

***The case for a physically separated bike path or cycle track  
within the “Davis Road Bridge Replacement and Road Widening Project”***

Notes by F. Watson 16 Mar 2018, updated 26 Mar 2018 & 26 May 2018

**Summary:**

- Class IV is depicted in the Marina-Salinas Multimodal Corridor plan presented to the Board of Supervisors in 2015
- Class IV as part of the Davis Rd project was sought by TAMC and the TAMC Bike/Ped committee in 2016 in a public and in a timely manner, with well-documented and well-argued reasons.
- The Board of Supervisors directed staff to pursue Class IV, after **staff made assurances that the bicycling community would be included**, moving forward
- The possibility of Class IV was subsequently dismissed, but dismissal was unfounded, because
  - It occurred in private, without public notice, reporting, or explanation. In particular, the dismissal was not reported to Supervisors Parker & Adams the next time they were briefed on the matter, as would be consistent with Resolution 16-217, Item “e”.
  - It relied on pre-study cyclist input that was misrepresented and under-represented.
  - **Cyclist input during the study was not sought or included**
  - There was insufficient exploration ways of achieving Class IV with no substantial impacts on flood waters
- Changing from Class IV to Class II on a road this long is a major policy shift that has been largely obscured from public view.

**Timeline:**

- 1971: “Proposed riding and hiking trail” parallel to Davis Rd indicated on 1971 Monterey County Recreational Trails Plan
- Various trails concepts near Davis Rd between Blanco Rd and Reservation Rd indicated in:
  - 1982 Monterey County General Plan / Recreational Trails Plan
  - 1984 Greater Monterey Peninsula Area Plan
  - 2006 Greater Monterey Peninsula Area Plan Trails & Paths map by Monterey County Planning Dept.
- 2015 May 12: Board of Supervisors received TAMC presentation on Marina-Salinas Multimodal Corridor Plan (video time: 32:00-), which includes a Class IV bicycle facility along Davis.
- 2015 December
  - Draft EIR/EA. Has essentially 4 alternatives:
    - S.4.1. “No Build Alternative”
    - S.4.2. “Preferred Alternative”. **Four vehicular lanes. Class II bike.**
    - S.4.2.1. “Preferred Alternative - Design Variation”. **Four vehicular lanes. Class IV bike.**
    - S.4.3. “Alternative 2”. **Two vehicular lanes. Class II bike.**
- 2016 Feb 3<sup>rd</sup>
  - Public Works staff presentation to TAMC Bike/Ped committee.
    - Packet states that TAMC staff support the Class IV and not the Class II.
    - Minutes do not state any deviation from this preference.
- 2016 March 8th (approx. based on PDF scan creation date)
  - Letter from a bike organization (Pedali Alpini / Eric Petersen) (letter later referred to by same organization as having been prepared with very little notice from Public Works staff, see BOS video 7/26/16 minute 19:50).
    - States that it supports S.4.3 and opposes S.4.2.1.  
An incomplete interpretation of this statement is that the letter supports Class II and opposes Class IV.





- Public Works staff confirmed by email (3/26/18) that “we did not see the need to have meetings specifically with bicycle groups” subsequent to staff’s 7/26/16 commitment to BOS that bicycle groups would be involved.