Monterey Transportation and Parking Charrette

June 28-30, 2011
Del Monte Intersection

June 28, 2011
1:00 pm - 3:00pm
Project Team

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- Fehr & Peers
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- City of Monterey Planning, Engineering and Environmental Compliance

Introductions
Goals are: day 1, comments on the solutions and criteria, day 2 participation / refinements of solutions, day 3 selection of alternatives
A *charrette* refers to a collaborative session in which a group of designers develop a solution to a design problem. Charrettes serve as a way of quickly generating and refining design solutions while integrating the capabilities and interests of a diverse group of people.
Purpose and Objective

- Create a Multi-Modal Citywide Transportation and Parking Plan
- Implement General Plan Goals
- Provide technical information for master planning efforts
Four major planning efforts are underway: The Waterfront Master Plan, the Downtown Specific Plan, the Lighthouse/Foam Specific Plan, and the North Fremont Specific Plan.
Downtown Planning Areas
Intent of the process for Day 1 presentations is to get input on these areas.
This intersection needs to meet a variety of criteria based on downtown, lighthouse, and waterfront planning efforts and public comments.

Solution Criteria

- Safe pedestrian access
- Safe bicycle access
- Transit access (BRT and Transit Hub)
- Connectivity between Downtown and Waterfront (visual and physical)
- Gateway to Downtown
- Gateway to Cannery Row / Lighthouse
- Accommodates traffic to and from tunnel
Purple arrows show existing one-way streets.
Purple arrows show one-way streets
Purple arrows show one-way streets
The network used for the traffic assignment model that utilizes parking demand to assign trips to roadway.
Solution

Alternative 1: “T” intersection

Design presented in Urban Design meetings.
Pedestrian, bicycle and transit circulation patterns.
Lane configuration to meet the traffic demand. Needed to add third lane in the eastbound direct and a double left turn for traffic entering the downtown.
Pointing out that a key challenge of the reversed one-way couplet is where the Light House and Foam traffic crosses over.
Alternative meets the criteria.

Solution Evaluation

Alternative 1:
✓ Pedestrian access and safety
✓ Bicycle access and safety
✓ Transit access (BRT and Transit Hub)
✓ Connectivity between Downtown and Waterfront (including visual)
✓ Gateway to Downtown
✓ Gateway to Cannery Row/Lighthouse
✓ Accommodate traffic to and from tunnel
Alternative Washington/Del Monte solution that reverses the flow through the tunnels in order to support the reverse couplet on Lighthouse and Foam. This also requires reversing the Pacific Avenue ramp connections to Lighthouse.
Pedestrian, bicycle and transit flows.
Connection with Lighthouse

Alternative 2 Configuration:
- Provides opportunity for reverse couplet alternative without the need for a grade separation on Lighthouse side

Reversing traffic flow will either occur through grade separation in Lighthouse or at intersection of Del Monte/Lighthouse in Downtown
Solution Evaluation

Alternative 2:
✓ Pedestrian access and safety
✓ Bicycle access and safety
✓ Transit access (BRT and Transit Hub)
✓ Connectivity between Downtown and Waterfront (including visual)
✓ Gateway to Downtown
✓ Gateway to Cannery Row/Lighthouse
✓ Accommodate traffic to and from tunnel

Alternative meets the criteria
Other solutions that were considered but rejected.

- Alternative 1: Create “T” intersection
- Alternative 2: Reverse traffic flow direction in tunnel
- 4-6 other variations/configurations (e.g. traffic circle intersection)
An example of how an evaluation matrix was used to screen alternatives. Criteria for each corridor are listed on the left and the proposed improvements are listed across the top of the matrix.
Charrette Schedule

Tuesday
- Downtown and Waterfront discussion (8:30-noon)
- Del Monte / Washington discussion (1-3pm)
- Lighthouse / Foam discussion (3-5pm)

Wednesday
- North Fremont discussion (8:30-10am)
- Walking and bicycle audits (8:30-10am)
- Drop-in presentation of alternatives (Noon-1 pm)
- Planning Commission Meeting (7-11pm)

Thursday
- Planning Commission Meeting (6:30-10 pm)