# Vía Salinas Valley:
## Pathways to Health Through Active Transportation

Submitted by the Monterey County Health Department in collaboration with the East Salinas Builing Healthy Communities, the Transportation Agency for Monterey County and the Cities of Greenfield, Gonzales, King City, Salinas and Soledad

PROPOSAL SUBMITTED TO:

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

PROPOSAL SUBMITTED BY:

Monterey County Health Department
1270 Natividad Road
Salinas, CA 93906
(831) 755-8997
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# ACTIVE TRANSPORTATION PROGRAM

## CYCLE 1

## APPLICATION
## Part 1
## (Includes Sections I, V, VI, VII, VIII & XI)

**Please read the Application Instructions at**
**http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html**
**prior to filling out this application**

| | |
|---|---|
| **Project name:** | Via Salinas Valley: Pathways to Health Through Active Transportation |

**For Caltrans use only:** ____TAP _____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

# I. GENERAL INFORMATION

| **Project name:** | Via Salinas Valley: Pathways to Health Through Active Transportation |
|---|---|

(fill out all of the fields below)

| | |
|---|---|
| 1. APPLICANT (Agency name, address and zip code)<br>County of Monterey | 2. PROJECT FUNDING<br>ATP funds Requested $ 6,130,969.00<br>Matching Funds (If Applicable) $ 0.00<br>Other Project funds $ 5,000.00<br>TOTAL PROJECT COST $ 6,135,969.00 |
| 3. APPLICANT CONTACT (Name, title, e-mail, phone #)<br>Erica Padilla-Chavez | |
| 4. APPLICANT CONTACT (Address & zip code)<br>1270 Natividad Road,Salinas, CA 93906 | 5. PROJECT COUNTY(IES):<br>Monterey |
| 6. CALTRANS DISTRICT #- Click Drop down menu below<br>District 5 | 7. Application # 1 of 1 (in order of agency priority) |

**Area Description:**

| | |
|---|---|
| 8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu> | Other |
| 9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu> | |
| 10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu> | Within a Large MPO (Pop > 200,000) |

**Master Agreements (MAs):**

11. ☐ Yes, the applicant has a FEDERAL MA with Caltrans.
12. ☐ Yes, the applicant has a STATE MA with Caltrans.

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☒ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

**Partner Information:**

| | |
|---|---|
| 14. Partner Name*:<br>Transportation Agency of Monterey County | 15. Partner Type<br>Government |
| 16. Contact Information (Name, phone # & e-mail)<br>Ariana Green, 831-775-4403; ariana@tamcmonterey.org | 17. Contact Address & zip code<br>55-B Plaza Circle, Salinas, CA 93901 |

☒ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

**Project Type:** (Select only one)

18. Infrastructure (IF) ☐ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☒

| **Project name:** | Via Salinas Valley: Pathways to Health Through Active Transportation |
|---|---|

## I. GENERAL INFORMATION-continued

**Sub-Project Type** (Select all that apply)

21. ☒ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☒ Safe Routes to School Plan ☐ Pedestrian Plan
    ☒ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☒ Bike plan ☐ Pedestrian plan ☒ Safe Routes to School plan ☐ ATP plan

22. ☐ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☒ Class I ☒ Class II ☐ Class III
    Ped/Other: ☒ Sidewalk ☐ Crossing Improvement ☒ Multi-use facility

    Other: City of Salinas has a bike plan and City of Gonzales has a SRTS Plan only.

23. ☒ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☒ Safe routes to school- ☒ Infrastructure ☒ Non-Infrastructure

If SRTS is selected, provide the following information

| 26. SCHOOL NAME & ADDRESS: |
|---|
| El Sausal Middle School 1155 E. Alisal Street, Salinas, CA 93905 |
| 27. SCHOOL DISTRICT NAME & ADDRESS: |
| Salinas Union High School District, 431 W. Alisal, Salinas, CA 93901 |

| 28. County-District-School Code (CDS) | 29. Total Student Enrollment | 30. Percentage of students eligible for free or reduced meal programs ** |
|---|---|---|
| 66159 | 927 | 92.30 |
| 31. Percentage of students that currently walk or bike to school | 32. Approximate # of students living along school route proposed for improvement | 33. Project distance from primary or middle school |
| 95% | 741 | less than 1 mile |

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☒ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

| Project name: | Via Salinas Valley: Pathways to Health Through Active Transportation |
|---|---|

## V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm

**Notes:**

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

| Project name: | Via Salinas Valley: Pathways to Health Through Active Transportation |
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## VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

### FUNDING SUMMARY

| **ATP Funds being requested by Phase** (to the nearest $1000) | | **Amount** |
|---|---|---|
| PE Phase (includes PA&ED and PS&E) | $ | 354,356 |
| Right-of-Way Phase | $ | 139,900 |
| Construction Phase-Infrastructure | $ | 3,846,970 |
| Construction Phase-Non-infrastructure | $ | 319,783 |
| **Total for ALL Phases** | **$** | 4,661,009 |

| **All Non-ATP fund types on this project*** (to the nearest $1000) | | **Amount** |
|---|---|---|
| City of Salinas | $ | 5,000 |
| | $ | |
| | $ | |
| | $ | |
| | $ | |
| | $ | |

*Must indicate which funds are matching

| | | |
|---|---|---|
| Total Project Cost | $ | 4,666,009 |
| Project is Fully Funded | Yes | |

| **ATP Work Specific Funding Breakdown** (to the nearest $1000) | | **Amount** |
|---|---|---|
| Request for funding a Plan | $ | 426,924 |
| Request for Safe Routes to Schools Infrastructure work | $ | 4,666,009 |
| Request for Safe Routes to Schools Non-Infrastructure work | $ | 879,203 |
| Request for other Non-Infrastructure work (non-SRTS) | $ | 302,351 |
| Request for Recreational Trails work | $ | 0 |

### ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

| | **Proposed Allocation Date** | **Proposed Authorization (E-76) Date** |
|---|---|---|
| PA&ED or E&P | 11/01/2014 | 12/01/2014 |
| PS&E | 12/01/2014 | 01/01/2015 |
| Right-of-Way | 01/01/2015 | 02/01/2015 |
| Construction | 03/01/2015 | 04/01/2015 |

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

| Project name: | Via Salinas Valley: Pathways to Health Through Active Transportation |
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## VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

| Start Date | End Date | Task/Deliverables |
|---|---|---|
| 09/01/2014 | 09/30/2014 | Contact schools and community partners regarding grant and set meetings. |
| 09/01/2014 | 09/30/2014 | Select kick-off events and dates for at least five intervention schools. |
| 09/01/2014 | 10/30/2014 | Identify one school representative form each school site to support SRTS. |
| 10/15/2014 | 10/30/2014 | Conduct SRTS training on the SRTS Program to school liaisons. |
| 01/15/2015 | 01/30/2015 | Present the Introduction to SRTS Community Workshop in each City. |
| 02/01/2015 | 06/30/2016 | Conduct 100-180 intensive traffic safety and neighborhood safety patrols. |
| 02/01/2015 | 06/30/2015 | Coordinate and establish traffic safety committees in each City. |
| 01/15/2015 | 02/28/2015 | Distribute Walkability Checklist to all schools to evaluate barriers. |
| 03/01/2015 | 03/30/2015 | Tabulate checklist information and write summary for each school. |
| 03/30/2015 | 04/15/2015 | Set Meeting to share checklist results at each school site. |
| 01/15/2015 | 02/28/2015 | Provide pedestrian/bicycle safety presentations and education to schools. |
| 03/01/2015 | 03/30/2016 | Conduct Parent Patrols/Neighborhood Watch activities in Salinas Valley. |
| 10/01/2014 | 05/01/2016 | Hold a Walk N Roll Event at four intervention schools. |
| 10/01/2014 | 10/01/2015 | Distribute and collect National SRTS student tallies and parent surveys. |
| 09/30/2014 | 06/30/2015 | Convene four SRTS Committees in each partner community. |
| 03/01/2015 | 04/30/2015 | Conduct school-wide presentations on bullying and distracted driving. |
| 03/01/2015 | 04/30/2015 | Conduct YouTube Contest with middle and high school students. |
| 09/01/2014 | 09/01/2016 | Complete at least four activities to evaluate effectiveness of contract. |
| 09/01/2014 | 09/01/2016 | Submit reports in a timely manner. |
| 10/01/2014 | 11/01/2014 | Project Team Kick-Off; Develop Scopes of Work and Timeline |
| 10/01/2014 | 11/01/2014 | Discuss ATP Effort with all Cities through the HiAP Salinas Valley Committee |
| 11/01/2014 | 01/01/2015 | Review Existing Documents and conduct data collection |
| 01/01/2015 | 04/01/2015 | Inventory of existing programs and condition; mapping of existing facilities |
| 04/01/2015 | 06/01/2015 | Develop project database for all proposed projects, descriptions and costs |
| 07/01/2015 | 10/01/2015 | Develop Funding plan for proposed projects; prioritize projects |
| 11/01/2015 | 02/01/2016 | Conduct benefit analysis |
| 02/01/2016 | 04/01/2016 | Conduct public workshops; community input |
| 05/01/2016 | 06/01/2016 | Present ATP Plan to cities and seek adoption |
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| Project name: | Via Salinas Valley: Pathways to Health Through Active Transportation |
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## VIII. APPLICATION SIGNATURES

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

**Person to contact for questions:**

Name: Phone: _____
Title: e-mail: _____

**Caltrans District Traffic Operations Office Approval***
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:
Via Salinas Valley: Pathways to Health Through Active Transportation

## VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
  - ☒ North Arrow
  - ☒ Label street names and highway route numbers
  - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - ☒ Minimum of one labeled color photo of the existing project location
  - ☒ Minimum photo size 3 x 5 inches
  - ☒ Optional video and/or time-lapse
- ☐ Preliminary Plans- **REQUIRED for Construction phase only**
  - ☐ Must include a north arrow
  - ☐ Label the scale of the drawing
  - ☐ Typical Cross sections where applicable with property or right-of-way lines
  - ☐ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - ☐ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - ☒ Must identify all items that ATP will be funding
  - ☒ Contingency is limited to 10% of funds being requested
  - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

# ACTIVE TRANSPORTATION PROGRAM

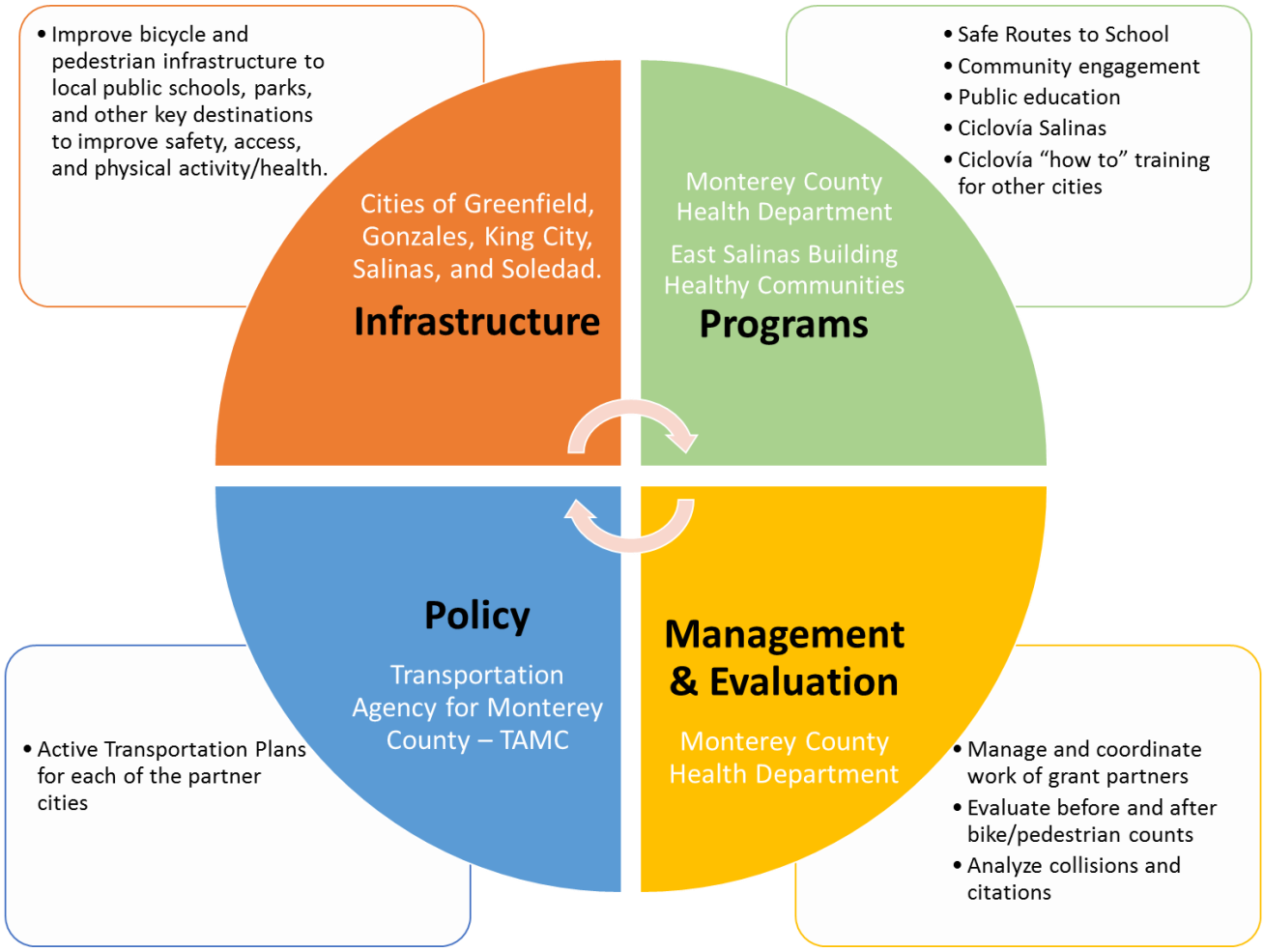
## CYCLE 1

## APPLICATION
## Part 2
## (Includes Narrative Sections II, III & IV)

# II. PROJECT INFORMATION

## 1. Vía Salinas Valley: Pathways to Health through Active Transportation

*Vía Salinas Valley: Pathways to Health through Active Transportation* is a collaborative regional effort to improve health, access, and safety in Monterey County's Salinas Valley. Our proposed program includes four components (*Management and Evaluation*, *Programs*, *Infrastructure*, and *Policy*) which are depicted in the figure and narrative text below.




### Management and Evaluation

### *A. MONTEREY COUNTY HEALTH DEPARTMENT*

The Monterey County Health Department (MCHD) is the primary applicant for this program and will administer the grant, coordinate partner activities, evaluate the impact of the grant program. While each city has their own project, the MCHD will create a culture of learning and collaboration through a Salinas Valley Health in All Policies HiAP Committee. The HiAP Committee will be a space for learning,

ideas exchange, planning for regional (intra-city) bicycle connections, and guiding the creation and implementation of evaluation tools. The Planning, Evaluation & Policy Unit of the MCHD will document and analyze the usage of bicycle and pedestrian facilities through before and after point in time counts and analysis of citation and collision data around the project areas.

## Programs

The Monterey County Health Department (MCHD) will manage the programmatic aspects of this regional grant program which will include Safe Routes to School (SRTS) programs for each of the cities, community engagement, and Ciclovía.

**Safe Routes to School:** The SRTS program would bring a pedestrian and bicycle safety education program, targeted to students in grades K-8 and their parents, to promote walking and biking to schools in four very low-income primarily Latino/Hispanic cities in the Salinas Valley. Education for students will take place through classroom teaching, parent handouts, school assemblies, and bike and pedestrian "hands-on" rodeos. A media campaign using newspaper ads, radio PSAs, banners, and signs will be conducted over the grant's two-year period to alter social norms and influence driver, pedestrian and bicyclists' attitudes and encourage biking and walking to school in the partner cities. The MCHD has experience successfully implementing this model in other regions of the County.

The MCHD will adapt the tested and proven SRTS approach, materials, and curriculum from the City of San Jose's Street Smarts program and the work of our partner organization Ecology Action. The MCHD will have a dedicated SRTS staff member who will organize, implement, and coordinate the program with the cities, schools, and school districts, businesses, partner agency instructors and enforcement. The Monterey County Traffic Safety Collaborative will provide traffic safety education presentations on walking, biking, helmet safety, correctly using cross walks, obeying speed limits, and other related topics, to increase adult and student awareness, reduce injuries, and promote biking and walking to school in the Salinas Valley. (A more detailed SRTS Scope of Work can be found in IX. Additional Attachments).

The MCHD SRTS program will also support the City of Gonzales in recruiting and training volunteers to become volunteer school crossing guards.

**Community Engagement**: The MCHD will lead community engagement activities to enhance the success and impact of this Vía Salinas Valley. The MCHD's community engagement experts will work

with the cities to appropriately engage and notify residents before and after infrastructure improvements to ensure the proposed physical changes meet resident needs. Some of these include resident education on Gonzales' proposed roundabouts or outreach for volunteer crossing guard training programs. Additionally, the MCHD will facilitate community engagement activities to support TAMC's creation of the Active Transportation Plans for each of the five cities. During the Active Transportation Planning process, the SRTS staff will work with each city's Public Works and Engineering Departments to identify sidewalk and street improvement needs beyond the infrastructure projects proposed in this grant program.

## *B. EAST SALINAS BUILDING HEALTHY COMMUNITIES*

**Ciclovía**: East Salinas is home to the one of The California Endowment's 14 "Building Healthy Communities" sites across the state. On October 6, 2013, the East Salinas Building Healthy Communities (ESBHC) Collaborative successfully organized Monterey County's first Ciclovía event along 1.6 miles of Alisal Street in East Salinas. This event was well attended by residents and visitors and provided an opportunity for participants to learn about community programs, provide input into the city's Economic Development Element, showcase local businesses, and allow people of all ages and abilities to run, walk, bike, rollerblade and skateboard without the risk of automobile collisions. Through Vía Salinas Valley, ESBHC will produce three or four additional Ciclovía events over the two-year grant period. Additionally, they will create a Ciclovía Toolkit and host a training for other interested cities in Monterey County.

### Infrastructure

Because this is a regional grant application with numerous infrastructure projects led by each of the five cities, we provide the required information below and more detailed maps, photos, street sections, and policy justification for each project is provided in IX. Additional Attachments.

## *C. CITY OF GONZALES*

**1. Project Location**: The project is located along various streets in the City of Gonzales designated by the City's Pedestrian Committee as the Safe Routes to School. The following are the streets included in the SRTS Program: Fanoe Road, Herold Parkway, 5th Street, Elko Street, 1st Street, and 7th Street.

**2. Project Coordinates**: N36.511475 degrees, W121.4402778 degrees

**3. Project Description**: In 2012 the City of Gonzales completed their Safe Routes to School Plan entitled the Community to School Pedestrian Plan (CSPP). The plan identifies all of the items proposed here as priority improvements. The Gonzales' Project 1 (SRTS) will:

- Remove and replace broken, raised and discontinued sidewalks identified in the Safe Routes to School Program
- Install paint striping, thermoplastic paint crosswalk striping, and street signage
- Install ADA curb ramps at street intersections
- Install Class 2 bike lane striping and repair asphalt concrete pavement cracks and potholes at 1st, 7th, and Elko Streets
- Install mid-block pedestrian barriers (fencing) along 5th Street to eliminate unsafe mid-block crossings and channelize pedestrian crossings within crosswalks
- Study and identify an alternative design for the US 101/5th Street interchange that will slow traffic down and make pedestrian traffic highly visible that will decrease pedestrian injuries.

Gonzales Project 2 focuses on delineating active transportation routes by:

- Connecting Central Park and Centennial Park which both have existing fitness areas, encourage active lifestyles, health and recreation within the City of Gonzales.
- Enhance and delineate corridors to local schools including Gonzales High School, Fairview Middle School, and La Gloria Elementary School through the use of public art and aesthetic features including painted foot paths. The public art aesthetics and painted delineation will enhance the perception of a safe corridor and increase awareness of school routes.
- Striping Class 2 bike lanes and rehabilitating asphalt concrete (crack and pothole repair) at Day, 4th, Center, and 6th Streets.

