant is very specific, requiring that the infrastructure project improves mobility and accessibility for pedestrians and bicycles, as well as promotes active transportation. If this project was not implemented accordingly, the City would be required to return the money back to the state for a similar project elsewhere.

Q: Is this a bike lane to nowhere?
A: No, this is simply the start. All trails and paths need a first step! The North Fremont bike lanes will eventually connect to the Fort Ord Regional Trail & Greenway (FORTAG). Additionally, there are minor connections to the neighborhoods as shown in the City’s Multi-Modal Mobility Plan “Monterey on the Move”.

For more information:
- FORTAG
- 2013 Multi-Modal Plan “Monterey on the Move”

Q: How does this project benefit me?
A: Protected Bike lanes have been shown to have many benefits: increase in bicycle ridership, bicyclist safety, increase in business traffic, increase in property values, and a decrease in bicycle/auto collisions. Please visit our project website for some quick facts on the benefits of protected bike lanes at Monterey.org/NFremontBikePed.
Q: What is this going to look like when it’s done?
A: When construction is complete, North Fremont will have two lanes in both directions with on-street parking, just as it did before construction commenced. The main difference will be the median bicycle lanes and new curb ramps and improved Traffic Signal equipment. For an idea of what it will look like please access the project website at Monterey.org/NFremontBikePed.

Q: How can I get to the Recreation Trail from North Fremont?
A: There are several ways to get to the Monterey Peninsula Recreational Trail, two examples are via Casa Verde Way and via Casanova Ave. In the future there will be a more direct connection via FORTAG at the intersection of Canyon Del Rey and North Fremont.

**Via Casa Verde Way**

- Exit at the end of the bike lanes, using the push button to trigger the bicycle signal.
- Use the “Cross Bikes” (aka Crosswalks for bicycles)
- Head North towards Del Monte, Casa Verde will be Class III Facility meaning you can bike in traffic as a vehicle or on the sidewalk, if you are more comfortable or bicycling with young children.
- Just north of the intersection of Del Monte and Casa Verde is the Recreational Trail.
Via Casanova Ave

- Exit at the end of the bike lanes, using the push button to trigger the bicycle signal.
- Use the “Cross Bikes” (aka Crosswalks for bicycles)
- Head North toward Montecito, turn right on Montecito, and left onto English Ave.
- The recreational trail is located just north of the intersection of Del Monte and English.
- Alternatively, you can turn right on Branner Ave, at the end of Branner is the Laguna Grande Regional Park.
- You can use the Laguna Grande Park to cut through to Del Monte where you can connect to the recreational trail at the intersection of Del Monte and Canyon Del Rey.

Q: Can we get rid of any of the traffic cones or shorten the lane closures?
A: The number of traffic cones and other traffic control devices is dictated by State and Federal standards and are not something we can modify because it is directly related to driver and worker safety.

Traffic control is there for your protection as well as construction workers, even if you do not see people, it is an active construction area.

Please Slow for the Cone Zone. In 2015, there was a crash in a work zone about every six minutes in the US. While we understand your frustration, traffic control measures are in place for your safety as well as workers; they have families too!

Please be ALERT and pay close attention to all signs. As we move through project construction, operations will change requiring changes to the lanes open, closed or shifted as well as changes to on-street parking.
Q: How can I stay informed about construction?
A: We make every effort to update the public about changes ahead of time via the project website, email blasts and Twitter. For traffic control changes, you can sign up for construction updates by going to the project website, on the right side of the page is a link to be added to the construction mailer. Please check out the project website at Monterey.org/NFremontBikePed.

Q: Why are the signals not working as well as they did before?
A: During construction the vehicle detectors needed to be disconnected, traffic signals on North Fremont are timed rather than triggered by approaching vehicles and temporary cameras have been set up to detect vehicles on side streets. This is temporary and when intersection construction and new signal installation is complete regular operations will resume.

The City is also implementing an adaptive signal system, or smart signal, to further improve signal operation along North Fremont, from Casa Verde to Casanova. The City hopes to collaborate with Caltrans and Seaside to incorporate further additional signals, however these locations are outside of City jurisdiction.