**4. Project Status**: As part of Gonzales' Safe Route to School Plan processing it was determine that the projects listed were categorically exempted under CEQA and that we would wait to make that necessary finding until needed. The City is prepared to make the necessary findings, which they anticipate will take fewer than 45 days.

## *D. GREENFIELD*

**1. Project Location**: The project is located along the following streets: Elm Avenue between El Camino Real and 13th Street; Oak Avenue between El Camino Real and 13th Street; 12th Street between Oak Avenue and Elm Avenue; and 13th Street between Oak Avenue and Elm Avenue.

**2. Project Coordinates**: N36.315130 degrees, W121.249412 degrees

**3. Project Description**: This SRTS infrastructure project will directly pass two of the six schools in Greenfield, but the routes will help children reach the other four schools. This project will provide 7,920 feet of paved walkways and ADA ramps along four of the primary streets in the community – Elm Avenue, Oak Avenue, 12th Street, and 13th Street. These walkways are currently dirt or inadequately paved walkways that parallel each of these streets. This project also includes the provision of 13,200

feet of marked class 2 bicycle lanes along each of these four major streets to enable students and adults to ride bicycles in a safe manner. These bicycle and pedestrian improvements will encourage safer travel to and from the local schools, the community's largest community park, the library, and the downtown business corridor. The location for the bicycle pathways is consistent with the City's General Plan that identifies Elm Avenue, 12th Street, and 13th Street as locations for desired Class 2 bikeways. The project also includes installing appropriate crosswalks, school/pedestrian warning signals, and other visual and safety measures at the primary street entrance/access to each of the two schools included in the project area.

**4. Project Status**: The project is in the earliest stages of development. No formal studies have been completed to identify the exact scope of required services, any required right-of-way acquisitions, environmental studies, plans and specifications for construction, or cost estimates.

## *E. KING CITY*

**1. Project Location**: The proposed project in the southeast corner of King City along First Street between highway 101 and south end of the First Street Bridge over the San Lorenzo Creek. The improvements include the intersection of First Street and Lonoak Road.

**2. Project Coordinates**: N36.206572 degrees, W121.116899 degrees

**3. Project Description**: With this grant, King City will improve bicyclist and pedestrian safety and access by connecting a farm-worker mobile home park east of First Street to the main part of town (including all of the schools) west of First Street.

Beginning at the First Street Bridge to the end of the turn pocket south of Loneoak Rd, First Street consists of consisting of two 12-foot travel lanes and one 12-foot turn pocket. On the westerly side of First Street, King City proposes to add a 9-foot multi-use pedestrian and bicycle pathway with a 6-inch asphalt concrete dike and a 3-foot striped soft median to separate the pathway from the travel way. Along the easterly side of the First Street, we are proposing to extend the existing 6-foot bicycle lane separated by a 3 foot soft median and 3 foot landscaping strip.

(Continuing south along First St)

South of the turn pocket to the Caltrans Right of Way consisting of two 12 FT lanes;

Along the westerly side of First Street; add a 10 FT Multi-use Pedestrian and Bicycle pathway and a 3 FT striped soft median

Along the easterly side of First Street, add a 6 FT bicycle lane separated by a 3 FT soft median and 9 FT landscaping strip.

**4. Project Status**: The project is in planning stage with the project scope defined.

## F. SALINAS

**1. Project Location:** The proposed project is located in the City of Salinas on E. Market Street between the Eucalyptus Drive and Midway Avenue. The project location is adjacent to the E. Market street frontage of Fremont Elementary and El Sausal Middle Schools.

**2. Project Coordinates:** N36.676726 degrees, W121.621652 degrees

**3. Project Description:** The proposed project will implement road diet measures that will reduce the number of vehicle travel lanes from 4-lanes to 2-lanes to create bicycle lanes and improve pedestrian facilities on East Market Street between Eucalyptus Drive and Midway Avenue. The proposed improvements are located within the Suggested Routes to School for both Fremont Elementary and El Sausal Middle School.

Details of the proposed Safe Routes to School Infrastructure Improvement Project are as follows:

- **Road Diet:** Roadway restriping to reduce the number of vehicle travel lanes on East Market from 4 lanes to 2 lanes between Eucalyptus Drive and Midway Avenue
- **Class II Bike Lanes:** Installation of painted bike lanes and separation with vehicle travel lanes on the north and south sides of East Market Street.
- **Intersection Traffic Control Improvements:** The current all way stop intersection control at two locations, (1) E. Market & Eucalyptus and (2) E. Market and Towt, will be improved to include traffic signals, high visibility crosswalks, and bulb-outs at each corner of the intersections.
- **Bulb-outs:** The construction of bulb-outs in front of Fremont Elementary school at the intersections of East Market Street/ 2nd Avenue and East Market Street / Quilla Street. Bulb-outs will also be included at the two intersections as noted above.
- **Crosswalks:** This project will install high visibility lighted signs and in-pavement illumination at the existing mid-block cross walk which provides access across Market Street to Fremont Elementary School.
- **ADA Compliance:** The existing sidewalks throughout the project area will be upgraded with ADA compliant pedestrian access ramps.

A concept plan showing existing and proposed conditions is shown as Attachment B1 and B2.

**4. Project Status:** CEQA and NEPA processes have not been completed; there are no right-of-way acquisitions. A conceptual plan has been developed.

## G. SOLEDAD

**1. Project Location**: The City plans to make approximately 100 sidewalk repairs on the following street segments, which are routes to the city schools: West Street between North and Monterey Streets; Monterey Street between West and Eighth Streets; Main Street between Front Street and Gabilan Drive; North Street between Main and East Streets; Granada Street between Gabilan Drive and Granada Court; Granada Court; and Malaga Court. The City will install outdoor exercise equipment along various SRTS routes.

**2. Project Coordinates**: N36 degrees 25'47.97", W121 degrees 19'34.09"

**3. Project Description**: This two part project in Soledad will improve pedestrian access and safety to schools as well as provide opportunities for fitness and physical activity. The City has received numerous verbal complains as well as formal claims based on the quality of the City's sidewalks. This project will repair damaged sidewalks (many due to overgrown tree roots) by grinding where possible or removing and replacing the panels that do not meet ADA standards throughout the City. The roads targeted for repairs lead to Main Street Middle School, Soledad High School, Pinacles High School, and Chalone High School, as well as a number of major parks. The second part of the project will be to install outdoor exercise equipment along some of these newly improved sidewalks to create a fitness course throughout the city.

**4. Project Status**: Project is exempt from CEQA or NEPA. The project involves maintenance of existing public facilities and instillation of new park equipment in an existing park.

Policy

## *H. TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)*

Salinas Valley jurisdictions lack citywide bicycle or pedestrian master plans and safe routes to school plans that would scope projects, identify funding and design top priority projects for implementation. The City of Gonzales has a Community to School Pedestrian Plan that was recently updated in 2012, but this plan does not address bicycling. The City of Salinas has existing, but outdated bicycle transportation pedestrian master plans (circa 2007 and 2004 respectively), but no safe routes to school plan.

Through this grant, the Transportation Agency for Monterey County (TAMC), will work with each of the five Salinas Valley cities to craft Active Transportation Plans. The MCHD will coordinate with TAMC and the cities to engage community residents and other stakeholder while TAMC will work closely with city

staff to execute the technical analysis and write the plan. The primary components of this planning process include:

- review applicable plans for each city;
- conduct existing conditions analysis (including GIS mapping) of the bicycle and pedestrian facilities, conditions, safety, and usage;
- propose bike/ped facility and program improvements;
- create a funding and implementation strategy;
- rank and prioritize projects; create cost estimates, a financial plan, and identify funding;
- conduct an active transportation benefits analysis;
- create Active Transportation Plan Compliance documents;
- publish and adopt ATPs

TAMC's detailed scope of work for the Active Transportation Plans is in IX. Additional Attachments.

# III. SCREENING CRITERIA

**1. Demonstrated Needs of the Applicant**

| Household Vehicles | Greenfield | Gonzales | King City | Salinas | East Salinas - 93905 | Soledad |
|---|---|---|---|---|---|---|
| % of HH with One Vehicle | 19.4% | 13.7% | 23.0% | 20.5% | n/a | 12.0% |
| % of HH with Zero-Vehicles | 1.6% | 2.5% | 12.3% | 2.6% | n/a | 1.5% |
| ***% of HH with zero or 1 vehicle*** | ***21.0%*** | ***16.1%*** | ***35.2%*** | ***23.1%*** | | ***13.4%*** |
| Percent in Poverty | 22.2% | 16.3% | 18.5% | 20.8% | 27.5% | 18.5% |
| % students overweight or obese | | | | 46.7% | | 48.5% |

## Infrastructure:

The purpose of the infrastructure portion of this grant is to create pedestrian and bicycle environments around public schools that are safe and inviting for students and to provide parents with the peace of mind that their child is not at risk of injury if he or she walks or bikes to school. The goal of these infrastructure improvements is to encourage additional students to walk and bike to school, create safer conditions to reduce the risk of injury or death from collisions or sidewalk hazards, and provide all resident improved access between neighborhoods and key community destinations. The five cities in the Monterey County Salinas Valley have higher than average poverty rates and percent of zero- and single-vehicle households leaving many families without any other transportation choices. Many students already walk or bicycle, however the conditions generally consist of narrow and hazardous sidewalk conditions, lack of bicycle facilities, and unsafe or lack of crosswalks. In many cases, student walk to school on unpaved shoulders, leaving them exposed to vehicles traveling at high speeds with

no buffer. Finally the City of Greenfield recently cut their school bus program, so families without cars have no option other than to walk or bike to school.

### Plans:

TAMC will be creating unique Active Transportation Plans for each City. Salinas has an outdated Bike Plan and Safe Routes to School Plan for selected schools, and Gonzales has a Pedestrian Safe Routes to School Plan, but none of the communities have a comprehensive plan for improving bicycle and pedestrian conditions citywide. All of these cities are very (financial and human) resource constrained, so with the exception of Salinas, do not have the staff capacity to manage an Active Transportation Planning process. TAMC conducting all of the plans in a coordinated fashion will create efficiencies in the Existing Conditions Analysis task as well for the public outreach materials, and plan framework and template. Another benefit to the coordinated effort is the opportunity to think about regional bicycle linkages between cities, regional destinations (Pinnacles National Park, employment centers), and unincorporated communities. These plans will enable cities to more easily implement California's Complete Streets vision and provide them with steps to get funding and implement priority projects. Finally, because the Monterey County Health Department is leading the community engagement piece, residents will learn about public health importance of a bike-/ped-friendly transportation system.

### Education/Encouragement:

The Safe Routes to School Program will build upon previous SRTS and transportation safety grant programs of the MCHD. There are currently no other entities conducting SRTS programs in the Salinas Valley. The goals of the programs are to increase the number of students who walk and bike to school, to decrease the rate and number of collisions involving bicyclists and pedestrians (especially children), and to create a culture of walking and bicycling (where student know how to be safe and have fun, while getting needed physical activity).

**2. Consistency with Regional Transportation Plan (100 words or less)**

http://tamcmonterey.org/programs/rtp/ 2014 Monterey County Regional Transportation Plan (PUBLIC DRAFT is out). 2010 Monterey County Regional Transportation Plan (Adopted on December 2011). *This application's proposed projects are all consistent with the 2014 Monterey County Regional Transportation Plan.*

# IV. NARRATIVE QUESTIONS

## A. POTENTIAL FOR INCREASED WALKING AND BICYCLING

All elements of the proposed project (Infrastructure, SRTS, Ciclovia, and ACTs) will work as a system to encourage walking and bicycling among students. By implementing these elements the pedestrian and bicyclist will be safer when using these facilities.

Additionally, sustaining the increased walking and bicycling as a result of implementing this project will be as important as the planning and construction stages. The stakeholder team will remain committed to continuous improvement and increased use each year. For that reason, the stakeholder team focused upon three methods to sustain walking and bicycling among students:

**Educate Stakeholders:** Educating all participants in the grant project is vital to sustain any success. The communication level from the project team to the students and parents is a prime area of focus. The project team will use as many methods to communicate the project related information to include, but not limited to: the City website, City newsletter, City Council meetings, District website, school websites, morning announcements at schools, Monterey County Health Board meetings, PTA meetings, and special events or announcements from other parties.

**Obtain Stakeholder Feedback:** The second step is educating or communicating information is to seek feedback, It is imperative that the project team receives constant feedback from the students and parents in order to improve upon current and future projects.

**Define Goals for the Future:** This is the final step in the sustainment process, with the feedback from the students and parents the grant team will improve upon the current project and refine future goals and objectives. Group and individuals like the District, PTA, the City, parents, and students are all part of the final process to set future goals and planning events to make the cities safer places to walk and bike.

**B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.**

(See area maps in IX. Additional Attachments – d. Project Maps, Photos, and Claims by City)

While we do not have complete baseline data for all of the school sites, the MCHD plans to establish baseline AM and PM peak bike and pedestrian counts using an active infrared sensor within the first quarter of the grant program in advance of any construction or SRTS programing. MCHD will conduct counts toward the end of the grant program after infrastructure has been constructed and educational programs have occurred. We anticipate at least a 5% increase in walking and bicycling among students in the project area over two years.

| School Name | Addresss | County District School Code | Total Students Enrolled | % of students on free and reduced lunch program | % of students that walk/bike to school | Approx # of students living along the route | Project distance from primary or middle school |
|---|---|---|---|---|---|---|---|
| La Gloria Elementary | 220 Elko Street, Gonzales, CA 93926 | 75473 | 960 (K-4) | 84.0% | 80% | 64,152 | < 1 mile |
| Fairview Middle | 401 4th Street / PO BOX G Gonzales, CA 93926 | 75473 | 750 | 82.0% | 84% | 64,152 | < 1 mile |
| Gonzales High | 501 5th Street, Gonzales, CA 93926 | 75473 | 715 | 77.0% | 75% | 52,831 | < 1 mile |
| Vista Verde Middle | 119 Elm Ave, Greenfield, CA 93927 | 66035 | 725 | 86.1% | 86% | 59,432 | < 1 mile |
| Oak Avenue Elementary | 1239 Oak Ave, Greenfield, CA 93927 | 66035 | 785 | 87.2% | 97% | 59,432 | < 1 mile |
| King City Arts Magnet | 415 Pearl Street, King City, CA 93930 | 66050 | | 81.3% | 35% | | |
| Chalone Peaks Middle | 667 Meyer Street, King City, CA 93930 | 66050 | 778 | 87.7% | 72% | 545 | < 1 mile |
| Santa Lucia Elementary | 502 Collins Street, King City, CA 93930 | 66050 | | 94.9% | 77% | | |
| Del Rey Elementary | 502 King Street, King City, CA 93930 | 66050 | | 87.6% | 70% | | |
| El Sausal Middle | 1155 E Alisal Street, Salinas, CA 93905 | 66159 | 927 | 92.3% | 95% | 834 | < 1 mile |
| Fremont Elementary | 1255 E Market Street, Salins, CA 93905 | 65961 | 892 | 84.6% | 79% | 624 | < 1 mile |
| Main Street Middle | 441 Main Street, Soledad, CA 93960 | 75440 | 745 | 93.9% | 84% | 596 | < 1 mile |

**The City of Salinas** conducted turn-movement traffic counts in this area and it was determine based on those counts that there was a high volume of pedestrians on E. Market Street. The counts were conducted in August 2010 and recorded 101 pedestrians traveling on E. Market Street to Williams Road during the AM and PM peak hours. The 45 Monterey-Salinas Transit Bus Route runs along East Market Street. http://www.mst.org/wp-content/media/45.pdf Additionally, East Market street is a vibrant commercial corridor home to many businesses, residents, churches, and community groups. While these infrastructure projects are focused around schools, adult residents will certainly appreciate and take advantage of improved facilities.

**Greenfield:** More than 90% of the students that attend Oak Avenue Elementary School and Vista Verde Middle School will benefit from the construction of the sidewalks and bicycle pathways included in this project. For Vista Verde Middle School, approximately 760 students walk to and from school each day, and approximately 10 students bicycle. For Oak Avenue Elementary School, approximately 680 students walk and 15-20 students bicycle. For both schools, a total of 1,470 students will directly benefit from new sidewalks and bicycle lanes. This is 91% of the total student population. In addition to the students who will directly benefit, so too will their parents who walk their children to and from school each day. Because more than 90% of the students who attend these schools already walk or bicycle to school each day, it is unlikely there will be a significant increase in the number of students who walk or bicycle to school each day.

**C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.**

**Salinas:** The proposed project will be on East Market Street, it will implement road diet measures that will reduce the number of vehicle travel lanes from 4-lanes to 2-lanes and includes crosswalk improvements on East Market Street between the cross streets of Eucalyptus Drive and Midway Avenue. Fremont Elementary School and El Sausal Middle School front East Market Street and the schools are within the project limits. These improvements will provide better bicycle and pedestrian connectivity to the adjacent residential neighborhoods. Additionally, these improvements will replace a bike lane class III to bike lane class II on E Market St. Moreover, the proposed project will provide a safer connectivity to these two schools, and the adjacent shopping center on Alisal St.

The other four cities are so small that almost every bike/ped improvement is on school route. The infrastructure improvements for other cities connect to the schools listed in the above table as well as numerous parks depicted on the vicinity maps.

**D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.**

Connectivity will be improved by creating new sidewalks and bike lanes, improving existing sidewalks and installing ADA curb cuts (which are helpful for strollers and bicycles as well!). King City's project will extend the existing bike route on First Street north of the project area and add a sidewalk where none currently exists. Salinas will be adding bicycle lanes as well on East Market.

## 1. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES

**A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.**

(Local bike/ped collisions data is provided in IX. Additional Attachments – f. demographics)

The following SRTS model approach will be utilized:

**Education -** The Monterey County Health Department and Injury Prevention and Traffic Safety Coordinator will oversee the proposed educational and enforcement activities. In conjunction with the Monterey County Traffic Safety Collaborative (MCTSC), pedestrian and traffic safety education outreach will be conducted with school representatives. School's PTA or similar group will be contacted to conduct one to two group trainings for PTA representatives on bike safety, school zone speed limit laws for drivers, and other traffic safety issues. The MCTSC will make recommendations for bilingual (English/Spanish) brochures, pamphlets, posters, videos and bike and traffic safety materials. Continued support, information, and encouragement to each PTA representative and school will be provided. The Monterey County Health Department will work with schools and school representatives to collect data by completing the Student Tally and Parent Survey for the Before/After Study Report.

**Encouragement -** The Monterey County Traffic Safety Collaborative (MCTSC) will provide further encouragement and support as needed. The MCTSC consists of representatives from public works, engineering, enforcement officers, school officials and teachers, probation officers, health educators, city and county planners, transportation officials, and community organizations and interested community members. They collaborate to share information, resources, and conduct traffic safety campaigns.

**Enforcement -** Following pavement markings completion, installation of signage, and parent and school education on traffic safety, the schools will actively request enforcement from the California Highway Patrol and local police departments. Enforcement will focus on speed reduction in the school zone and obeying crosswalk and traffic laws.

**B. Describe if/how your project will achieve any or all of the following:**

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

King City's left turn lane, landscaping, buffer, and new multi-use path will protect bike and pedestrians as well as slow vehicle traffic.

Gonzales's projects will fix sidewalks, and add bicycle lanes.

Greenfield will add much needed sidewalks and bicycle lanes.

Salinas's road diet will achieve all of the following goals above.

Soledad's project focuses on eliminate hazardous sidewalk conditions.

**C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.**

(See area photos in IX. Additional Attachments – d. Project Maps, Photos, and Claims by City)

Data from 2009-2011(TIMS):

Fremont Elementary School –Salinas (Bicycle, Pedestrian Injury and Fatalities):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 1 | 0 | 1 | 2 | 4 | 0 | **4** |
| *¼ - ½ mi.* | 1 | 7 | 11 | 7 | 22 | 4 | **26** |
| *Total* | 2 | 7 | 12 | 9 | 26 | 4 | **30** |

El Sausal Middle School- Salinas (Bicycle, Pedestrian Injury and Fatalities):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 3 | 3 | 1 | 6 | 1 | **7** |
| *¼ - ½ mi.* | 1 | 1 | 8 | 5 | 11 | 5 | **15** |
| *Total* | 1 | 4 | 11 | 6 | 17 | 6 | **22** |

La Gloria Elementary School-Gonzales (Bicycle, Pedestrian Injuries):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 1 | 0 | 2 | 2 | 1 | **3** |
| *¼ - ½ mi.* | 0 | 0 | 1 | 0 | 0 | 1 | **1** |
| *Total* | 0 | 1 | 1 | 2 | 2 | 2 | **4** |

Fairview Middle School-Gonzales (Bicycle, Pedestrian Injuries):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 1 | 1 | 2 | 2 | 2 | **4** |
| *¼ - ½ mi.* | 0 | 0 | 1 | 0 | 0 | 1 | **1** |
| *Total* | 0 | 1 | 2 | 2 | 2 | 3 | **5** |

Gonzales High School-Gonzales (Bicycle, Pedestrian Injuries):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 0 | 1 | 2 | 1 | 2 | **3** |
| *¼ - ½ mi.* | 0 | 1 | 1 | 1 | 2 | 1 | **3** |
| *Total* | 0 | 1 | 2 | 3 | 3 | 3 | **6** |

Main Street Middle School-Soledad (Bicycle, Pedestrian Injury and Fatalities):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 1 | 0 | 1 | 0 | 0 | 2 | **2** |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *¼ - ½ mi.* | 0 | 1 | 3 | 5 | 6 | 3 | **9** |
| *Total* | 1 | 1 | 4 | 5 | 6 | 5 | **11** |

Vista Verde Middle School-Greenfield (Bicycle, Pedestrian Injury):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| *¼ - ½ mi.* | 0 | 0 | 2 | 1 | 3 | 0 | **3** |
| *Total* | 0 | 0 | 2 | 1 | 3 | 0 | **3** |

Oak Avenue Elementary School-Greenfield (Bicycle, Pedestrian Injury):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 0 | 1 | 0 | 1 | 0 | **1** |
| *¼ - ½ mi.* | 0 | 1 | 0 | 0 | 0 | 1 | **1** |
| *Total* | 0 | 1 | 1 | 0 | 1 | 1 | **2** |

## 2. PUBLIC PARTICIPATION and PLANNING

**A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.**

As part of their national accreditation process, the Monterey County Health Department is creating a Community Health Improvement Plan. This Plan is going to be based on the extensive qualitative and quantitative analysis conducted to identify Monterey County's most critical health issues and solutions. During 2010 and 2011, the MCHD found that residents in Salinas and South County felt that safer walking and bicycling facilities would improve their health and quality of life. People specifically called out unsafe crosswalks and lack of sidewalks as key community concerns. This is why the MCHD is taking the lead to submit this application. More specifically, the cities have proposed projects that are directly from resident input and policy documents, which are detailed below:

- Gonzales: SRTS Plan
- Greenfield: No specific public engagement was conducted to select these, however they are called out in the city's general plan.
- King City: Previous SRTS programing feedback
- Salinas: The City developed the 2002 Salinas Bikeways Plan and 2004 Salinas Pedestrian Plan. The recently released Economic Development Element also calls for active transportation improvements
- Soledad: legal claims against the city for sidewalk hazards. Also previous SRTS programing.

**Describe the local participation process that resulted in the identification and prioritization of the project:**

*The Cities have received feedback from school staff and parents on safety concerns along these routes.* Is the project cost over $1 Million? Y/N *((YES))* If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N *((YES)*

## 3. COST EFFECTIVENESS

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The City of Salinas considered different alternatives that would provide comparable safety benefits to this location. The road diet was included in all of the considered options. One of the alternatives was to replace the current all way stop intersection control at two locations, (1) E. Market & Eucalyptus and (2) E. Market and Towt, with roundabout. However, this optional was not viable because the City would have to acquire additional right-of-way at the two locations to build the proposed roundabouts. Additionally, roundabout have a higher construction cost that than traffic signal. The City decided to choose the alternative that included traffic signal at said intersection, since traffic signal would provide safer conditions than the existing conditions and keep those intersections at a satisfactory level of service.

**B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).**

The National Association of Counties (NACo) documents that obesity has a real economic cost that affects everyone[i]. Their report on obesity and the economic impact reveals that over $190 Billion or 21% of the country's annual healthcare medical spending is associated with obesity related illnesses. Of that amount, $14 Billion is associated to direct medical costs related to childhood obesity. The Salinas Valley Cities included in this proposal share one common theme: a higher percentage of children in these communities are overweight or obese when compared to the state average[ii]. Similarly, cities have populations that struggle socio-economically. This is demonstrated by the high percentage of students who qualify for the free or reduced lunch program.

Each city included in this project proposal is in need of infrastructure improvements as it relates to streets and sidewalks to promote active transportation. In a study conducted in 2010, Guo and Gandavarapu concluded that incremental costs of residential sidewalk construction on all city streets are repaid by the health benefits of increased physical activity and reduced air pollution. Their study revealed that sidewalk rehabilitation or development on city streets would increase active travel by .097 miles and reduce auto travel by 1.142 vehicle-miles per capita[iii]. This amounts to an increase in walking and cycling thereby offsetting weight gain in about 37% of residents, providing a significant healthcare cost savings. It is this same logic that explains the cost effectiveness of the proposed Via Salinas Valley Project. Furthermore, the regional nature of this project provides the Salinas Valley cities

with the opportunity to impact this challenge collectively. By working together, the regional messaging to walk more and cycle more has a higher probability of becoming a social norm. It is through this logic that we conclude that the economic and health benefit that this project provides far exceeds the total project cost.

There is a 1:1 or higher ratio for both the benefits/total project cost and benefits/program funds requested. 100% of the requested funds will directly benefit a disadvantaged community and the students of the schools included in the project area. Benefits will also extend beyond the residents of the project areas. Residents throughout the community will benefit from the development of sidewalks and bicycle pathways. When the youth and adult health benefits, benefits to the businesses and adult residents throughout the communities are considered, the benefit/cost ratio exceeds 1:1. The cities, TAMC, and the MCHD have no funds available to complete any portion of the projects with funds other than the grant funds.

## 4. IMPROVED PUBLIC HEALTH

**A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.**

The U.S. Department of Health and Human Services, the American Academy of Pediatrics, and the Institute of Medicine have all suggested walking and bicycling to school as ways children can be more active. One of the main goals of this SRTS plan is to increase the number of students that walk and bike to school. This plan will accomplish this goal by constructing street infrastructure improvements and by implementing a plan that incorporates encouragement and sustainment of students biking and walking to school. A direct benefit of having more students walk and bike to school is increased physical activity and reduced injury resulting in the improved overall health of students.

## 5. BENEFIT TO DISADVANTAGED COMMUNITIES

A. I. Is the project located in a disadvantaged community? Y/N ***((YES))***
II. Does the project significantly benefit a disadvantaged community? Y/N ***((YES))***

a. Which criteria does the project meet? (Answer all that apply)

| City (Monterey County Census Tracts) | Median HH income by census tract *(<$49,120):* | % of students eligible for the Free or Reduced Price Meals Programs |
|---|---|---|
| Gonzales<br>Census Tract 108.04 | $50,960 (HH income)<br>***$45,052 (Family income)*** | La Gloria Elementary 84%<br>Fairview Middle 82%<br>Gonzales High 77% |
| Greenfield<br>Census Tract 112.03 | $59,423 (HH income)<br>***$47,545 (Family income)*** | Vista Verde Middle 86.1%<br>Oak Avenue Elementary 87.24% |
| King City<br>Census Tract 113.04 | $55,546 (HH income)<br>$55,000 (Family income) | King City Arts Magnet 81.29%<br>Chalone Peaks Middle 87.71% |

| | | |
|---|---|---|
| | | Santa Lucia Elementary 94.94%<br>Del Rey Elementary 87.55% |
| Salinas<br>Census Tract 6<br>Census Tract 8 | $36,769 (HH income – tract 6) $41,970 (HH income – tract 8) | El Sausal Middle 92.32%<br>Fremont Elementary 84.62% |
| Soledad<br>Census Tract 111.02 | $58,721 (HH income)<br>$55,000 (Family income) | Main Street Middle 93.9% |

The table above shows that all of the schools in the SRTS project areas for the five cities meet the disadvantaged community requirement of >75% eligible for free or reduced price lunch. Salinas additionally meets the household income requirement (<80% of the statewide median which equals $49,120). If we look at family income rather than household income, then Greenfield and Gonzales also meet the income requirements. Their household sizes are much larger than the state and county averages. (Greenfield's renter-occupied HH size is 5.39 and owner-occupied size is 4.13. The corresponding figures for Gonzales are 4.67 and 3.69).

**B. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.**

The data above is sufficient to meet the grant's disadvantaged community requirements, however supplemental demographic data can be found in Section IX Additional Application Attachments.

B. **Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.**

Since all of the schools proposed for SRTS programing are comprised of low-income students and/or are located in a low-income neighborhood the pedestrian activity is higher than schools elsewhere in the County, because many residents and parents do not have a driver's license or cannot afford a vehicle to drive their children to school. By implementing the SR2S project, the students already walk or bike to school will be safer and parents may be more inclined (with education and infrastructure upgrades, to encourage their children to walk and bike.

## 6. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS

**A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N** *((YES))*

**a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them.** Virginia Clark. Region Deputy, Region 1 (virginia.clark@ccc.ca.gov (916) 341-3147) on Friday, May 16, 2014.

**B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N** *((YES))*

**a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them.** Cynthia Vitale, Conservation Strategy Group, (916) 558-1516 ext. 126. info@csgcalifornia.com. Friday, May 16, 2014.

**C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N**

We have coordinated with a representative of the CCC and the CALCC; and neither group could had crews available in our area with the skills we need for our infrastructure projects (they don't have a concrete crew any longer).

## 7. APPLICANT'S PERFORMANCE ON PAST GRANTS

**A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.**

The County of Monterey and all of the named partners on this application have never had any ATP type grant failures during the last 5-years. All partners have completed Caltrans grants in a satisfactory manner. Monterey County Health Department (MCHD) is very experienced in implementing similar grants pertaining to traffic safety. From April 2009 - June 30, 2012 MCHD successfully implemented and completed a Federal Safe Routes to School non-infrastructure grant, Monterey South County Pedestrian and Biking Safety Plan, that benefited eight low-income, rural elementary schools and two middle schools in Soledad and King City, serving about 5,640 students. Monterey County was featured in a Safe Routes to School Success Story published by Safe Routes to School California.

Over the years, MCHD has also obtained and implemented other related traffic safety grants including:

- Kids' Plate Car Seat Technician Grant
- Gavilan View Safe Routes to School Traffic Signal
- Public Hospital Association - Child Passenger Safety
- Office of Traffic Safety - CBO Outreach, Building Capacity
- Office of Traffic Safety - Mano en Mano

[i] www.healthycommunitieshealthyfutures.org/learnthefacts/economiccostofobesity, Retrieved 5/19/2014.

[ii] Overweight and Obesity among Children in California Cities-2010, UCLA Center for Health Policy Research and California for Public Health Advocacy, 2012. Note: Data available only for incorporated cities with populations ≥ 20,000.

[iii] Victoria Transport Policy Institute, April, 2014.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

*General Instructions*

☑ New Project | **Date:** 5/20/14

| District | EA | Project ID | PPNO | MPO ID | TCRP No. |
|---|---|---|---|---|---|
| 05 | | | | | |

| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | |
|---|---|---|---|---|---|
| MON | | | | County of Monterey, Health Department | |
| | | | | **MPO** | **Element** |
| | | | | | |

| Project Manager/Contact | Phone | E-mail Address |
|---|---|---|
| Erica Padilla-Chavez | 831-755-8997 | padilla-chaveze@co.monterey.ca.us |

**Project Title**

Via Salinas Valley: Pathways to Health Through Active Transportation

**Location, Project Limits, Description, Scope of Work** ☐ See page 2

All cities along the Salinas Valley will work collaboratively to improve the infrastructure that supports active transportation in each city. To engage students and their families to walk and/or bike to school, the Health Department will implement a SRTS program in each community at select schools and will convene the partners to establish a culture of learning and collaboration to best establish a regional effort to promote active transportation. To sustain the efforts, the Transportation Agency of Monterey County will work with the Health Department to develop an ATP Plan in each city.

☐ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

| Component | Implementing Agency |
|---|---|
| **PA&ED** | Cities of Salinas, Gonzales, Soledad, Greenfield, King City |
| **PS&E** | Cities of Salinas, Gonzales, Soledad, Greenfield, King City |
| **Right of Way** | City of Gonzales |
| **Construction** | Cities of Salinas, Gonzales, Soledad, Greenfield, King City |

**Purpose and Need** ☐ See page 2

The promotion of active transportation can be effective only if the appropriate infrastructure or built environment is in place. In order to best achieve results through SRTS, Via Salinas Valley cities have identified immediate infrastructural needs along school routes. While the ATP Plan will identify other projects to support active transportation planning throught the city, the cities propose working on these immediate infrastructural projects as a way of establishing an environment that promotes active transportation in the student community.

**Project Benefits** ☐ See page 2

Increase walking and bicycling activity particularly among students in all five cities located in the Salinas Valley, reduce vehicle emissions and promote public health through physical activty to achieve obesity reduction in each community.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

| Project Milestone | | Proposed |
|---|---|---|
| Project Study Report Approved | | |
| Begin Environmental (PA&ED) Phase | | 11/01/14 |
| Circulate Draft Environmental Document | **Document Type** | |
| Draft Project Report | | 12/01/14 |
| End Environmental Phase (PA&ED Milestone) | | 12/01/14 |
| Begin Design (PS&E) Phase | | 01/01/15 |
| End Design Phase (Ready to List for Advertisement Milestone) | | 02/01/15 |
| Begin Right of Way Phase | | 01/01/15 |
| End Right of Way Phase (Right of Way Certification Milestone) | | 02/01/15 |
| Begin Construction Phase (Contract Award Milestone) | | 03/01/15 |
| End Construction Phase (Construction Contract Acceptance Milestone) | | 07/01/15 |
| Begin Closeout Phase | | 08/01/15 |
| End Closeout Phase (Closeout Report) | | 11/01/15 |

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 5/20/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 05 | MON | | | | | |
| **Project Title:** | Via Salinas Valley: Pathways to Health Through Active Transportation | | | | | |

| Proposed Total Project Cost ($1,000s) | | | | | | | | | Notes |
|---|---|---|---|---|---|---|---|---|---|
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | 354,356 | | | | | | 354,356 | |
| R/W SUP (CT) | | 139,900 | | | | | | 139,900 | |
| CON SUP (CT) | | | 319,783 | | | | | 319,783 | |
| R/W | | | | | | | | | |
| CON | | | 3,846,970 | | | | | 3,846,970 | |
| TOTAL | | 494,256 | 4,166,753 | | | | | 4,661,009 | |

| Fund No. 1: | | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | 354,356 | | | | | | 354,356 | Remaining ATP Funds requested for non-infrastructure program. |
| R/W SUP (CT) | | 139,900 | | | | | | 139,900 | |
| CON SUP (CT) | | | 319,783 | | | | | 319,783 | |
| R/W | | | | | | | | | |
| CON | | | 3,846,970 | | | | | 3,846,970 | |
| TOTAL | | 494,256 | 4,166,753 | | | | | 4,661,009 | |

| Fund No. 2: | | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 3: | | | | | | | | | Program Code |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Funding ($1,000s) | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 5/20/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 05 | MON | | | | | |
| **Project Title:** | Via Salinas Valley: Pathways to Health Through Active Transportation | | | | | |

| **Fund No. 4:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| **Fund No. 5:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| **Fund No. 6:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| **Fund No. 7:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

# PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

**Date:** 5/20/14

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|---|---|---|---|---|---|
| 05 | MON | | | | | |
| **Project Title:** | Via Salinas Valley: Pathways to Health Through Active Transportation | | | | | |

| **Fund No. 8:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| **Fund No. 9:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| **Fund No. 10:** | | | | | | | | | **Program Code** |
|---|---|---|---|---|---|---|---|---|---|
| **Proposed Funding ($1,000s)** | | | | | | | | | |
| Component | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20+ | Total | **Funding Agency** |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

Application Project Cost Estimate Form
ATP Project Proposal, Salinas Valley

**City of Gonzales**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ - | $ - | $ - |
| PS & E | | $ - | $ - |
| **Right of Way** | | | |
| Engineering | $ 104,900 | $ - | $ 104,900 |
| Appraisal & Acquisitions | $ 5,000 | $ - | $ 5,000 |
| Utilities | $ - | | $ - |
| **Construction** | | | |
| Construction | $ 820,216 | $ - | $ 820,216 |
| ***Incidental or non-infrastructure costs | $ - | $ - | $ - |
| Construction Engineering | | $ - | $ - |
| **Before/After Evaluation** | $ - | $ - | $ - |
| **City/County Partnership** | $ - | $ - | $ - |
| **Subtotal** | $ 930,116 | $ - | $ 930,116 |
| Contingency * | 65,000.00 | 0 | 65,000.00 |
| **Total Project Cost** | 995,116.00 | $ - | $ 995,116.00 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

Application Project Cost Estimate Form
ATP Project Proposal, Salinas Valley

**City of Greenfield**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ - | $ - | $ - |
| PS & E | $87,356 | $ - | $ 87,356 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisal & Acquisitions | $ - | $ - | $ - |
| Utilities | $ - | | $ - |
| **Construction** | | | |
| Construction | $ 582,372 | $ - | $ 582,372 |
| ***Incidental or non-infrastructure costs | $ - | $ - | $ - |
| Construction Engineering | 87,356 | $ - | $ 87,356 |
| **Before/After Evaluation** | $ - | $ - | $ - |
| **City/County Partnership** | $ - | $ - | $ - |
| **Subtotal** | $ 757,084 | $ - | $ 757,084 |
| Contingency * | 58,237.00 | 0 | 58,237.00 |
| **Total Project Cost** | 815,321.00 | $ - | $ 815,321.00 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

Application Project Cost Estimate Form
ATP Project Proposal, Salinas Valley

**City of King**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ 2,500 | $ - | $ 2,500 |
| PS & E | $108,000 | $ - | $ 108,000 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisal & Acquisitions | $ - | $ - | $ - |
| Utilities | $ - | | $ - |
| **Construction** | | | |
| Construction | $ 726,000 | $ - | $ 726,000 |
| ***Incidental or non-infrastructure costs | | $ - | $ - |
| Construction Engineering | 86,100 | $ - | $ 86,100 |
| **Before/After Evaluation** | $ - | $ - | $ - |
| **City/County Partnership** | $ - | $ - | $ - |
| **Subtotal** | $ 922,600 | $ - | $ 922,600 |
| Contingency * | 75,000.00 | 0 | 75,000.00 |
| **Total Project Cost** | 997,600.00 | $ - | $ 997,600.00 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

Application Project Cost Estimate Form
ATP Project Proposal, Salinas Valley

**City of Salinas**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ 6,000 | $ - | $ 6,000 |
| PS & E | $100,000 | $ - | $ 100,000 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisal & Acquisitions | $ - | $ - | $ - |
| Utilities | $ 30,000 | | $ 30,000 |
| **Construction** | | | |
| Construction | $ 1,009,926 | $ - | $ 1,009,926 |
| ***Incidental or non-infrastructure costs | $ - | $ - | $ - |
| Construction Engineering | 85,000 | $ - | $ 85,000 |
| **Before/After Evaluation** | $ - | $ 5,000 | $ 5,000 |
| **City/County Partnership** | $ - | $ - | $ - |
| **Subtotal** | $ 1,230,926 | $ 5,000 | $ 1,235,926 |
| Contingency * | 61,546 | 0 | 61,546.30 |
| **Total Project Cost** | 1,292,472 | $ 5,000 | $ 1,297,472 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

Application Project Cost Estimate Form
ATP Project Proposal
**Soledad**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ 500 | $ - | $ 500 |
| PS & E | $50,000 | $ - | $ 50,000 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisal & Acquisitions | $ - | $ - | $ - |
| Utilities | $ - | | $ - |
| **Construction** | | | |
| Construction | $ 425,000 | $ - | $ 425,000 |
| ***Incidental or non-infrastructure costs | | $ - | $ - |
| Construction Engineering | 25,000 | $ - | $ 25,000 |
| **Before/After Evaluation** | $ 5,000 | $ - | $ 5,000 |
| **City/County Partnership** | $ 5,000 | $ - | $ 5,000 |
| **Subtotal** | $ 510,500 | $ - | $ 510,500 |
| Contingency * | 50,000.00 | 0 | 50,000.00 |
| **Total Project Cost** | 560,500.00 | $ - | $ 560,500.00 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