Q: How long is North Fremont going to be one lane westbound, and two lanes eastbound with parking restrictions?
A: The work in the median is projected to be complete in late January. The k-rail (right) that you see is temporary and provides a protective barrier to keep the work zone safe for workers and vehicles. Once the median work is completed, the barrier rail will be removed and additional lanes will be available. However, we will still have work to do at the intersection between Casa Verde and Casanova which will require some lane shifts and periods of no parking. The North Fremont project construction is anticipated to be completed by late September of next year, 2019.

K-rail will not be the permanent barrier. For examples of the proposed fencing for the median bike lanes please see the renderings on the Project website, Monterey.org/NFremontBikePed.

Why is there K-rail or traffic control there when people are not actively working?

For safety; it’s important that the traffic control is consistent as much as possible. Various construction crews will be working on medians at different times, in order to keep construction moving at an efficient pace, the K-rail will be in place until all work in the median is complete. As mentioned in the, “Can we get rid of any of the traffic cones or shorten the lane closures?” the project must follow State and Federal safety standards for active constructive areas.
Q: Why are the free-right turn lanes being removed on Casanova and Airport?
A: Free-right turn lanes are being removed to improve pedestrian safety and visibility at corners. Free-Right Turns pose a greater risk to pedestrians because pedestrians are not in the motorist’s primary line of sight. Turning vehicles are focused on on-coming traffic not at the pedestrians to their right. Right turn movements are still permitted, they are now controlled by the signalized intersection. Drivers may make a right, after stopping at the red light – provided it is safe to do so.

*For further information, please look at Designer’s memorandum on the subject of free-right turns.*

Q: Why is the right turn at Ramona staying if you are removing the other ones?
A: Ramona is a very skewed intersection. If we remove the free-right turn at this location a vehicle would have to make a very sharp right turn; vehicles would have to drive up over the curb to actually make the turn onto eastbound North Fremont.

*For further information, please look at Designer’s memorandum on the subject of free-right turns.*

Q: Why are the mid-block left turn lanes being removed at Hannon?
A: The mid-block left turn lanes were removed at Hannon to keep a consistent bike lane between Ramona and Casanova. If the mid-block left turns onto Hannon were kept it would significantly impact the design of the project, and an additional signalized intersection would be required.

*For further information, please look at Designer’s memorandum on the subject of mid-block left turns.*

Q: What kind of outreach have you done?
A: Throughout the North Fremont Project process, we have held several outreach events. The project was presented at a Pre-Construction Open house, as well as at multiple neighborhood and business association meetings.

In addition to in-person outreach, the North Fremont Project was featured in the City newsletter, *City Focus*, and had the project website featured in homepage of the City website. The North Fremont Project has also been featured in local news articles.

You can also sign up for regular email updates for specific work coming up.

Q: Why has North Fremont been under construction for so long?
A: Prior to the North Fremont Groundbreaking in June 2018, Cal-Am was making utility improvements along North Fremont and throughout the City of Monterey. *For more information please visit the Cal-AM Project website: https://www.watersupplyproject.org/*
Q: Could we have waited longer between Cal-Am construction and the North Fremont Project construction?
A: If we had waited longer to start the North Fremont construction, we would have lost the grant funding, potentially missing out on an amazing opportunity to improve an important Monterey neighborhood.

Q: How many trees are being removed from the median?
A: At this time no trees are planned to be removed from the median.

North Fremont is going to be an amazing multi-modal street!

Thank you for working with us to get through the construction. We will all enjoy North Fremont again soon.
MEMORANDUM

From: John Pulliam, P.E. and Frederik Venter, P.E., Kimley-Horn and Associates

To: Andrea Renny, City of Monterey

Date: September 19, 2018

Re: North Fremont Project – Free Right Turn Removal

The North Fremont Bike and Pedestrian Access and Safety Project is closing the free right turn access at the intersections of Casanova Avenue and Airport Road. The removal of the free right turns will require right turning vehicles to stop at the signalized intersection before the crosswalk, then proceed, when safe to do so. The ability to make the right turn is thus the same as with a free right turn, but at a lower speed, which significantly improves safety for vehicles, bicycles and pedestrians. Free right turns have a yield condition which can also cause confusion on who has the right of way when the light is green. Free right turns can encourage high speeds in close proximity to pedestrians, split driver attention between traffic and looking for pedestrians, increase the crossing distance and pedestrian phase timing, and force pedestrians to cross a vehicular yield control crossing.