County of Monterey Health Department

| ATP Project -FY14/15 and FY15/15 | Time Base | FY 14/15 | FY 15/16 | Total Amounts |
|---|---|---|---|---|
| **Personnel Staff** | | | | |
| Management Analyst III-Project Oversight | 0.20 | $ 18,716 | $ 18,716 | $ 37,432 |
| Chronic Disease Prevention Coordinator | 1.00 | $ 80,467 | $ 82,132 | $ 162,599 |
| Health Program Coordinator | 0.10 | $ 9,335 | $ 9,990 | $ 19,325 |
| Chronic Disease Prevention Specialist-Community Engagement | 0.20 | $ 12,043 | $ 12,043 | $ 24,086 |
| Epidemiologist II | 0.10 | $ 8,334 | $ 8,334 | $ 16,668 |
| Benefits | | $ 56,750 | $ 57,203 | $ 113,953 |
| **Total Personnel Expenses** | **1.60** | **$ 185,645** | **$ 188,418** | **$ 374,063** |
| **Non-Personnel – Direct Costs** | | | | |
| Duplicating Costs | | $ 3,000 | $ 3,000 | $ 6,000 |
| Printing | | $ 2,500 | $ 2,500 | $ 5,000 |
| Safety Items (Reflectors, vests, etc.) | | $ 8,500 | $ 8,500 | $ 17,000 |
| Educational Materials (activity books, etc.) | | $ 10,000 | $ 10,000 | $ 20,000 |
| Office Expenses | | $ 300 | $ 300 | $ 600 |
| Equipment | | $ 1,500 | $ 1,500 | $ 3,000 |
| Travel | | $ 2,200 | $ 2,200 | $ 4,400 |
| Training and Technical Support | | $ 11,500 | $ 11,500 | $ 23,000 |
| Conference/Meetings | | $ 5,000 | $ 5,000 | $ 10,000 |
| Outreach Material | | $ 25,000 | $ 25,000 | $ 50,000 |
| Communications-Telecom and IT Charges | | $ 3,775 | $ 3,775 | $ 7,550 |
| Translation | | $ 5,000 | $ 5,000 | $ 10,000 |
| Subcontractor Gonzales PD | | $ 12,300 | $ 12,300 | $ 24,600 |
| Subcontractor Salinas | | $ 16,300 | $ 16,300 | $ 32,600 |
| Subcontractor Soledad | | $ 7,000 | $ 7,000 | $ 14,000 |
| Subcontractor Greenfield PD | | $ 10,000 | $ 10,000 | $ 20,000 |
| Subcontractor Bicycle Safety | | $ 39,400 | $ 39,400 | $ 78,800 |
| Subcontractor Salinas/South County School Districts MPUSD (8 schools stipends @10000) | | $ 8,000 | $ 8,000 | $ 16,000 |
| Subcontractor Pedestrian Safety | | $ 28,000 | $ 28,000 | $ 56,000 |
| Subcontract-Ciclovia Salinas (BHC) | | $ 44,750 | $ 44,750 | $ 89,500 |
| **Total Direct Costs** | | **$ 244,025** | **$ 244,025** | **$ 488,050** |
| | | | | |
| **Total Personnel Expenses** | | **$ 185,645** | **$ 188,418** | **$ 374,063** |
| **Total Direct Costs** | | **$ 244,025** | **$ 244,025** | **$ 488,050** |
| **Total Indirect Costs @ 17.91%** | | **$ 227,593** | **$ 230,366** | **$ 457,959** |
| **Grand Total** | | **$ 657,263** | **$ 662,809** | **$ 1,320,072** |

| SALINAS VALLEY ACTIVE TRANSPORTATION PLANS BUDGET (October 1, 2014 - September 31, 2016) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 20-May | | FY 14/15 - 16/17 | | | | | | | | |
| | | 3-Feb | | 10-Feb | 17-Feb | 24-Feb | | | 3-Mar | |
| Task | | *TAMC TAMC Executive Director* | *TAMC TAMC Deputy Executive* | *TAMC Transportation Planner* | *TAMC Assistant Transportation* | *TAMC Public Outreach Coordinato* | *TAMC Total 13/14* | *Monterey County Health Department* | *Design &GIS Consultant* | *Total 13/14* |
| | | *184.92* | *144* | *71.35* | *58.11* | *83.21* | | | | |
| **1** | **Project Contracting, Coordination & Management** | | | | | | | | | |
| A | Project Team Kick-Off | 2 | 2 | 6 | 3 | 2 | $1,427 | | | |
| B | Staff Coordination/Project Team Meetings (in-person, phone and email) | 5 | 30 | 100 | 50 | 0 | $15,285 | | | |
| C | Consultant Selection | 6 | 6 | 20 | 6 | 0 | $3,749 | | | |
| | | | | | | | **$20,461** | | | **$20,461** |
| **2** | **Policy Review & Development** | | | | | | | | | |
| A | Data Collection | 1 | 5 | 30 | 20 | 0 | $4,208 | | | |
| B | Project Team Follow Up & Data Analysis | 2 | 2 | 20 | 5 | 0 | $2,375 | | | |
| C | Develop Goals, Objectives & Policies | 2 | 4 | 120 | 10 | 0 | $10,089 | | | |
| | | | | | | | **$16,672** | | | **$16,672** |
| **3** | **Inventory of Facilities, Programs & Existing Conditions** | | | | | | | | | |
| A | Existing Conditions Data Summary | 2 | 4 | 40 | 6 | 0 | $4,149 | | | |
| B | Existing Conditions Mapping | 2 | 4 | 10 | 0 | 0 | $1,659 | | | |
| | | | | | | | **$5,808** | | | **$5,808** |
| **4** | **Proposed Facility & Programs Improvements** | | | | | | | | | |
| A | Bikeway Network | 2 | 5 | 100 | 50 | 0 | $11,130 | | | |
| B | Pedestrian Network | 2 | 5 | 100 | 50 | 0 | $11,130 | | | |
| C | Recommended Support Facilities | 2 | 2 | 20 | 2 | 0 | $2,201 | | | |
| D | Field Review | 2 | 2 | 80 | 36 | 0 | $8,458 | | | |
| E | Programs | 2 | 2 | 20 | 10 | 0 | $2,666 | | | |
| | | | | | | | **$35,585** | | | |
| **5** | **Funding & Implementation** | | | | | | | | | |
| A | Project Ranking & Prioritization | 2 | 4 | 20 | 5 | 0 | $2,663 | | | |
| B | Cost Estimates | 2 | 5 | 20 | 0 | 0 | $2,517 | | | |
| C | Financial Plan | 2 | 2 | 60 | 0 | 0 | $4,939 | | | |
| D | Funding | 1 | 2 | 30 | 5 | 0 | $2,904 | | | |
| | | | | | | | **$13,023** | | | **$13,023** |
| **6** | **Benefits & Fostering of Non-Motorized Modes** | | | | | | | | | |
| A | Benefits Analysis | 2 | 2 | 9 | 2 | 0 | $1,416 | | | |
| | | | | | | | **$1,416** | | | **$1,416** |
| **7** | **Meetings & Community Workshops** | | | | | | | | | |
| A | Committees/City Councils/Boards (60 meetings) | 1 | 60 | 460 | 30 | 38 | $46,551 | | | |
| B | Public Workshops (6/community; 30 total) | 5 | 30 | 180 | 100 | 160 | $37,212 | | | |
| C | Safe Routes to School Activities & Events | 0 | 5 | 400 | 100 | 100 | $43,392 | | | |
| | | | | | | | **$129,988** | | | **$129,988** |
| **8** | **Prepare Active Transportation Plans** | | | | | | | | | |
| A | Draft Plan | 3 | 8 | 80 | 5 | 0 | $7,705 | | | |
| B | Active Transportation Program Compliance | 1 | 1 | 10 | 5 | 0 | $1,333 | | | |
| C | Final Plan | 4 | 6 | 45 | 5 | 0 | $5,105 | | | |
| D | Environmental Review Document | 5 | 10 | 100 | 10 | 0 | **$9,038** | | | **$9,038** |
| | | **60** | **208** | **2080** | **515** | **300** | | | **Total** | **$196,406** |
| | **Total Hours** | **3163** | | | | | | | **Misc. Expenses** | **$7,000** |
| | | | | | | | | | **Engineering/GIS Consultant** | **$85,000** |
| | | | | | | | | | **Grand Sub-Total 13/14** | **$288,406** |

King City: Via Salinas Valley: Pathways to Health through Active Transportation

Project name: First Street Pedestrian / Bicycle Improvements

## VIII. APPLICATION SIGNATURES

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/20/14
Name: Ray Bullick Phone: (831) 755-4526
Title: Director of Health e-mail: BullickR@co.monterey.ca.us

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Arnold R Brunetti Date: May 20, 2014
Name: Arnold Brunetti Phone: 408-842-2173
Title: City Engineer e-mail: engineering@hannabrunetti.com

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

**Person to contact for questions:**

Name: Phone: _____
Title: e-mail: _____

**Caltrans District Traffic Operations Office Approval***
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Gonzales:

Project name: Vía Salinas Valley: Pathways to Health through Active Transportation

## VIII. APPLICATION SIGNATURES

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/20/14
Name: Ray Bullick Phone: (831) 755-4526
Title: Director of Health e-mail: BullickR@co.monterey.ca.us

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: May 20, 2014
Name: Carlos S. Lopez Phone: (831) 675-5000
Title: Public Works Director e-mail: clopez@ci.gonzales.ca.us

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

**Person to contact for questions:**

Name: Phone: _____
Title: e-mail: _____

**Caltrans District Traffic Operations Office Approval***
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Greefield:

Project name: Vía Salinas Valley: Pathways to Health through Active Transportation

## VIII. APPLICATION SIGNATURES

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/20/14
Name: Ray Bullick Phone: (831) 755-4526
Title: Director of Health e-mail: BullickR@co.monterey.ca.us

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/20/2014
Name: Susan A. Stanton, ICMA-CM Phone: 831-674-5591
Title: City Manager e-mail: susanstanton@ci.greenfield.ca.us

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

**Person to contact for questions:**

Name: Mic Steinmann Phone: 831-674-5591
Title: Acting Pubic Works Director e-mail: msteinmann@ci.greenfield.ca.us

**Caltrans District Traffic Operations Office Approval***
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Soledad:

Project name: Vía Salinas Valley: Pathways to Health through Active Transportation

## VIII. APPLICATION SIGNATURES

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: Ray Bullick
Title: Director of Health

Date: 5/20/14
Phone: (831) 755-4526
e-mail: BullickR@co.monterey.ca.us

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Donald T. Wilcox
Name: Donald T Wilcox
Title: Public Works Director

Date: 5/20/14
Phone: 831.223.5173
e-mail: Donald.wilcox@CityofSoledad.com

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

**Person to contact for questions:**

Name:
Title:

Phone: _____
e-mail: _____

**Caltrans District Traffic Operations Office Approval***
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name: Salinas: Vía Salinas: Pathways to Health through Active Transportation

## VIII. APPLICATION SIGNATURES

**Applicant:** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: 5/20/14
Name: Ray Bullick Phone: (831) 755-4526
Title: Director of Health e-mail: BullickR@co.monterey.ca.us

**Local Agency Official (City Engineer or Public Works Director):** The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____ Date: May 20, 2014
Name: Robert C. Russell, P.E. Phone: 831-758-7241
Title: Deputy Public Works Director/City Engineer e-mail: robr@ci.salinas.ca.us

**School Official:** The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

**Person to contact for questions:**

Name: Phone: _____
Title: e-mail: _____

**Caltrans District Traffic Operations Office Approval***
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

May 20, 2014

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

RE: Active Transportation Project Regional Transportation Plan Consistency

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the Via Salinas Valley: Pathways to Health through Active Transportation Project grant application. This project is important for improving health, access and safety in the Salinas Valley.

The cities in the Salinas Valley represent some of the most disadvantaged communities in Monterey County and lack bicycle and pedestrian infrastructure, educational and encouragement programs and local bicycle, pedestrian and safe routes to school plans. This collaborative regional approach will address the need to provide safe and comfortable mobility options for underserved and low-income populations. The project is consistent with the Regional Transportation Plan goals to improve access and mobility, promote active living and reduce disparities in health and safe access to key destinations for transportation disadvantaged populations. The project is also in line with an increased investment in active transportation projects supporting bicycling and walking, public transit improvements and local complete streets projects assumed in the Regional Transportation Plan.

The Transportation Agency supports an Active Transportation Program grant supporting the Via Salinas Valley: Pathways to Health through Active Transportation Project and believe this project will improve the health and mobility of the most underserved populations in the County. Should you have any questions, please contact me at 831-775-0903. Thank you for your consideration.

Sincerely,

Debra L. Hale, Executive Director

55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Fax: (831) 775-0897 • Website: www.tamcmonterey.org

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

May 19, 2014

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

RE: Partnering on Active Transportation Program

To Whom It May Concern:

The Transportation Agency for Monterey County (TAMC) supports the collective work among agencies, organizations and partners to secure a regional grant to fund infrastructure and programmatic elements to achieve the goals of the State Active Transportation Program (ATP). The regional ATP Project, ***Via Salinas Valley: Pathways to Health through Active Transportation*** will increase the intended impact of the State provided funding throughout Monterey County. TAMC is an active partner applying for grant funding and implementing the projects and program contained in the collective grant application.

The project is consistent with the Regional Transportation Plan, and will further goals of reducing greenhouse gas emissions, improving bicycle and pedestrian safety and access to schools, parks and transit. We are pleased to contribute to and provide our endorsement for this regional ATP project.

This letter serves as proof of TAMC's commitment to participate in this regional effort.

Please contact me at 831-775-4410 or Debbie@tamcmonterey.org if you have any questions.

Sincerely,

Debra L. Hale, Executive Director

55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Fax: (831) 775-0897 • Website: www.tamcmonterey.org

# Memorandum of Agreement
# Between the
# County of Monterey, Health Department
# and
# the City of Gonzales

This Memorandum of Agreement (MOA) is between Monterey County Health Department, hereinafter referred to as "MCHD," and the City of Gonzales, hereinafter referred to as "City." This MOA is effective upon July 1, 2014 and shall remain in effect until June 30, 2016. The MOA may be updated by written agreement of both parties, and may be terminated by either party with a 30-day written notice.

Background: The Active Transportation Program Grant encourages increased bicycling and walking as a means of transportation, increased safety and travel options for people who aren't traveling by vehicle, enhances public health with a special emphasis on reducing childhood obesity, and ensures that disadvantaged communities fully benefit from the program.

MCHD and City, have a common objective: To address the Active Transportation Program goals as outlined through a multi-faceted approach and collective partnership to increase and ensure the rate of success in disadvantaged and compromised communities.

Notices:

Notices to the parties in connection with the Agreement shall be given personally or by US Mail addressed as follows:

| | |
|---|---|
| Monterey County Health Department<br>1270 Natividad Road<br>Salinas, CA 93906 | Project Lead: Erica Padilla-Chavez<br>Tel: 831-755-8997<br>Email: padilla-chaveze@co.monterey.ca.us |
| City of Gonzales<br>PO Box 647<br>Gonzales, CA 93926 | Contact: Rene L. Mendez<br>Tel: (831) 675-5000<br>Email: rmendez@ci.gonzales.ca.us |

In view of the common objectives, MCHD and City agree on the following:

Communication: The representatives will communicate monthly or more frequently, if necessary, via e-mail, telephone, and face to face meetings.

Responsibilities:

MCHD staff will:

- Facilitate partner meetings and serve as the backbone organization that includes coordination of meeting logistics, facilitation of communications between state and partner agencies, announcements, develop agendas and meeting notes
- Act as lead partner for activities associated with Safe Routes to School (SR2S).
- Facilitate community engagement activities associated with SRS2 and ATP funded projects as needed.

Partner Agency will:

1. Partner will designate an agency representative to attend meetings to discuss the project, and provide information on project updates.

2. Participate in data collection as appropriate and as required by the ATP grant.

3. Conduct and participate in program/performance evaluation to monitor the progress or success of activities as determined by funders.

4. Summit progress reports with invoicing, quarterly.

5. Provide assistance and support as appropriate, for ATP grant planning, implementation, evaluation, documentation, and sustainability.

MCHD and Partner Agency agree to seek ratification of this MOU from their respective governing bodies upon notification of ATP grant acceptance from CalTrans or the designated state administrative agency for the ATP grant.

Mutual Indemnification:

MCHD hereby agrees to indemnify, defend, and save harmless the City of Gonzales and its officers, agents, and employees, to the extent permitted by applicable law, from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason of any act or failure to act by MCHD or MCHD's officers, agents, and employees in connections with the performance of this Agreement.

The City of Gonzales hereby agrees to indemnify, defend and save harmless MCHD and its officers, agents and employees, to the extent permitted

by applicable law, from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason of any act or failure to act by the City of Gonzales or its officers, agents and employees in connection with the performance of this Agreement.

Fiscal Provisions:

Funding associated with this agreement is based upon grant award.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement by the authority as follows.

**MCHD**

By: _____
Ray Bullick, Director of Health

Date: 5/20/14

**City of Gonzales**

By: _____
Rene L. Mendez, City Manager

Date: May 20, 2014

**Approved as to Content:**

By: _____
Project Coordinator

Date: 5/20/14

Wine Capital
CITY OF GONZALES
GONZALES, CALIFORNIA
Monterey County

# City of Gonzales

P.O. BOX 647
PHONE: (831) 675-5000

147 FOURTH ST.
FAX: (831) 675-2644

GONZALES, CALIFORNIA 93926
*www.ci.gonzales.ca.us*

Maria Orozco
Mayor

Scott Funk
Mayor Pro Tem

Liz Silva
Councilmember

Jose G. Lopez
Councilmember

Robert Bonincontri
Councilmember

René L. Mendez
City Manager

May 20, 2014

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

***RE: Partnering on Active Transportation Program***

To Whom It May Concern:

The City of Gonzales (COG) staff supports the collective work among agencies, organizations and partners to secure a regional grant to fund a program of infrastructure and programmatic elements to achieve the goals of the State's Active Transportation Program (ATP). The regional ATP Project, which we call ***Via Salinas Valley: Pathways to Health through Active Transportation*** will increase the intended impact of the State providing funding throughout Monterey County. COG will be an active partners applying for grant funding and implementing the projects and program contained in the collective grant application.

We are very happy to provide our endorsement of this regional project since the collaboration is aligned with the City's Vision and Community to School Pedestrian Plan.

We hope this letter is evidence of City of Gonzales' commitment to participate in this regional effort.

Please contact me at (831) 675-5000 or rmendez@ci.gonzales.ca.us if you have any questions.

Sincerely,

René L. Mendez
City Manager

Governing Board
Sonia Jaramillo
Wendy Franscioni
Elizabeth Gomez Funk
Rebecca Rangel Hadley
Rosalie Sanchez

Superintendent &
Secretary to the Board
Elizabeth A. Modena

# Gonzales Unified School District

www.gonzales.k12.ca.us

*Committed to Excellence*

May 15, 2014

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

**Re: ATP Project Proposal, Salinas Valley**

To Whom It May Concern:

The Gonzales Unified School District is committed to partnering with the Monterey County Health Department and the City of Gonzales and all its partners to work collaboratively in implementing the activities outlined in the **Via Salinas Valley: Pathways to Health through Active Transportation** project proposal. Via Salinas Valley will increase bicycling and walking as a means of transportation for our students and school community while impacting the larger community in an equally meaningful way by increasing safety and travel options for people who aren't traveling by vehicle, enhance public health with a special emphasis on reducing childhood obesity, and ensure that our community fully benefits from the program. This is why our school district is in full support of this project and commits to assisting in implementing the services and programs that will benefit our students, school and at large community.

This partnership will include Safe Route to School, Active Transportation Plans and infrastructure efforts that aim to meet the active transportation goals of the ATP program. To best support these efforts, the Gonzales Unified School District will provide the use of school facilities, contact information and other support resources were feasible to implement the non-infrastructure activities outlined in this project proposal. Additionally, it will provide any other type of encouragement and support that we can offer the Monterey County Health Department and Via Salinas Valley Partners.

We are committed to working together to increase healthy alternatives in building a safe and green community.

Sincerely,

EAModena

Elizabeth A. Modena
Superintendent

600 Elko Street
P.O. Box G

Gonzales, California 93926
(831) 675-0100

Superintendent Fax (831) 675-2763
Business Fax (831) 675-1172

# Memorandum of Agreement
# Between the
# County of Monterey, Health Department
# and
# City of Greenfield

This Memorandum of Agreement (MOA) is between Monterey County Health Department, hereinafter referred to as "MCHD," and City of Greenfield, hereinafter referred to as "City." This MOA is effective upon July 1, 2014 and shall remain in effect until June 30, 2016. The MOA may be updated by written agreement of both parties, and may be terminated by either party with a 30-day written notice.

Background: The Active Transportation Program Grant encourages increased bicycling and walking as a means of transportation, increased safety and travel options for people who aren't traveling by vehicle, enhances public health with a special emphasis on reducing childhood obesity, and ensures that disadvantaged communities fully benefit from the program.

MCHD and City have a common objective: To address the Active Transportation Program goals as outlined through a multi-faceted approach and collective partnership to increase and ensure the rate of success in disadvantaged and compromised communities.

Notices:

Notices to the parties in connection with the Agreement shall be given personally or by US Mail addressed as follows:

| | |
|---|---|
| Monterey County Health Department<br>1270 Natividad Road<br>Salinas, CA 93906 | Project Lead: Erica Padilla-Chavez<br>Tel: 831-755-8997<br>Email: padilla-chaveze@co.monterey.ca.us |
| City of Greenfield<br>PO Box 127<br>599 El Camino Real<br>Greenfield, CA 93927 | Partner Contact: Michael A. Steinmann, Sustainability Resources Director<br>Tel: 831-674-5591<br>Email: msteinmann@ci.greenfield.ca.us |

In view of the common objectives, MCHD and City agree on the following:

Communication: The representatives will communicate monthly or more frequently, if necessary, via e-mail, telephone, and face to face meetings.

Responsibilities:

MCHD staff will:

- Facilitate partner meetings and serve as the backbone organization that includes coordination of meeting logistics, facilitation of communications between state and partner agencies, announcements, develop agendas and meeting notes.
- Act as lead partner for activities associated with Safe Routes to School (SR2S).
- Facilitate community engagement activities associated with SRS2 and ATP funded projects as needed.

City will:

1. City will designate an agency representative to attend meetings to discuss the project, and provide information on project updates.

2. Participate in data collection as appropriate and as required by the ATP grant.

3. Conduct and participate in program/performance evaluation to monitor the progress or success of activities as determined by funders.

4. Summit progress reports with invoicing, quarterly.

5. Provide assistance and support as appropriate, for ATP grant planning, implementation, evaluation, documentation, and sustainability.

MCHD and City agree to seek ratification of this MOU from their respective governing bodies upon notification of ATP grant acceptance from CalTrans or the designated state administrative agency for the ATP grant.

Mutual Indemnification:

MCHD hereby agrees to indemnify, defend, and save harmless City and its officers, agents, and employees, to the extent permitted by applicable law, from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason of any act or failure to act by MCHD or MCHD's officers, agents, and employees in connections with the performance of this Agreement.

City hereby agrees to indemnify, defend and save harmless MCHD and its officers, agents and employees, to the extent permitted by applicable law, from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason

of any act or failure to act by City or City's officers, agents and employees in connection with the performance of this Agreement.

Fiscal Provisions:

Funding associated with this agreement is based upon grant award.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement by the authority as follows.

**MCHD**

By: _____
Ray Bullick, Director of Health

Date: 5/20/14

**City of Greenfield**

By: _____
Susan A. Stanton, ICMA-CM
City Manager

Date: _____

**Approved as to Content:**

By: _____
Project Coordinator

Date: 5/20/14

Doc Ervin, Superintendent
Greenfield Union School District
493 El Camino Real, Greenfield, CA, 93927
(831) 674-2840, Ext. 2027

*Today's Learners, Tomorrow's Leaders*

**493 El Camino Real** **Greenfield, CA 93927** **Phone: 831-674-2840** **Fax: 831-674-3712**

May 9, 2014

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

**Re: ATP Project Proposal, Salinas Valley**

To Whom It May Concern:

The Greenfield Union School District is committed to partnering with the Monterey County Health Department and the City of Greenfield and all its partners to work collaboratively in implementing the activities outlined in the **Via Salinas Valley: Pathways to Health through Active Transportation** project proposal. Via Salinas Valley will increase bicycling and walking as a means of transportation for our students and school community while impacting the larger community in an equally meaningful way by increasing safety and travel options for people who aren't traveling by vehicle, enhance public health with a special emphasis on reducing childhood obesity, and ensure that our community fully benefits from the program. This is why our school district is in full support of this project and commits to assisting in implementing the services and programs that will benefit our students, school and at-large community.

This partnership will include Safe Routes to School, Active Transportation Plans and infrastructure efforts that aim to meet the active transportation goals of the ATP program. The District is very supportive of the effort by the City of Greenfield to provide safe bicycle pathways to the Oak Avenue Elementary and Vista Verde Middle Schools, and to provide sidewalks in areas where students and their parents must walk along dirt pathways and unpaved roadway shoulders for the student to get to and from school. To best support these efforts, the Greenfield Union School District will provide the use of school facilities and feasible resources to implement the non-infrastructure activities outlined in this project proposal. Additionally, it will provide any other type of encouragement and support that we can offer the Monterey County Health Department and Via Salinas Valley Partners.

We are committed to working together to increase healthy alternatives in building a safe and green community.

Sincerely,

Melody Canady

MELODY CANADY
Assistant Superintendent, Business Services

*Arthur Salvagno, Board President ■ Sandra L. Cante, Vice President ■ Laura Caballero, Clerk*
*Jesus Lepe, Member ■ Juergen Smith, Member*

KING CITY
CALIFORNIA

May 20, 2014

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

RE: Partnering on Active Transportation Program

To Whom It May Concern:

The City of King (C of K) staff supports the collective work among agencies, organizations and partners to secure a regional grant to fund a program of infrastructure and programmatic elements to achieve the goals of the State's Active Transportation Program (ATP). The regional ATP Project which we call ***Via Salinas Valley: Pathways to Health through Active Transportation*** will increase the intended impact of the State providing funding throughout Monterey County. C of K will be an active partners applying for grant funding and implementing the projects and program contained in the collective grant application.

We are very happy to provide our endorsement of this regional project since the collaboration is aligned with the City's Strategic Plan along with the City's commitment to provide a multi-modal mean's of transportation from pedestrian to train travel.

We hope this letter is evidence of City of Kings' commitment to participate in this regional effort.

Please contact me at 831-386-5917 if you have any questions.

Sincerely,

Michael Powers
City Manager

from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason of any act or failure to act by (Agency Partner) or (Agency's) officers, agents and employees in connection with the performance of this Agreement.

Fiscal Provisions:

Funding associated with this agreement is based upon grant award.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement by the authority as follows.

**MCHD**

By: _____
Ray Bullick, Director of Health

Date: 5/20/14

**(C of K)**

By: _____
Michael Powers, City Manager

Date: _____

**Approved as to Content:**

By: _____
Project Coordinator

Date: _____

# Memorandum of Agreement
# Between the
# County of Monterey, Health Department
# and
# *City of Salinas*

This Memorandum of Agreement (MOA) is between Monterey County Health Department, hereinafter referred to as "MCHD," and City of Salinas, hereinafter referred to as "City." This MOA is effective upon July 1, 2014 and shall remain in effect until June 30, 2016. The MOA may be updated by written agreement of both parties, and may be terminated by either party with a 30-day written notice.

Background: The Active Transportation Program Grant encourages increased bicycling and walking as a means of transportation, increased safety and travel options for people who aren't traveling by vehicle, enhances public health with a special emphasis on reducing childhood obesity, and ensures that disadvantaged communities fully benefit from the program.

MCHD and City, have a common objective: To address the Active Transportation Program goals as outlined through a multi-faceted approach and collective partnership to increase and ensure the rate of success in disadvantaged and compromised communities.

Notices:

Notices to the parties in connection with the Agreement shall be given personally or by US Mail addressed as follows:

| | |
|---|---|
| Monterey County Health Department<br>1270 Natividad Road<br>Salinas, CA 93906 | Project Lead: Erica Padilla-Chavez<br>Tel: 831-755-8997<br>Email: padilla-chaveze@co.monterey.ca.us |
| City of Salinas<br>200 Lincoln Avenue<br>Salinas, Ca 93901 | Partner Contact: James Serrano<br>Tel: 831-758-7195<br>Email: jamess@ci.salinas.ca.us |

In view of the common objectives, MCHD and City agree on the following:

Communication: The representatives will communicate monthly or more frequently, if necessary, via e-mail, telephone, and face to face meetings.

Responsibilities:

MCHD staff will:

- Facilitate partner meetings and serve as the backbone organization that includes coordination of meeting logistics, facilitation of communications between state and partner agencies, announcements, develop agendas and meeting notes
- Act as lead partner for activities associated with Safe Routes to School (SR2S).
- Facilitate community engagement activities associated with SRS2 and ATP funded projects as needed.

Partner Agency will:

1. Partner will designate an agency representative to attend meetings to discuss the project, and provide information on project updates.

2. Participate in data collection as appropriate and as required by the ATP grant.

3. Conduct and participate in program/performance evaluation to monitor the progress or success of activities as determined by funders.

4. Summit progress reports with invoicing, quarterly.

5. Provide assistance and support as appropriate, for ATP grant planning, implementation, evaluation, documentation, and sustainability.

MCHD and Partner Agency agree to seek ratification of this MOU from their respective governing bodies upon notification of ATP grant acceptance from CalTrans or the designated state administrative agency for the ATP grant.

Mutual Indemnification:

MCHD hereby agrees to indemnify, defend, and save harmless the City and its officers, agents, and employees, to the extent permitted by applicable law, from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason of any act or failure to act by MCHD or MCHD's officers, agents, and employees in connections with the performance of this Agreement.

City hereby agrees to indemnify, defend and save harmless MCHD and its officers, agents and employees, to the extent permitted by applicable law, from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason

of any act or failure to act by City or City's officers, agents and employees in connection with the performance of this Agreement.

Fiscal Provisions:

Funding associated with this agreement is based upon grant award.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement by the authority as follows.

| **MCHD** | **(Partner Agency)** |
|---|---|
| By: _____ | By: _____ |
| Ray Bullick, Director of Health | Gary Petersen, Public Works Director |
| Date: 5/20/14 | Date: _____ |

**Approved as to Content:**

By: _____
Project Coordinator

Date: 5/20/14

**City of Salinas**

**PUBLIC WORKS DEPARTMENT** ◆ 200 Lincoln Avenue ◆ Salinas, California 93901 ◆ (831) 758-7241

May 15, 2014

Erica Padilla-Chavez, MPA
Health Equity & Policy Manager, MA III
County of Monterey Health Department, Administration
Planning, Evaluation & Policy Unit
1270 Natividad Road
Salinas, CA 93906

RE: PARTNERING ON ACTIVE TRANSPORTATION PROGRAM

The City of Salinas staff supports the collective work among agencies, organizations, and partners to secure a regional grant to fund a program of infrastructure and programmatic elements to achieve the goals of the State's Active Transportation Program (ATP). The regional ATP Project which we call *Via Salinas Valley: Pathways to Health through Active Transportation* will increase the intended impact of the State provided funding throughout Monterey County. The City will be active partners in applying for grant funding and in implementing the projects and programs contained in the collective grant application.

We are therefore happy to provide our endorsement of the Memorandum of Agreement since this collaboration is aligned with the Salinas City Council Goals.

We hope that this letter is sufficient evidence of the City's commitment to and participation in this regional effort.

Please contact me at 758-7195 if you have any questions.

Sincerely,

James Serrano
Transportation Planner

cc:

Gary Petersen, Salinas Public Works Director
Robert C Russell, P.E., City Engineer

**City of Salinas**
POLICE DEPARTMENT • 222 Lincoln Avenue • Salinas, California 93901 • (831) 758-7090

**Kelly J. McMillin**
*Chief of Police*

May 12, 2014

James Serrano
City of Salinas Public Works
Engineering and Transportation Division
200 Lincoln Avenue
Salinas, CA 93901

**RE:** Letter of Support - East Market Street Safe Routes to School Project Application for the State Active Transportation Program (ATP) Grant

The City of Salinas Police Department supports the proposal by the City of Salinas to construct roadway safety improvements and traffic calming measures on E. Market Street between Eucalyptus Drive and Midway Avenue. These improvements would enhance safety for students at both the Fremont Elementary School and the El Sausal Middle School.

As the agency responsible for enforcing traffic laws and speed limits throughout the City of Salinas, we are aware of the problems and committed to the safety and security of students walking or riding their bicycles to and from school. The City improvement plans would definitely assist those who are responsible for the safety of school children each day.

Sincerely,

Kelly J. McMillin
Chief of Police

KJM:gc

# Salinas Union High School District

**Timothy J. Vanoli**
Superintendent
tim.vanoli@salinasuhsd.org

**Dan Burns**
Associate Superintendent
Instructional Services
dan.burns@salinasuhsd.org

**Randy Bangs**
Assistant Superintendent
Human Resources
andall.bangs@salinasuhsd.org

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

**Re: ATP Project Proposal, Salinas Valley**

To Whom It May Concern:

The Salinas Union High School District is committed to partnering with the Monterey County Health Department and the City of Salinas and all its partners to work collaboratively in implementing the activities outlined in the **Via Salinas Valley: Pathways to Health through Active Transportation** project proposal. Via Salinas Valley will increase bicycling and walking as a means of transportation for our students and school community while impacting the larger community in an equally meaningful way by increasing safety and travel options for people who aren't traveling by vehicle, enhance public health with a special emphasis on reducing childhood obesity, and ensure that our community fully benefits from the program. This is why our school district is in full support of this project and commits to assisting in implementing the services and programs that will benefit our students, school and at large community.

This partnership will include Safe Route to School, Active Transportation Plans and infrastructure efforts that aim to meet the active transportation goals of the ATP program. To best support these efforts, the Salinas Union High School District will provide the use of school facilities and feasible resources to implement the non-infrastructure activities outlined in this project proposal. Additionally, it will provide any other type of encouragement and support that we can offer the Monterey County Health Department and Via Salinas Valley Partners.

We are committed to working together to increase healthy alternatives in building a safe and green community.

Sincerely,

Karen L. Luna

Karen L. Luna
Manager Maintenance, Facilities and Planning

C: Superintendent Vanoli

ALISAL UNION SCHOOL DISTRICT

**Business Services**
1205 East Market Street
Salinas, CA 93905
T: 831-753-5700 x2033
F: 831-753-5552
E: jim.koenig@alisal.org

**James Koenig**
*Assistant Superintendent*

May 15, 2014

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

**Re: ATP Project Proposal, Salinas Valley**

To Whom It May Concern:

Alisal Union School District is committed to partnering with the Monterey County Health Department and the City of Salinas, and all other partners to work collaboratively in implementing the activities outlined in the **Via Salinas Valley: Pathways to Health through Active Transportation** project proposal. Via Salinas Valley will increase bicycling and walking as a means of transportation for our students and school community while impacting the larger community in an equally meaningful way by increasing safety and travel options for people who aren't traveling by vehicle, enhance public health with a special emphasis on reducing childhood obesity, and ensure that our community fully benefits from the program. This is why our school district is in full support of this project and commits to assisting in implementing the services and programs that will benefit our students, school and at large community.

This partnership will include Safe Route to School, Active Transportation Plans and infrastructure efforts that aim to meet the active transportation goals of the ATP program. To best support these efforts, Alisal Union School District will provide use of school facilities and other feasible resources to implement the non-infrastructure activities outlined in this project proposal. Additionally, it will provide any other type of encouragement and support that we can offer the Monterey County Health Department and Via Salinas Valley Partners.

We are committed to working together to increase healthy alternatives in building a safe and green community.

Sincerely,

James R Koenig

Jim Koenig
Assistant Superintendent, Business Services

# Memorandum of Agreement
# Between the
# County of Monterey, Health Department
# And the
# City of Soledad

This Memorandum of Agreement (MOA) is between Monterey County Health Department, hereinafter referred to as "MCHD," and (Partner Agency), hereinafter referred to as "(City of Soledad)." This MOA is effective upon July 1, 2014 and shall remain in effect until June 30, 2016. The MOA may be updated by written agreement of both parties, and may be terminated by either party with a 30-day written notice.

Background: The Active Transportation Program Grant encourages increased bicycling and walking as a means of transportation, increased safety and travel options for people who aren't traveling by vehicle, enhances public health with a special emphasis on reducing childhood obesity, and ensures that disadvantaged communities fully benefit from the program.

MCHD and the City of Soledad, have a common objective: To address the Active Transportation Program goals as outlined through a multi-faceted approach and collective partnership to increase and ensure the rate of success in disadvantaged and compromised communities.

Notices:

Notices to the parties in connection with the Agreement shall be given personally or by US Mail addressed as follows:

| | |
|---|---|
| Monterey County Health Department<br>1270 Natividad Road<br>Salinas, CA 93906 | Project Lead: Erica Padilla-Chavez<br>Tel: 831-755-8997<br>Email: padilla-chaveze@co.monterey.ca.us |
| City of Soledad<br>248 Main Street<br>Soledad, CA 93960 | Partner Contact: Donald Wilcox, Public Works Director<br>Tel: 831.223.5180<br>Email: DWilcox@cityofsoledad.com |

In view of the common objectives, MCHD and the City of Soledad agree on the following:

Communication: The representatives will communicate monthly or more frequently, if necessary, via e-mail, telephone, and face to face meetings.

Responsibilities:

MCHD staff will:

- Facilitate partner meetings and serve as the backbone organization that includes coordination of meeting logistics, facilitation of communications between state and partner agencies, announcements, develop agendas and meeting notes
- Act as lead partner for activities associated with Safe Routes to School (SR2S).
- Facilitate community engagement activities associated with SRS2 and ATP funded projects as needed.

The City of Soledad, Partner Agency will:

1. Partner will designate an agency representative to attend meetings to discuss the project, and provide information on project updates.

2. Participate in data collection as appropriate and as required by the ATP grant.

3. Conduct and participate in program/performance evaluation to monitor the progress or success of activities as determined by funders.

4. Summit progress reports with invoicing, quarterly.

5. Provide assistance and support as appropriate, for ATP grant planning, implementation, evaluation, documentation, and sustainability.

MCHD and Partner Agency agree to seek ratification of this MOU from their respective governing bodies upon notification of ATP grant acceptance from CalTrans or the designated state administrative agency for the ATP grant.

Mutual Indemnification:

MCHD hereby agrees to indemnify, defend, and save harmless the City of Soledad and its officers, agents, and employees, to the extent permitted by applicable law, from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason of any act or failure to act by MCHD or MCHD's officers, agents, and employees in connections with the performance of this Agreement.

The City of Soledad hereby agrees to indemnify, defend and save harmless MCHD and its officers, agents and employees, to the extent permitted by applicable law, from and against any and all claims and/or losses whatsoever accruing or resulting to any person, firm or corporation for damages, injury, or death incurred by reason of any act or failure to act by the City of Soledad or its officers, agents and employees in connection with the performance of this Agreement.

Fiscal Provisions:

Funding associated with this agreement is based upon grant award.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement by the authority as follows.

**MCHD**

By: _____
Ray Bullick, Director of Health

Date: 5/20/14

**(City of Soledad, Partner Agency)**

By: _____
Adela P. Gonzalez, City Manager

Date: _____

**Approved as to Content:**

By: _____
Project Coordinator

Date: 5/20/14

**Exhibit A**
**Scope of Work**
**Year 1**

**Goal 1:** To make walking and bicycling safer for students at 9 schools in the Salinas Valley to include the communities of Gonzales, Soledad, Greenfield, King City and the Salinas area in order to increase walking and bicycling to those schools and in the community.