The North Fremont project offers tremendous safety benefits for bicycles, pedestrians, and vehicles by providing separated bicycle facilities and improved pedestrian facilities. Eliminating the free right turns at the Airport and Casanova will further increase pedestrian safety along this busy corridor. Removing free-right turns improves the mobility of visually impaired pedestrians because all movements are controlled by signals and have audible pedestrian crossing.

The North Fremont Project scored high with the grant due to the increase safety for pedestrian on this corridor, this is directly linked with the elimination of free-right turns on North Fremont.

Collisions

There have been 1 reported vehicle-pedestrian injury collision in the past 5 years that may have been preventable by the closure of the free right turn at North Fremont Street and Casanova Avenue. The incident involved a vehicle colliding with a pedestrian while making a right turn.

There have been 2 Vehicle/Bicycle Collisions and 5 Vehicle/Pedestrian Collisions at the intersections of North Fremont with Casanova, Ramona, and Airport/Dela Vina. this block in the past 8 years. Vehicle/Pedestrian collisions could potentially be reduced, by removing Free-Right turn facilities, tightening of curb radii, bulb outs, high visibility crosswalk striping and audible signal for bicycle in the roadway these include, bike signals, bike lanes, and bike boxes.
Traffic Counts

Pedestrian and bicycle counts were collected along North Fremont May 3rd, 2017 from 7 AM -7 PM. Figure 1 shows the pedestrian and bicycle counts along North Fremont Street. Free-right turns were eliminated to enhance the pedestrian experience. The improved pedestrian and bicycle access will encourage more people to bike and walk along North Fremont.

Figure 1 – Pedestrian and bicycle counts along North Fremont Street.

Impact to Project Design

Bulb-outs (curb extensions) are being installed at most corners along the corridor. The purpose of these bulb-outs is to slow down right turn movements, shorten the crossing distance for pedestrians, and to also provide a refuge area that can accommodate both pedestrians and cyclists. This is a critical component of the overall bikeway design, as cyclists will use the bulb-out area to enter and exit the median bike lanes.

The project is currently under construction, so any change to the design at this point would also require a re-design and lead to an increase in project cost. Due to the grant conditions, changes in design would require Caltrans approval and jeopardize the project funding source. In addition, this would be the only intersection with a free right turn along the corridor.

Continuing to allow free right turns will significantly impact the design of the North Fremont Bike and Pedestrian Access and Safety Project, reducing safety for pedestrians and cyclists. Allowing free right turns on Casanova Ave and Airport Rd contradicts the goals of the project, as it would significantly reduce pedestrian safety at these vehicular conflict points, and would
necessitate the redesign of this intersection, leading to increase construction costs, and potentially increase delay along the corridor.

If free right turn access were allowed, a new traffic signal would have to be installed at each intersection as the proposed signals would potentially need to be relocated and sized differently.

**Intersection of North Fremont and Ramona**

Due to skew at Ramona Avenue and North Fremont, it would be very difficult to turn right if the free right turn is eliminated, it would also be difficult to make the turn without mounting the curb causing a major safety concern for pedestrians and bicycle. This would essentially restrict the ability to turn right on Ramona.

The corner island is also necessary for the placement and orientation of the traffic signal mast arm.

**Figure 2** shows the turning template of a passenger vehicle at Ramona Ave if the free right turn was eliminated.

**Figure 2** – Turning Template Ramona Ave
Summary

In summary, the removal of the free right turn provides enormous bicycle and pedestrian improvements for people in all abilities. Due to the skew of the intersection at Ramona and North Fremont the free right turn had to be kept for operational purposes.

In addition, any changes to the project would delay construction, require additional engineering and potentially remove some of the benefits of the project.
MEMORANDUM

From: John Pulliam, P.E. and Frederik Venter, P.E., Kimley-Horn and Associates
To: Andrea Renny, City of Monterey
Date: May 7, 2018
Re: North Fremont Project – Mid-block Vehicle Access

The North Fremont Bike and Pedestrian Access and Safety Project is proposing to close several mid-block left turns along the North Fremont Street Corridor, in order to provide space for and better accommodate a Class IV Bike lane in the median of North Fremont. One of these existing mid-block left turns that the project proposes to close is at Hannon Avenue. We understand that there is concern about the impacts of closing this mid-block crossing. While our team understands those concerns, we believe this is the best course of action because it allows for a better, safer bike lane design, and because there are short, alternative ways of reaching destinations other than using Hannon Avenue. The diversion of traffic to Casanova is minor (approximately 1 car a minute in the peak hour) which will have negligible effect on traffic operations.