**Objective 1:** By November 30, 2014 at least five of the nine schools will have one kick-off Safe Routes to School (SRTS) event at school sites in order to publicize the start of the contract.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 1.1 Contact each school to provide grant information on resources and support to be provided. | Sept-2014 | 1.1 HPC, CDPC | 1.1 List of contacts and set meetings. |
| 1.2 Attend at least one school site council meeting, Parent Teacher Association (PTA), or English Learner Advisory Committee (ELAC) meeting at each of the eight schools to introduce SRTS program and give contract overview. | Sept-2014 | 1.2 CDPC | 1.2 Agenda of meetings. |
| 1.3 Select SRTS kick-off event type and date for each of the five schools with the help of school principals and school site councils. | Sept-2014 | 1.3 CDPC | 1.3 Record of kick-off calls and notes of meeting discussions with the five schools. |
| 1.4 Advertise the respective SRTS kick-off events in the schools to parents and community. | Sept-2014 | 1.4 CDPC | 1.4 Copies of fliers and press releases from the SRTS kick-off events. |
| 1.5 Conduct SRTS kick-off events at the schools. | Sept-2014 | 1.5 HPC, CDPC | 1.5 Photos/records of the activities from each event. |

**Responsible Positions:**
Chronic Disease Prevention Coordinator: CDPC
Health Program Coordinator: HPC
Partner City Police Departments (PD)
School Liaisons (SL)

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 2:** By September 30, 2014, a Safe Routes to School contact person will be established at each of the five schools to promote the SRTS program at each school and to be able to continue the SRTS program after the contract.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 2.1 Identify one staff person at each of the nine schools to act as the SRTS contact. Staff must be administrative personnel or teacher's assistants, who will act as SRTS contact to assist in coordination at each school, distribute SRTS fliers and information, coordinate and schedule SRTS events such as Walk N Roll days, and serve as SRTS liaisons and supporters at each school. | Oct-2014 | 2.1 HPC, CDPC | 2.1 Names of staff who will be SRTS contact support staff. |
| 2.2 Conduct SRTS training on the SRTS program to school liaisons. Training to include an overview of the SRTS program and background, and a review of pedestrian and bicycle safety. | Oct- 2014 | 2.2 HPC, CDPC | 2.2 Schedule of training and copy of SRTS training materials. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 3:** By December 31, 2014, create and distribute SRTS educational packets to teach pedestrian and bicycle safety for every elementary school teacher in each of the four schools in order to provide resources and traffic safety teaching aids for teachers.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 3.1 Order and print SRTS educational materials. | Dec-2014 | 3.1 CDPC | 3.1 Order and print receipts. |
| 3.2 Distribute SRTS educational materials to teachers at each of the four elementary schools. | Dec-2014 | 3.2 SL, CDPC | 3.2 List of schools and teachers who received the SRTS educational materials. |
| 3.3 Distribute and collect SRTS educational materials feedback/evaluation forms. | Dec-2014 | 3.3 SL | 3.3 Summary of feedback from evaluation forms. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 4:** By January 30, 2015, conduct a half-*day Introduction to SRTS Community Workshop* to educate the community, school officials and representatives, SL, and the public about SRTS.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 4.1 Work with SRTS Technical Assistance Resource Center (TARC) Project Coordinator, Salinas Valley School Districts and project staff to determine time and location for the half-day Introduction to SRTS Community Workshop. | Jan-2015 | 4.1 HPC, CDPC, SL | 4.1 Copy of schedule. |
| 4.2 Gather and print materials that explain how SRTS programs benefit the community for distribution and publicity, with the goal of registering at least 24 participants, including community members, representatives from each of the nine schools, parents and interested community members. | Jan-2015 | 4.2 HPC, CDPC | 4.2 Copies of materials and list of registered participants. |
| 4.3 Present the *Introduction to SRTS Community Workshop*, which offers an overview of the national philosophy and approach to SRTS. | Jan-2015 | 4.3 HPC, CDPC | 4.3 Agenda and list of participants. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 5:** By June 30, 2015, the Gonzales, Greenfield, Soledad, King City and Salinas Police Department will each conduct 100-180 intensive traffic safety and neighborhood safety patrols around the nine intervention schools in their areas (Fremont Elementary, El Sausal Middle School, La Gloria Elementary, Fairview Middle, Gonzales High, Main Street Middle, Vista Verde Middle, Oak Ave. Elementary and King City Elementary), during school hours in order to insure the safety of students and educate drivers about traffic safety.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 5.1 Analyze local and state pedestrian and bicycle collision data to assess pedestrian and bicycle collisions and injuries in proximity to each of the nine Salinas Valley schools. | By June 30, 2015 | 5.1 HPC, CDPC | 5.1 Copy of local data as well as Office of Traffic Safety (OTS) and Transportation Injury Mapping System (TIMS) information. |
| 5.2 Send letter to parents at the 9 intervention schools to inform them that the increased traffic and neighborhood safety patrols are to insure the safety of their children around schools. | By June 30, 2015 | 5.2 HPC, CDPC | 5.2 Copy of letter. |
| 5.3 Conduct traffic enforcement and neighborhood safety traffic patrols in the vicinity of the 9 schools at least once a week around each school during or before drop-off and pick-up times. | By June 30, 2015 | 5.3 Partner City PD's | 5.3 Schedules of patrols and invoices for enforcement. |
| 5.4 Track number of stops/tickets made during enforcement and safety patrols. | By June 30, 2015 | 5.4 Partner City PD's | 5.4 Documentation of stops and tickets. |
| 5.5 Participate in SRTS committees and act as advisor and community liaison for traffic and neighborhood safety issues. | By June 30, 2015 | 5.5 Partner City PD's | 5.5 SRTS committee rosters, and details of written and verbal advisements. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 6:** By June 30, 2014, all nine schools will complete Walkability Checklists to evaluate the walkability around the schools.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 6.1 Contact principals and/or attend school site council and ELAC meetings at each of the five schools to explain the Walkability Checklists and discuss distribution to parents and students. | Jan – Feb 2015 | 6.1 CDPC, SL | 6.1 Contact dates, copy of Walkability Checklists in English and Spanish. |
| 6.2 Distribute Walkability Checklists at each of the five intervention schools. Request that students and parents include photographs that are taken during the Walkability Checklist activity. | Mar 2015 | 6.2 CDPC, SL | 6.2 Copy of Walkability Checklists. |
| 6.3 Collect Walkability Checklists and photographs from all nine schools. | May 2015 | 6.3 CDPC, SL | 6.3 Schedule of collection dates, copies of completed Walkability Checklists and photographs. |
| 6.4 Tabulate checklist information and write summary for each school. | May - Jun 2015 | 6.4 HPC, CDPC | 6.4 Copy of reports that include the tabulated walkability forms and summaries. |
| 6.5 Conduct meetings and teleconferences with principals and all school site councils and/or ELACs from each of the nine schools, public works and city managers office representatives, and SRTS committees to discuss walkability assessment summaries, including problems that parents and students identify. | Jun 2015 | 6.5 HPC, CDPC | 6.5 Copy of meeting agendas and schedules, issues addressed, and questions and answers that arose during the meetings and teleconferences. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 7:** By June 30, 2015, Pedestrian/Bicycle Safety subcontractors that uses a mock town for hands on practice on school property and can loan bicycles to students who need them, will conduct five interactive pedestrian and bicycle safety assemblies and/or age-appropriate classroom presentations and hands-on pedestrian/bike rodeos at each of the intervention schools for grades K-8 in Salinas Valley partner schools in order to educate students about pedestrian and bicycle safety.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 7. 1 In collaboration with school principals, determine for each of the eight schools the format (assemblies and/or classroom presentations), curriculum materials, instruction schedules, and evaluation activities. . | Jan - Feb 2015 | 7.1 CDPC, SL, Pedestrian/Bicycle Safety Partners | 7.1 Meeting agendas, emails. |
| 7.2 Create instruction schedules for each of the eight schools that include four to five activities, key dates and times, selected education formats, curriculum/materials/content, and evaluation measures. | Jan - Feb 2015 | 7.2 Pedestrian/Bicycle Safety Partners , SL | 7.2 Instruction schedules for each of the eight schools. Promotional materials/flyers for events and activities. |
| 7.3 Conduct pedestrian and bicycle safety assemblies and/or age-appropriate classroom presentations and pedestrian/bike rodeos at the eight intervention schools according to the instruction schedule. | Jun 2015 | 7.3 Pedestrian/Bicycle Safety Partners | 7.3 Schedule and copies of presentations and photos, number of students served, evaluation activity results. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 8:** By June 30, 2015 conduct one to two Parent Patrol and/or Neighborhood Watch activities in Salinas Valley partner communities (Soledad, Greenfield, Gonzales, King City and Salinas), in order to make neighborhoods safer for students and the community to walk, bicycle, and be active.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 8.1 Advertise via fliers and by talking to PTAs, school site councils, and local businesses in both communities about forming a Parent Patrol and/or Neighborhood Watch. | Mar 2015 | 8.1 HPC, CDPC, SL | 8.1 Copy of fliers in English and Spanish, and dates of school site/PTA meetings. |
| 8.2 Schedule first orientation meeting for parents in all five communities to explain Parent Patrol and Neighborhood Watch, and send out press releases to the media about the meeting. | Mar 2015 | 8.2 HPC, CDPH | 8.2 Meeting schedule, copies of materials in English and Spanish, copies of press releases. |
| 8.3 Conduct one to two organized Parent Patrol/Neighborhood Watch activities in five partner communities such as watering gardens or sitting outside when children walk to and from school. | Jun 2015 | 8.3 HPC, CDPH | 8.3 Dates, times, and location of activities. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 9:** By June 30, 2015, hold a Walk N Roll to School event at four of the five intervention school sites in Salinas Valley partner schools.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 9.1 Schedule Walk N Roll to School events with schools and communities in October and May to coincide with International Walk to School Day/Month and Bike Month in May. | Oct 2014/ May 2015 | 9.1 CDPC, SL | 9.1 Copy of Walk N Roll schedules. |
| 9.2 Send Walk N Roll event fliers and notices to parents of all four schools explaining the Walk N Roll events, including safety and logistical information. | Oct 2014/ May 2015 | 9.2 CDPC,SL | 9.2 Copies of promotional flyers in English and Spanish. |
| 9.3 Provide supporting educational materials, such as activity books and coloring books, to students at the four schools teaching pedestrian and bicycle safety. | Oct 2014/ May 2015 | 9.3 CDPC, SL | 9.3 Copies of educational materials. |
| 9.4 Hold a Walk N Roll event at four schools. | Oct 2014/ May 2015 | 9.4 CDPC, SL | 9.4 Documentation indicating number of students participating, copies of media coverage. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 10:** By June 30, 2015, the five intervention schools will complete the National SRTS student tallies and parent surveys to evaluate the number of students walking and bicycling to school and perceived safety risks.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 10.1 Distribute and collect National SRTS student tallies and parent surveys at the five intervention schools. | October 2014 | 10.1 CDPH, SRTSL | 10.1 Receipt of tallies and surveys. |
| 10.2 Mail collected tallies and surveys to National SRTS data collection office. | October 2014 | 10.2 CDPH, SRTSL | 10.2 Notice of receipt of tallies and surveys by National SRTS. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 11:** By June 30, 2014, convene four SRTS Committee meetings in each partner community in order to get input, feedback, and collaboration for the SRTS Program from school districts, police departments, parents, and community members.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 11.1 Recruit and convene members from each city, PD, public works, the nine schools, and the community to form school and district-wide parent- and neighborhood- driven SRTS committees to discuss issues that affect safe walking to school and in the neighborhoods. | Sep 2014 | 11.1 HPC, CDPC, SRTSL | 11.1 Copy of meeting schedules, agendas schedules, and meeting minutes. |
| 11.2 Discuss ongoing progress and how SRTS will be sustained after the contract conclusion. Committee discussion topics may also include identifying infrastructure issues, need for traffic enforcement, and identifying neighborhood crime problems and communicating their needs to city officials, police departments, and public works. | Jun 2015 | 11.2 CDPC | 11.2 Copy of meeting schedules, agendas schedules, and meeting minutes. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 12:** By June 30, 2015, conduct student presentations and assemblies on bullying, distracted driving, and no phone zones to middle and high school students in at least four schools to encourage safe passages to school.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 12.1 Utilize data from California Healthy Kids Survey (CHKS) to assist in determining perceived risk of danger along with student walkability checklist for tailored messaging. | March 2015 | 12.1 HPC, CDPC | 12.1 Copy of data/message and activities. |
| 12.2 Provide presentations and/or assemblies to at least four schools to increase awareness and decrease bullying and distracted driving. | March 2015 | 12.2 CDHP, CDPC | 12.2 Copy of activity/event schedules. |
| 12.3 Work with schools to conduct YouTube contest to promote peer to peer messaging on the issues. | March 2015 | 12.3 HPC, CDPC | 12.3 Copy of YouTube contest submittals. |
| 12.4 Announce winners and provide incentives for winners. Make link available on MCHD website. | April 2015 | 12.4 HPC, CDPC | 12.4 Maintain list of winners and incentives provided. |

**Exhibit A**
**Scope of Work**
**Year 1**

**Objective 13:** By June 30, 2014, complete all SRTS contract requirements including timely and complete invoices, progress reports, regular communication with program manager, immediately reporting any barriers or challenges, and maintain documentation of all SRTS related fiscal and Scope of Work (SOW) activities.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 13.1 Attend mandatory contractor meeting with ATP/Caltrans staff and other ATP awardees to review programmatic and reporting requirements. | By June 2015 | 13.1 HPC, CDPC | 13.1 Copy of activity/event schedules, meeting minutes. |
| 13.2 Participate in quarterly teleconferences with ATP staff for guidance and assistance. | By June 2015 | 13.2 CDHP, CDPC | 13.2 Copy of agenda and meeting minutes. |
| 13.3 Submit Progress/Financial report to ATP/Caltrans. Progress report will include a narrative on the status of the achieving objectives, special accomplishments and challenges, process evaluation information, preliminary outcome evaluation results and support documentation. Financial report will show actual and projected expenditures. | By June 2015 | 13.3 HPC, CDPC | 13.3 Copy of submitted Progress/Financial Reports. |
| 13.4 Submit Progress/Financial report to ATP/Caltrans. | By June 2015 | 13.4 HPC, CDPC | 13.4 Copy of submitted Progress/Financial Reports. |
| 13.5 Submit required Annual Report due to ATP/Caltrans. The annual report will include a narrative on the status of achieving objectives, special accomplishments and challenges, process evaluation information, and outcome evaluation results. | By June 2015 | 13.5 HPC, CDPC | 13.5 Copy of submitted Annual Report. |

**Exhibit A**
**Scope of Work**
**Year 2**

**Goal 1:** To make walking and bicycling safer for students at 9 schools in the Salinas Valley to include the communities of Gonzales, Soledad, Greenfield, King City and the Salinas area in order to increase walking and bicycling to those schools and in the community.

**Objective 1:** By June 30, 2016, convene at least four SRTS Committee meetings quarterly in order to get input, feedback, and collaboration for the SRTS Program from community partners and committee members in Gonzales, Soledad, Greenfield, King City and Salinas.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 1.1 Advertise meetings and recruit additional members from each of the four communities to attend SRTS quarterly meetings. | Sep 2015 | 1.1 HPC, CDPC, SL | 1.1 Copy of meeting schedules, agendas schedules, and meeting minutes. |
| 1.2 Discuss ongoing progress, challenges, coordinate resources, and discuss how to improve the SRTS effort. | Jun 2015 | 1.2 CDPC | 1.2 Copy of meeting schedules, agendas schedules, and meeting minutes. |

**Exhibit A**
**Scope of Work**
**Year 2**

**Objective 2:** By June 30, 2016, the Gonzales, Greenfield, Soledad, King City and Salinas Police Department will each conduct 50-100 intensive traffic safety and neighborhood safety patrols around the nine intervention schools in their areas (Fremont Elementary, El Sausal Middle School, La Gloria Elementary, Fairview Middle, Gonzales High, Main Street Middle, Vista Verde Middle, Oak Ave. Elementary and King City Elementary), during school hours in order to insure the safety of students and educate drivers about traffic safety.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 2.1 Analyze local and state pedestrian and bicycle collision data to assess pedestrian and bicycle collisions and injuries in proximity to each of the nine schools. | Sep 2015 | 2.1 HPC, CDPC | 2.1 Copy of local data as well as OTS and TIMS information. |
| 2.2 Send out a reminder letter to parents at the nine intervention schools advising them that the increased traffic and neighborhood safety patrols are to insure the safety of their children around schools. | Sep 2015 | 2.2 HPC, CDPC | 2.2 Copy of letter sent out to parents |
| 2.3 Conduct police traffic enforcement and neighborhood safety traffic patrols in the vicinity of the nine intervention schools at least once a week around each school and during or before drop-off and pick-up times. | Jun 2015 | 2.3 Partner City PD's | 2.3 Schedules of patrols/invoices for enforcement. |
| 2.4 Track number of stops/tickets made during enforcement and safety patrols. | Jun 2015 | 2.4 Partner City PD's | 2.4 Documentation of stops and tickets. |
| 2.5 Participate in SRTS committees and act as advisor and community liaison for traffic and neighborhood safety issues. | Jun 2015 | 2.5 Partner City PD's | 2.5 SRTS committee rosters and details of written and verbal advisements. |

**Exhibit A**
**Scope of Work**
**Year 2**

**Objective 3:** By June 30, 2016, all partnering city police departments will conduct 40-70 intensive traffic and neighborhood safety patrols around the intervention schools during school hours and scheduled school days in order to insure the safety of the students and to educate drivers about traffic safety.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 3.1 Analyze local and state pedestrian and bicycle collision data to assess pedestrian and bicycle collisions and injuries in proximity to nine intervention schools in the Salinas Valley. | Sep 2015 | 3.1 HPC, CDPC | 3.1 Copy of local data as well as OTS and TIMS information. |
| 3.2 Send out a reminder letter to parents at intervention schools to inform them of increased traffic and neighborhood safety patrols in order to ensure the safety of their children around schools. | Sep 2015 | 3.2 HPC, CDPC | 3.2 Copy of letter in English and Spanish. |
| 3.3 Conduct traffic enforcement and neighborhood safety patrols in the vicinity of the intervention schools at least once a week around each school during or before drop-off and pick-up times. | Jun 2015 | 3.3 Partner City PD's | 3.3 Schedules of patrols/invoices for enforcement. |
| 3.4 Track number of stops/tickets made during traffic enforcement and neighborhood safety patrols. | Jun 2015 | 3.4 Partner City PD's | 3.4. Documentation of PD stops and tickets. |
| 3.5 Participate in SRTS committees and act as an advisor and community liaison for pedestrian and traffic safety issues. | Jun 2015 | 3.5 Partner City PD's | 3.5 SRTS Committee rosters, details of written and verbal advisements. |

**Exhibit A**
**Scope of Work**
**Year 2**

**Objective 4:** By June 30, 2016, conduct at least four Parent Patrol and/or Neighborhood Watch activities in partner communities (Soledad, Greenfield, Gonzales, King City and Salinas), in order to make neighborhoods safer for students and the community to walk, bicycle, and be active.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 4.1 Schedule and advertise Parent Patrol/Neighborhood Watch meeting in communities to discuss challenges, barriers, progress and ways to improve it. | Sep 2015 | 4.1 HPC, CDPC, SL | 4.1 Copy of fliers in English and Spanish and dates of meetings. |
| 4.2 Conduct at least four organized Parent Patrol/Neighborhood Watch activities in communities such as watering gardens or sitting outside when children walk to and from school. | Jun 2016 | 4.2 HPC, CDPC | 4.2 Schedule of activities, photos of Parent Patrol activities. |

**Exhibit A**
**Scope of Work**
**Year 2**

**Objective5:** By June 30, 2016, hold two Walk to School or Walk N Roll events at four to five of the intervention school sites in Salinas Valley partner communities.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 5.1 Schedule Walk N Roll to School events with schools and communities in October and May to coincide with International Walk to School Day/Month and Bike Month in May. | Mar 2016 | 5.1 CDPC, SL | 5.1 Copy of Walk N Roll schedules. |
| 5.2 Send out Walk N Roll event fliers and notices to parents of all schools explaining the Walk N Roll events with safety and logistical information. | Apr 2016 | 5.2 CDPC, SL | 5.2 Copies of promotional flyers in English and Spanish. |
| 5.3 Provide supporting educational materials, such as activity books and coloring books, to students at the five schools teaching pedestrian and bicycle safety. | Apr 2016 | 5.3 CDPC, SL | 5.3 Copies of educational materials. |
| 5.4 Hold Walk to School and Walk N Roll events at the four to five schools. | May 2016 | 5.4 CDPC, SL | 5.4 Documentation indicating number of students participating, copies of any media coverage. |

**Exhibit A**
**Scope of Work**
**Year 2**

**Objective 6:** By June 30, 2016, schedule at least one poster contest on pedestrian and bicycle safety at each of the elementary and middle schools and a YouTube contest for High schools, to reinforce traffic safety messages and encourage walking and bicycling to school.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 6.1 Schedule contests with principals and school administrators at all nine schools, offering information about the goals of the contest (to reinforce and facilitate bicycle, pedestrian, helmet, and crosswalk safety education) and a written explanation of the contest (e.g. that drawing and painting of bicycle and pedestrian safety rules is an easy, low-tech way to reinforce traffic safety messages) and promotional information for distribution. | Mar 2016 | 6.1 CDPC, SL | 6.1 Copies of emails and telephone calls to schools. |
| 6.2 Send out reminder list to classroom teachers at all nine schools including topics for posters, such as bicycle, pedestrian, helmet, and crosswalk safety education. | Apr 2016 | 6.2 CDPC, SL | 6.2 Copies of reminder lists. |
| 6.3 Conduct a contest at each of the nine intervention schools. | May 2016 | 6.3 CDPC, SL | 6.3 List of contest dates. |
| 6.4 Judge posters based on safety message and creativity. Select winners. Send out press releases naming winners. Showcase posters at schools and other venues to promote traffic safety. | Jun 2016 | 6.4 CDPC, SL | 6.4 Pictures of winning posters, list of venues where posters are showcased. |

**Exhibit A**
**Scope of Work**
**Year 2**

**Objective 7:** By June 30, 2016, complete at least four evaluation activities to evaluate the effectiveness of the contract.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 7.1 Review ongoing police reports of traffic violation tickets/warnings that are a result of the SRTS traffic enforcement and neighborhood watch patrols, and discuss results with SRTS committees and PDs. | Jun 2016 | 7.1 CDPC | 7.1 SRTS meeting minute notes. |
| 7.2 In collaboration with school principals, distribute and collect National Student Tallies and Parent Surveys at nine schools. | Mar 2016 | 7.2 CDPC, SL | 7.2 Receipt of tallies and surveys. |
| 7.3 Send in tallies and surveys to National SRTS data collection office. | May 2016 | 7.3 CDPC, SL | 7.3 Receipt of tallies and surveys by National SRTS office. |
| 7.4 Review Walkability Checklists data from the beginning of the SRTS contract to see if changes have been made based on the assessment and needs of the original SRTS Walkability Checklist conducted in 2014. | May 2016 | 7.4 CDPC, SL | 7.4 Summary of review. |
| 7.5 Review local pedestrian and bicycle collision and injury data and compare with prior years to assess the effect of the SRTS activities. | Jun 2016 | 7.5 CDPC | 7.5 Copies of collision and injury data. |

**Exhibit A**
**Scope of Work**
**Year 2**

**Objective 10:** By June 30, 2015, complete all SRTS contract requirements including timely and complete invoices, progress reports, regular communication with program manager, immediately report any barriers/challenges, and maintain documentation of all SRTS related fiscal and SOW activities.

| Major Functions, Tasks, and Activities | Time Line | Responsible Party | Performance Measure and/or Deliverables |
|---|---|---|---|
| 8.1 Participate in quarterly teleconferences with ATP/Caltrans for guidance and assistance. | Jun 2016 | 8.1 CDPC, HPC | 8.1 Copy of agenda and meeting minutes. |
| 8.2 Submit Progress/Financial report to ATP/Caltrans. | Dec 2016 | 8.2 HPC, CDPC | 8.2 Copy of submitted Progress/Financial Reports. |
| 8.3 Submit Progress/Financial report to ATP/Caltrans. | Jun 2016 | 8.3 HPC, CDPC | 8.3 Copy of submitted Progress/Financial Reports. |
| 8.4 Submit required Annual Report to ATP/Caltrans. | Jun 2016 | 8.4 HPC, CDPC | 8.4 Copy of submitted Annual Report. |

*Via Salinas Valley: Pathways to Health through Active Transportation*

# ***Non-Infrastructure SR2S Program***

The Monterey County Health Department's proposed non-infrastructure project works to encourage bicycling and walking among disadvantaged community residents with a special emphasis on children for traveling safely to and from school in the Salinas Valley.

This project would bring a pedestrian and bicycle safety education program, targeted to students in grades K-8 and their parents, to promote walking and biking to schools in four very low-income primarily Latino/Hispanic cities in Monterey County. The comprehensive SR2S program uses media, and parent, student, and community education to alter social norms and influence driver, pedestrian and bicyclists' attitudes and encourage biking and walking to school. To this extent, we have partnered with the cities of Greenfield, Gonzales, King City, Soledad and Salinas, who will implement infrastructure projects which will then be combined with SR2S programs to provide additional education to compliment improvements. We will also partner with the staff and principals of the Salinas City Elementary School District, Salinas Union High School District, Soledad Unified School District, Gonzales Unified School District, and Greenfield Union School District. This grant would serve eight schools and over 6,000 students. Through age-appropriate, educational presentations, and enforcement of speed limits and crosswalk laws around schools, the program aims to improve the knowledge and behavior of drivers, pedestrians, and cyclists as well as the culture of the schools to ensure safe routes to school that reduce traffic-related injuries and deaths. Based on the highly successful Street Smarts program developed by the City of San Jose, and our partner agency, Ecology Action, the Monterey County Health Department will adapt the proven techniques and campaign materials, tools, and PSAs to create a comprehensive approach to address the pedestrian and bike safety needs for grades K-8 in Greenfield, Gonzales, King City, Soledad, and Salinas. The project will have a dedicated Monterey County Health Department staff member who will organize, implement, and coordinate the program with the cities, schools, and school districts, businesses, partner agency instructors and enforcement. In collaboration with the Monterey County Traffic Safety Collaborative and partnering school districts, the program will give traffic safety education presentations on walking, biking, helmet safety, correctly using cross walks, obeying speed limits, and other related topics, to increase awareness of students and adults, develop safe routes to schools, reduce injuries, and promote biking and walking to school in the Salinas Valley. The project will also work with each City Public Works and Engineering Departments to identify sidewalk and street improvement needs for their Active Transportation Plans (to be completed by TAMC as part of this larger regional grant program).

The grant uses the effective and comprehensive Safe Routes to School 4Es models (Education, Encouragement, Enforcement, and Engineering). The Monterey County Health Department has experience successfully implementing this model in other regions of the County.

Education for students will take place through classroom teaching, parent handouts, school assemblies, bike and pedestrian "hands-on" rodeos. A media campaign using newspaper ads, radio PSAs, banners, and signs will be conducted over the grant's two-year period.

## Youth Pedestrian Safety Training

Grade-level pedestrian safety assembly-style or classroom presentations, followed by hands-on pedestrian safety training course on school blacktop or as a walk around the block (WAB) (note: permission slips required for WAB). Presentation and training can be scheduled back-to-back or up to a week apart. Serving 2nd or 3rd grade classes for elementary schools.

In Walk Safe! Students learn to be safe walkers through a two-part school-based education program led by a trained Walk Smart! educator. Students receive an age-appropriate and interactive assembly or classroom presentation aligned with state learning standards.

## Walk Smart! Presentation:

Learning objectives:

- Personal and environmental benefits of active transportation
- How to cross the street safely –stop, look and listen
  - Safe walkers stop, look, and listen for cars before crossing the street
  - Always stop at the curb then look left, right, left again (over your shoulder and in front, too) in all directions before crossing the street
  - Make eye contact with drivers
- Walk on the sidewalk and cross at the corner, not the middle of the street
- If your view is blocked, walk to the edge of the visual screen and then stop and look left-right-left again before crossing
- Traffic laws and the meaning of the different signs and signals
- Obey traffic signals and keep looking left-right-left while crossing

Walk Smart! Outdoor Street Crossing Simulation or Walk Around the Block*

* Schools have parents sign an off-campus walking permission slip at the start of the year so that teachers have that privilege the whole year. Other schools do send home our permission slips prior to training.

During the Outdoor Street Crossing Simulation students review how to safely cross a street and each student practices crossing the simulated street safely, modeling the steps to safely crossing the street as outlined in the presentation learning objectives.

Learning Objectives:

- Students demonstrate safe street crossing behavior
- Understand the different between safe and unsafe ways to cross the street
- Effectively demonstrate stop, look, and listen prior to crossing street
- Effectively demonstrate look left, right, left again (over your shoulder and in front, too) in all directions before crossing the street

## Bike Smart Youth Bike Safety Trainings:

Partner agencies will conduct bike safety presentations and on-bike rodeos, geared toward 5th graders. For the bicycle safety presentations, a League of American Bicyclists Certified Instructor will work with each group of students for an hour to discuss safety tips and techniques using a variety of mediums - PowerPoint, Live Demonstrations, Animations, Custom Created Videos, Discussion, etc. Topics covered will include the benefits of bicycling, rules of the road, the importance of helmet use and fit, how to conduct a quick bicycle maintenance check, choosing safe routes, being visible, being alert, and other safety practices.

Following the in-class presentation, a League Certified Instructor will return to the class to conduct a bicycle safety obstacle course (aka rodeo). During the rodeo event, students will get the chance to practice the important safety skills they just acquired during the presentation by riding a bicycle through a carefully constructed course. The Rodeo Conductor will bring a fleet of bicycles and helmets that can be used by students who are not able to bring their own bicycles, ensuring that everyone can participate. The Rodeo Conductor will be assisted by at least two other trained adult cyclists to ensure that each student is able to receive personal feedback and support from multiple teachers. Before the course begins, students will be given a personal tutorial on how to fit their bicycle helmet.

Students will be quizzed on their knowledge of bicycle safety before and after the completion of the Bike Smart program, to ensure the effectiveness of the program. Students and teachers will also be given bicycle safety materials that they can continue to reference once the Bike Smart training is complete.

Encouragement will occur through a variety of interactive activities such as bike rodeos, contests, prizes and incentive items. Schools will be asked to participate in Walk to School Day to raise awareness and add more encouragement. Bike and safety helmets will be given out throughout the campaign. Incentives will be given to reinforce classroom activities and participation in walking or biking events.

Enforcement will occur with Monterey County working with the local police departments to enforce traffic laws around schools including school speed zone laws, parking violations during

drop-offs and pick-ups, drivers failing to yield to pedestrians in crosswalks, and enforcing helmet safety laws when biking to school.

Engineering will take place in collaboration with partner city Public Works Departments. Each city will identify and list additional engineering projects that still need to be completed near schools and will address these as funding permits.

As part of our efforts we will partner with organizations who provide and have a long history in conducting the following workshops:

*Elementary School Programs, Student Workshops*

A multifaceted approach will be used to accomplish the goals of educating youth about pedestrian, and bicycle safety. Student Workshops will be conducted for each grade level. The workshops will include education on:

- Bicycle safety
- Pedestrian safety
- Skills necessary to make smart choices in traffic
- Recognition and avoidance of common traffic collisions
- Safe behaviors in and around vehicles including cars, buses, trains and trucks.
- Understanding of driver, pedestrian and other street user behaviors

Students will be involved with the educational process by participating in demonstrations that include their own perceptions and reactions to hazards created by vehicles. Visuals will include traffic safety signs and signals, bicycles, helmets, props depicting traffic situations featuring cars, buses, trucks, intersections, residential areas and business districts. The lesson plans are designed to accommodate the abilities; cognitive learning skills of each age group and to be relevant to the diverse communities in Salinas Valley.

## School Traffic Safety Rodeos

The traffic safety rodeo course is an interactive exercise that allows students to learn about safety by walking and bicycling through a miniature city. The traffic safety obstacle course consists of streets, sidewalks, intersections, crosswalks, traffic signals, traffic signs, residential areas, business districts, cars, trucks, buses and a railroad track with signals, crossing gate and train. The traffic obstacle course is designed to simulate the diverse traffic environments in Salinas Valley partner communities; to create “problem solving” experiences for each grade level.

Under the supervision of trained staff, students will walk and/or ride a bicycle through the traffic obstacle course while trying to avoid over twenty (20) traffic hazards. Staff will evaluate the students' performance and discusses the results with the students.

## Middle School Programs, Student Workshops

Classes are conducted on traffic safety as it relates to middle school student when they walk, ride a bicycle and/or travel as vehicle occupants. The classes consist of comprehensive lessons on:

- Recognition and avoidance of common traffic collisions
- Understanding of driver and pedestrian/bicyclists behaviors
- Understanding of traffic volume, traffic flow and traffic operations
- Explanation of California Vehicle Codes
- Safe behaviors in and around vehicles including cars, buses, trains and trucks.
- Physical, social and economic consequences of traffic collisions

## Collision Assessment Events

School-based events are conducted that simulate traffic collisions for the purpose of educating students on the causes of traffic collisions. The events are interactive exercises allowing students to examine the cause of collisions, therefore understanding how they are preventable. The crash sites are replicated in a miniature city. The miniature city features eight (8) collision sites where the victims are outlined in chalk to represent the location of the crashes in relationship to the vehicles and the surrounding environment. Cars are placed in the position of impact and skid marks are included to add realism to the crash site. Witnesses (student actors) are available on the scene to discuss what they saw.

Teens are organized in groups and given collision reports to complete for each crash site. The basic information on each collision includes the age of the victim, the day of the week, and the time of day. The teens must review the information, review the crash site, interview the witnesses and complete the report with details on how the crash happened and why.

After the reports are completed for each crash site, the teens are led in a discussion by staff to determine if their conclusions were correct and how the collisions could have been avoided. In addition, solutions are discussed on what countermeasures can be taken by law enforcement, schools, and the community and city governments to prevent traffic-related deaths and injuries.

## Parent Workshops

Parents will be involved with the educational process by participating in demonstrations that include their own perceptions and reactions to hazards created by vehicles. Visuals will include

traffic safety signs and signals, bicycles, helmets, props depicting traffic situations featuring cars, buses, trucks, intersections, residential areas and business districts. The lesson plans are designed to provide parents with correct information about traffic safety for their families including practical skills such as properly fitting a bicycle helmet. Topics covered in the workshops are:

- Bicycle safety
- Pedestrian safety
- Skills necessary to make smart choices in traffic
- Recognition and avoidance of common traffic collisions
- Safe behaviors in and around vehicles including cars, buses, trains and trucks.
- Understanding of driver, pedestrian and other street user behaviors
- Building a crossing guard program

## Community Rodeos

Community Rodeos will serve as "family outreach events" and would be conducted on Saturdays in order for parents to attend with their children. The event will include the pedestrian and bicycle safety rodeo course that allows students to learn about safety by walking and bicycling through a miniature city.

The miniature city consists of streets, sidewalks, crosswalks, traffic signals, traffic signs, residential areas, business districts, cars, trucks, buses, and a railroad track with signals, crossing gate, and train. The miniature city is designed to simulate the diverse traffic environments and to create "problem solving" experiences for each grade level. Under the supervision of staff, students and parents will walk and/or ride a bicycle through the miniature city while trying to avoid over twenty (20) traffic hazards.

City officials, school staff, local businesses and law enforcement would participate to promote the partnership of the community in Community Rodeos with personnel, exhibit booths and donation of prizes/refreshments.

Vía Salinas Valley: Pathways to Health through Active Transportation grant would bring needed pedestrian and bike safety education and neighborhood safety support to eight low-income schools in the Salinas Valley. Walkability assessments will determine the barriers to students walking or biking to school. Assessments will be conducted during Walk a Child to School Day to address concerns such as fear of safety, infrastructure problems, unsafe traffic areas and other issues identified. This will be conducted in collaboration with each school principal, parents, and students will be encouraged to do a walkability assessment around their school and to take pictures of the problems they see. To encourage participation by parents and students, safety

items such as bike reflectors or reflective zipper pulls will be awarded to 12-24 people through a drawing of all those who returned assessments. Walkability assessments are a useful method of getting public input, opening communications, and identifying deterrents to walking and biking to school.

The assessments will then be analyzed and a written report will be made for each of the schools on the problems that parents and students identified. The reports will be shared with PTAs, principals, and the Safe Routes to School Committees which will be formed in each city and coordinated by Monterey County Health department staff. If deemed appropriate, reports may also be sent to Public Works and City Managers' offices.

The following schools have been identified near infrastructure work areas:

| City | School | Address | Students Enrolled |
|---|---|---|---|
| Salinas | Fremont Elementary | 1255 E Market St, Salinas, CA 93905 | 892 |
| Salinas | El Sausal Middle | 1155 E Alisal St Salinas, CA 93905 | 927 |
| Gonzales | La Gloria Elementary | 220 Elko Street Gonzales, CA 93926 | 960 (K-4) |
| Gonzales | Fairview Middle | 401 4th Street / PO Box G Gonzales, CA 93926 | 750 |
| Gonzales | Gonzales High | 501 5th street, Gonzales, CA 93926 | 715 |
| Soledad | Main Street Middle | 441 Main St, Soledad, CA 93960 | 745 |
| Greenfield | Vista Verde Middle | 1199 Elm Ave, Greenfield, CA 93927 | 725 |
| Greenfield | Oak Ave. Elementary | 1239 Oak Ave, Greenfield, CA 93927 | 785 |

Data from 2009-2011(TIMS):

Fremont Elementary School –Salinas (Bicycle, Pedestrian Injury and Fatalities):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 1 | 0 | 1 | 2 | 4 | 0 | **4** |
| *¼ - ½ mi.* | 1 | 7 | 11 | 7 | 22 | 4 | **26** |
| *Total* | 2 | 7 | 12 | 9 | 26 | 4 | **30** |

El Sausal Middle School- Salinas (Bicycle, Pedestrian Injury and Fatalities):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 3 | 3 | 1 | 6 | 1 | **7** |
| *¼ - ½ mi.* | 1 | 1 | 8 | 5 | 11 | 5 | **15** |
| *Total* | 1 | 4 | 11 | 6 | 17 | 6 | **22** |

La Gloria Elementary School-Gonzales (Bicycle, Pedestrian Injuries):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 1 | 0 | 2 | 2 | 1 | **3** |
| *¼ - ½ mi.* | 0 | 0 | 1 | 0 | 0 | 1 | **1** |
| *Total* | 0 | 1 | 1 | 2 | 2 | 2 | **4** |

Fairview Middle School-Gonzales (Bicycle, Pedestrian Injuries):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 1 | 1 | 2 | 2 | 2 | **4** |
| *¼ - ½ mi.* | 0 | 0 | 1 | 0 | 0 | 1 | **1** |
| *Total* | 0 | 1 | 2 | 2 | 2 | 3 | **5** |

Gonzales High School-Gonzales (Bicycle, Pedestrian Injuries):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 0 | 1 | 2 | 1 | 2 | **3** |
| *¼ - ½ mi.* | 0 | 1 | 1 | 1 | 2 | 1 | **3** |
| *Total* | 0 | 1 | 2 | 3 | 3 | 3 | **6** |

Main Street Middle School-Soledad (Bicycle, Pedestrian Injury and Fatalities):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 1 | 0 | 1 | 0 | 0 | 2 | **2** |
| *¼ - ½ mi.* | 0 | 1 | 3 | 5 | 6 | 3 | **9** |
| *Total* | 1 | 1 | 4 | 5 | 6 | 5 | **11** |

Vista Verde Middle School-Greenfield (Bicycle, Pedestrian Injury):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| *¼ - ½ mi.* | 0 | 0 | 2 | 1 | 3 | 0 | **3** |
| *Total* | 0 | 0 | 2 | 1 | 3 | 0 | **3** |

Oak Avenue Elementary School-Greenfield (Bicycle, Pedestrian Injury):

| Radius | Fatal | Severe Injury | Visible Injury | Complaint of Pain | Pedestrian | Bicycle | **Total** |
|---|---|---|---|---|---|---|---|
| *<¼ mi.* | 0 | 0 | 1 | 0 | 1 | 0 | **1** |
| *¼ - ½ mi.* | 0 | 1 | 0 | 0 | 0 | 1 | **1** |
| *Total* | 0 | 1 | 1 | 0 | 1 | 1 | **2** |

The Safe Routes to School Grant relies heavily on an educational component. The decline in walking and bicycling of children has had an adverse effect on traffic congestion and air quality around schools, as well as pedestrian and bicycle safety. In addition, a growing body of evidence has shown that children who lead sedentary lifestyles are at risk for a variety of health problems such as obesity, diabetes, and cardiovascular disease. Safety issues are a big concern for parents, who consistently cite traffic danger as a reason why their children are unable to bicycle or walk to school.