The North Fremont project offers tremendous safety benefits for bicycles, pedestrians, and vehicles by providing separated bicycle facilities and improved pedestrian facilities. New Class IV bike lanes located in the median will provide cyclists with a separated facility, protected by a curb and a railing from traffic. Making changes to the Hannon intersection to accommodate left-turns would reduce the effectiveness and safety of the bicycle lanes, increase project cost, and negatively affect vehicular progression along North Fremont.

In addition, the closing of the center turn lane, like the left turn lane into and out of Hannon Ave provides benefits to motorists. Based on studies from the 2014 Study “Validation and Application of Highway Safety Manual (Part D) in Florida” the closure of a center turn lane to a median has shown to provide a 30-45% reduction in all crashes and the addition of bike lanes was shown to reduce vehicular/bicycle crashes by 50-60%.

Collisions

There have been 1 reported vehicle collision in the past 5 years that could be preventable by the closure of the midblock left turn at North Fremont Street and Hannon Avenue. The incident involved a vehicle colliding with an object while exiting left from Hannon Avenue.

There have been 2 Vehicle/Bicycle Collisions and 1 Vehicle/Pedestrian Collisions along this block in the past 16 years. Vehicle/Bicycle collisions could potentially be reduced, by providing facilities for bicycle in the roadway these include, bike signals, bike lanes, and bike boxes.
Existing Roadway Geometry

Existing conditions at Hannon Ave and N. Fremont St. consist of an unprotected left turn, where cars must wait for a gap in opposing traffic in order to complete their left turn. There are approximately 800-1,000 cars an hour, which can lead to a significant queuing time. Additionally, there is currently little to no space to queue, accelerate, or decelerate from in and out of the turn pockets.

Traffic Counts

Traffic Counts were collected at the intersection of Hannon Ave and Kolb Ave in November 2017 and at Fremont and Hannon in May 2018.

Table 1 – Peak Hour Traffic accessing Hannon Ave.

<table>
<thead>
<tr>
<th>Direction</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>2017</td>
<td>2018</td>
</tr>
<tr>
<td>Exiting Hannon Ave</td>
<td>69</td>
<td>70</td>
</tr>
<tr>
<td>Entering Hannon Ave</td>
<td>48</td>
<td>30</td>
</tr>
</tbody>
</table>

The counts collect May 2018 show 7 left turns exiting Hannon Ave onto North Fremont in the AM peak hour and 7 left turns in the PM peak hour. The counts also show 29 vehicles utilizing the mid-block left turn in AM peak hour and 66 left turns in the PM peak hour. It should also be noted that an U-turn occurred in the southbound direction, this movement is not permitted at Fremont and Hannon. Figure 1 shows the turning movements at the North Fremont Street and Hannon Ave

Figure 1 – Peak Hour Traffic at North Fremont Street and Hannon Avenue.

Source Kimley-Horn, 2018
Traffic Diversion

The diversion of traffic is shown in Figure 2 below, the southbound left movement and the eastbound left and U-turn movement would be affected. Vehicles are permitted to make a U-turn at Casanova or alternatively make a series of lefts at Casanova Ave and Kolb Ave.

Figure 2 – Diversion of traffic at Hannon Avenue and Fremont Avenue

Impact to Project Design

Allowing left-turns in and out of Hannon Ave would significantly impact the design of the North Fremont Bike and Pedestrian Access and Safety Project, reducing bicycle safety. Allowing left turns at Hannon Ave is antithetical to the goals of the project, as it would reintroduce conflict points with bicycles, necessitate the redesign of this intersection, increase costs, and potentially increase delay along the corridor.

If left turn access were allowed, a new traffic signal would have to be installed at Hannon Avenue, as it would be the only way to safely introduce a break in the median (and thereby a break in the bike lanes) and allow a left turn onto Hannon. The existing traffic volumes do not meet the CAMUTCD Peak Hour signal warrant, even if the 85th percentile speed was greater than 40 mph. If a signal were installed it may also introduce a new crossing opportunity for pedestrian and bicycles, increasing delay for all modes of transportation.