At its heart, the Federal Safe Routes to School (SRTS) program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

The goal of the project is to build school interest and capacity to conduct year-round interventions to improve safety for walking and bicycling in the neighborhoods surrounding the school campuses. Safe Routes to Schools (SRTS) is a national and international movement to create, safe, convenient, and fun opportunities for children to walk and bicycle to and from schools. Central to SRTS programming is reducing injuries to young pedestrians and bicyclists through education and outreach work in local schools and communities.

While many Safe Routes to School programs focus primarily on the dangers that traffic poses to children, in low-income neighborhoods children may also be facing threats to their personal safety when walking or bicycling through areas with drug or gang activity. In these areas, safety must be a top priority for Safe Routes to School programs. The need to protect children from unintentional firearm injuries has been incorporated into pedestrian safety programs for children in Monterey County and in other parts of the U.S. For example, Parent Patrols groups in Salinas encouraged neighbors who were not formal members of the Patrols, to come out and water their lawns or work in their yards during periods when greater numbers of school children were present. Similarly, adults in San Bernadino County are encouraged to schedule walking club meetings when children are walking to and from school. Encouraging watchful neighbors and other adults to monitor their blocks, discourages criminal activity, creating safer neighborhoods. This type of community engagement strengthens the fabric of communities and drives out violent criminals. Chicago's Safe Passage Program, which is similar to Safe Routes to School, offers parent training in gang colors and symbols, to protect children from becoming unwitting targets of drive-by shootings. As a result, Monterey County Health Department staff will form school and district-wide parent and neighborhood driven Safe Routes to School Committees that will discuss issues that affect safe walking to school and in the neighborhood. These may include identifying infrastructure issues, need for traffic enforcement, and identifying neighborhood crime problems and communicating their needs to city officials, police departments and public works. Creating an open dialog between community members, the PD, and city officials help empower the public and is a proven way to identify and tackle creating safer routes to schools.

The Monterey County Health Department has an experienced history of working in programs that focus on unintentional injury prevention programs for children ages 0 to 18 which are listed below:

•*Child Safety Seat Program:* Provides information about local, state, and national child safety resources on car seat safety. This program focuses on education and preventing child passenger injuries for pregnant women and children ages 0 and up. Maintains an updated list of ideal low-cost child safety seat programs and indicates agencies that provide free car seat installation check-ups.

•*Child Seat Violator Program*: Violators of the California Car Seat Law are given the opportunity to reduce their fine by attending a car seat class. Classes are conducted in English and Spanish and are open to non-violators who want to learn about car seat safety. The program

is aimed at preventing injuries to children ages 0 and up. It employs trained CPS technicians to teach the classes and make sure all car seats are installed properly.

•*Bicycle Violator Safety Program:* Violators of the Bicycle Helmet Law, which covers bicyclists 18 and under, are given the opportunity to have their fine waived by attending a bicycle safety class. Class is also open to anyone interested in learning more about helmet and bicycle safety.

• *Kids Plate/Safe Routes to School*: The Safe Routes to School (SRTS) program is funded through a federal grant. Through the grant, the Monterey County Health Department works with students grades K-6 and their parents to promote pedestrian and bike safety for walking and biking to schools in Seaside and as part of the Strategic Direction as a funded CA4Health Community Transformation Initiative county. The program uses media, and parent, student, and community education to alter social norms and influence driver, pedestrian and bicyclist's attitudes and encourage biking and walking to school. Students K-6 receive hands-on, interactive education through classroom presentations, assemblies, and pedestrian and bike rodeos. Through age appropriate, bilingual educational presentations, and enforcement of speed limits and crosswalk laws around schools, the program aims to create safe routes to school by reducing traffic-related injuries and deaths.

•*Monterey County Traffic Safety Coalition:* Sponsored by the Monterey County Health Department, the Monterey County Traffic Safety Collaborative (MCTSC) is composed of transportation engineers, law enforcement officers, public works officials, safety experts, educators, public health representatives, community organizations, and citizens who are concerned about traffic safety issues. Coalition members share information and expertise to identify and fight traffic safety problems. Adults and children of all ages are included in the scope of traffic safety issues.

Monterey County Health Department (MCHD) is also very experienced in implementing similar grants pertaining to traffic safety. From April 2009 - June 30, 2012 MCHD successfully implemented and completed a Federal Safe Routes to School non-infrastructure grant, Monterey South County Pedestrian and Biking Safety Plan, that benefited eight low-income, rural elementary schools and two middle schools in Soledad and King City, serving about 5640 students. As result of the grant, there was an increase from 44% to 50% in morning walking trips to school. During that time 4,300 students participated in bicycle and pedestrian rodeos using a mock city as well as age-appropriate school assemblies. Over 400 bike helmets were given to low-income students before rodeos and biking events. Other educational activities included, PTA safety education meetings for parents, providing teacher packets with suggested lesson plans for pedestrian and bike safety, poster contests, exercise challenges, walking school buses, participation in International Walk to School Day in October and Bike to School Day in May, and newspaper and TV coverage of the events. There were many positive effects to the communities stemming from the grant work. In fact, Monterey County was featured in a Safe Routes to School Success Story published by Safe Routes to School California.

Over the years, MCHD has also obtained and implemented other related traffic safety grants. These include:

- Kids' Plate Car Seat Technician Grant: This was for hosting a training to become car seat technicians as well as doing a local car seat checkup event.

- Federal SRTS grant, Monterey South County Pedestrian and Biking Safety Plan for Soledad and King City: Discussed above.

- Gavilan View Safe Routes to School Traffic Signal: This was a SRTS infrastructure grant that was awarded to Monterey County Public Works to build a traffic light at the Gavilan View Middle School in Salinas. The Monterey County Health Department implemented the student and parent educational portion of the grant.

- Public Hospital Association - Child Passenger Safety: This grant purchased car seats for Natividad Hospital to give to low-income new mothers and also trained nurses to educate parents on the proper use of car seats.

- Office of Traffic Safety - CBO Outreach, Building Capacity: Funds were used to award 25 mini-grants to agencies countywide to do traffic safety in their community.

- Office of Traffic Safety - Mano en Mano: The grant funds were used for pedestrian safety in Salinas with an emphasis on educating the Latino community.

**TAMC Active Transportation Program Application 2014**

# **Project Name:** Salinas Valley Active Transportation Planning

# **Project Type**: Non-Infrastructure

# Project Description:

## Purpose

This project is to develop Active Transportation Plans for Salinas Valley cities which will address the existing need for safe and comfortable bicycle and pedestrian facilities, scoping and design of projects and programs to meet those needs, funding and implementation. Safe Routes to School planning will also be addressed in these plans which will identify infrastructure and sustainable non-infrastructure projects that will foster an environment that encourages students to travel to and from school by active modes of transportation. These Active Transportation Plans will be an opportunity for underserved communities to give input on and prioritize projects that will improve their health and wellbeing.

## Need

Salinas Valley cities suffer from a lack of safe and attractive active transportation facilities. Cities in the south Salinas Valley have some of the highest rates of childhood obesity in the county and fewest bicycle facilities. The City of Salinas has the most collisions involving bicyclists and pedestrians each year than any other jurisdiction in Monterey County. Part of the problem is that these jurisdictions lack citywide bicycle or pedestrian master plans and safe routes to school plans that would scope projects, identify funding and design top priority projects for implementation. The City of Gonzales does have a Community to School Pedestrian Plan that was recently updated in 2012, but this plan does not address bicycling. The City of Salinas has existing, but outdated bicycle transportation pedestrian master plans (circa 2007 and 2004 respectively) and no safe routes to school plans for the 13 elementary schools, 5 middle schools or 5 high schools within city boundaries.

The development of Active Transportation Plans for each of the cities in the Salinas Valley would address health issues and improve safety by planning, designing and prioritizing bicycle and pedestrian projects and programs so that they can be funded and implemented in a sustainable and consistent manner.

## Scope

The Transportation Agency for Monterey County and the Monterey County Health Department will perform the following tasks to prepare Active Transportation Plans for Salinas Valley Cities (Salinas, Gonzales, Soledad, Greenfield and King City).

### TASK 1. Project Contracting, Coordination and Management

TAMC will manage the Salinas Valley Active Transportation Plans (ATPs) effectively so that each team member has a common expectation of the project outcome. Kick Off Meeting

**TASK 1.A. Project Team Kick-Off Meeting**

An organization and scoping meeting will be held with Caltrans District 5 staff, Monterey County Health Department staff, local city staff and others on the project team to:

- Review scope of services
- Review project goals and objectives
- Collect available data and published materials
- Establish meeting and presentation schedule
- Establish communication channels with agency staff
- Review and list State and Federal required elements
- Review and list all applicable design and planning standards

**TASK 1.B. Staff Coordination**

Integral to the success of this planning effort will be effective communication between TAMC, Monterey County Health Department, local city staff and other project stakeholders.

TAMC's project manager will be in regular contact with the Project Team made up of Monterey County Health Department, Caltrans District 5, California Rural Legal Assistance/Building Healthy Communities and local city staff and meet monthly through in-person meetings, e-mails, and telephone calls, to discuss project progress and written documents.

**TASK 1.C. Consultant Selection**

TAMC will prepare an RFP and select a consultant with input from the Monterey County Health Department and local city staff. TAMC will manage and complete the RFP process and finalize the contract with the selected consultant.

**Task 1 Deliverables:**

- Kick-Off Meeting agenda and minutes
- Detailed next steps within one week of kick off meeting
- Final detailed scope, schedule, and outreach program
- Detailed table of contents with proposed chapter content and tables/charts
- Detailed project schedule for all deliverables
- RFP and consultant evaluation forms
- Monthly meeting agendas and minutes
- Monthly status report

**TASK 2. Policy Review & Development**

TAMC will work collaboratively with staff from individual cities to collect and review relevant data on existing pedestrian and bicycle facilities, planned projects, and related policies.

**TASK 2.A. Data Collection**

TAMC will collect relevant planning and policy documents and existing data from all Salinas Valley cities and stakeholders including but not limited to:

- General Plan
- Specific/Master Plans
- Municipal Code
- Capital Improvement Program Schedule
- Entitled Development Plans
- ADA Transition Plans and Policies
- Transit Service Plans/Data
- Health/Obesity Data
- Existing Safe Route to School Program Data (if applicable)
- Bicycle/Pedestrian Count Data
- Local Collision Data

**TASK 2.B. Project Team Follow Up & Data Analysis**

TAMC will review all data assembled for consistency and completeness and identify specific contacts and/or priority areas where the team should focus their follow up efforts.

Following completion of Task 2A, TAMC will research and analyze the existing relevant bicycle and pedestrian plans in Monterey County to document current and ongoing programs and projects. TAMC will review the following documents:

- Transportation Agency for Monterey County's 2005 General Bikeways Plan
- Monterey County 2008 General Bikeways Plan
- City of Salinas 2007 Bicycle Transportation Plan
- City of Salinas 2004 Pedestrian Plan

TAMC will review these existing pedestrian and bicycle transportation plans in order to identify regional priority projects that have not been implemented and may enhance the local bicycle and pedestrian networks. The Salinas Bicycle Transportation Plan and Pedestrian Plan will be reevaluated to consider more contemporary bicycle and pedestrian facility design treatments. TAMC will use the electronic files obtained in Task 2A in order to facilitate this review.

TAMC will review the data provided by the cities in the Salinas Valley including:

- Salinas
- Gonzales
- Greenfield
- King City
- Soledad

**TASK 2.C. Goals, Objectives, Policies**

TAMC will work with the project team and stakeholders to develop goals, objectives and policies and ensure consistency with the Regional Transportation Plan. This document will

serve as a working draft to be reviewed by the Bicycle and Pedestrian Facilities Advisory Committee, Technical Advisory Committee, cities and County over the course of the project as outlined in Task 7 Public Meetings and Workshops.

In addition to policies, goals, and objectives, TAMC will provide draft performance measurement tools that local agencies can use to gauge the effectiveness of the bicycle/pedestrian plan and its policies, improvements, and programs over time. They can also serve as a guide to measuring institutional changes. Sample measures include:

| Policy | Performance Measure |
|---|---|
| Improve safety | Reduce bicyclist/pedestrian injuries/fatalities by 20% by 2025 |
| Implement bikeway system | Complete 10% of system every year; system completion by 2035 |
| Increase bicycling | Increase bicycling/walking 100% by 2035 |
| Bicycle/Ped coordinator | Provide adequate funds for 1 full time position by 2016 |
| Multi-modal planning | All plans to be reviewed by bicycle coordinator by 2017 |

**Task 2 Deliverables:**

- Summary of local data from Task 2.A
- Draft Goals, Objectives and Policies
- Draft Performance Measures

**TASK 3. Inventory of Facilities, Programs and Existing Conditions**

**TASK 3.A. Existing Conditions Data Summary**

Based on the data request format in Task 2, TAMC will prepare a database summary of pedestrian and bicycle existing conditions and projects. TAMC will start with the list of projects in the TAMC 2011 Bicycle and Pedestrian Master Plan as well as existing GIS shapefiles as provided by local jurisdictions and update with information provided in Task 2.

**Bicycle Facilities Inventory**

TAMC will provide the following bicycle related data (as required by the former Bicycle Transportation Account program and current Active Transportation Program) for existing and adopted proposed facilities based on information received from public agencies and prioritized field review at selected locations.

- Location and Description of existing bicycle support facilities
- Facility description (length, width, condition, etc.)

- Classification (I,II, or III)
- Support facilities such as bicycle racks and lockers
- Substandard sections, gaps, and bottlenecks
- Major alternative transportation modes connection points
- Bike Route and Bike Lane Signs (general presence)
- Pavement Markings (general presence)
- Traffic Signals and Signal Detectors (general presence)

Selected field investigations will be documented using field notes, and using digital photography. We will determine the adequacy of existing facilities based on criteria such as:

- Safety
- Connectivity
- Completeness of network
- Ability to serve employment, recreational and transit destinations
- Barriers and constraints, and
- Ability to serve the needs of different types of bicyclists.

**Pedestrian Facilities**

TAMC will incorporate inventories of existing and proposed pedestrian facilities and/or programs by each jurisdiction as available from the local data collection survey. TAMC will not inventory all existing sidewalks as a part of this scope of work, but will inventory sidewalks designated as a safe route to school. TAMC will place special emphasis on pedestrian networks at locations near transit stops, stations, parks and schools. A list of active and planned transit stops will be provided by Monterey-Salinas Transit.

In addition to the pedestrian network data provided by the local agencies, TAMC will identify and describe locations with high pedestrian demand and needs including:

- Downtowns and major commercial nodes
- School sites
- Universities and colleges
- Local and regional parks
- Major public facilities frequently accessed by transit, bicycle and pedestrian modes

TAMC will identify existing conditions, key gaps and overarching network issues for the local pedestrian networks.

**TASK 3.B. Existing Conditions Mapping**

The Consultant agreed upon by the Project Team will develop a comprehensive GIS inventory and base map of existing bikeways, pedestrian zones, and pedestrian facility data where available. TAMC assumes that this information and required electronic data will be obtained from AMBAG, local municipalities and other agencies as required and provided to Consultant in usable Geographic Information Systems (GIS) shapefile format.

Based on these tasks and data provided by each agency, Consultant will prepare GIS base maps showing the existing bikeway network, pedestrian activity zones and pedestrian facilities.

**Bicycle Existing Conditions Maps**

Consultant will prepare bicycle existing conditions maps including existing facilities (Class I, II and III), existing land uses, major generators and attractors (schools, park and recreational sites, civic buildings, key employment centers, and transit stops), bicycle parking facilities, bicycle support facilities, and connectivity and continuity to adjacent counties.

**Pedestrian Existing Conditions Maps**

Consultant will prepare pedestrian existing conditions maps based on specific pedestrian facility data provided by local jurisdictions in Task 2, pedestrian zone mapping completed by Consultant, and other available pedestrian network data from AMBAG and local jurisdictions.

**Task 3 Deliverables:**

- Draft Existing Conditions Chapter
  - Existing Conditions Maps
    - Bicycle Facilities
    - Pedestrian Facilities and Pedestrian Zones
    - General Plan Land Use Designations & Specific Plan Overlay
    - Transit Network

**TASK 4. Proposed Facility and Programs Improvements**

**TASK 4.A. Bikeway Network**

TAMC and the Project Team will develop a list of recommended bicycle facilities for each jurisdiction to address gaps, deficiencies and needs. TAMC will ensure these lists are consistent with the Countywide Bicycle and Pedestrian Master Plan.

Recommended bikeway facilities will be described by the classification system developed by Caltrans in *Chapter 1000: Planning and Design of Bicycle Facilities*. The Caltrans classification system consists of the following categories:

- Bike Paths (Class I): bicycle or multi-use paths separate from roadways, with at-grade or grade-separated crossings
- Bike Lanes (Class II): striped bicycle lanes, typically on the right-hand side of roadways
- Bike Routes (Class III): roadways that provide adequate shoulder or curb lane width and signing, but no striping

Additional treatments such as buffered bicycle lanes, cycle tracks, bicycle boxes, bicycle signals, green lanes will also be considered.

TAMC will describe key characteristics of each proposed route, including lengths. For the recommended network, GIS maps will be submitted to each agency for review and approval prior to preparing a draft plan. Using the information collected in the previous tasks, Consultant will produce a GIS map identifying the recommended bicycle network for each agency. TAMC will provide the draft network maps to the individual cities for review and facilitate collection of and response to comments.

**TASK 4.B. Pedestrian Network**

TAMC and Project Team will develop pedestrian network recommendations based on local agency input and public outreach as defined in this scope of work. TAMC will review and consolidate local agency pedestrian project recommendations and organize according to the following general categories:

- Pedestrian Facility Improvements
- Pedestrian Improvement Zones

**Pedestrian Facility Improvements**

TAMC will identify and refine specific pedestrian facility improvements important to the countywide and local pedestrian networks provided through local public agency and public input. Pedestrian facility improvements may include sidewalk gap closures, intersection safety improvements and other site specific recommendations identified through the preparation of this Plan.

**Pedestrian Networks and Zones**

TAMC will also identify broader recommendations for pedestrian improvement zones, which may be defined as prototype corridors (such as streetscape or Main Street improvement projects), locations (such as intersections), or districts.

Typical pedestrian zone types include:

- Residential neighborhood (rural, suburban, higher density)
- School and park zones
- Neighborhood commercial zones
- Downtowns
- Employment centers
- Visitor destinations
- Rural areas
- Hospitals, colleges
- Waterfront
- Strip commercial

Each zone has its own typology of improvement types. Pedestrian zones will be identified in based on local agency input. Based on our findings from the existing conditions analysis and needs analysis, TAMC will develop specific prototype recommendations to improve the

pedestrian environment. Recommendations may include such intersection enhancements as, but not limited to:

- new crosswalks
- enhanced crosswalks
- refuge islands
- new signals
- improved signage or pavement markings
- curb extensions
- rapid flashing beacons
- countdown signals
- pedestrian-only phase (pedestrian scramble)
- wider sidewalks
- ADA ramps or improvements to existing ramp

**TASK 4.C. Recommended Support Facilities**

Support facilities for bicycle systems include signal loop detectors, lighting, signing, bicycle repair shops, bicycle racks and lockers, bike racks on buses, shower facilities, and staging areas at trailheads. Support facility types will be described and classified depending on available data provided by local agencies in Task 2.

Our recommendations will also include actions such as improved access to local and regional transit, bike racks on buses, methods of improving bicycle security and access such as bike corrals, bike storage areas in attended parking lots and garages, building access and restriction guidelines based on best practices and recommended designs and zoning ordinances for bike racks and lockers.

**TASK 4.D. Field Review**

Consultant will conduct an engineering field review of the top priority locations to determine what options are possible in terms of bicycle and pedestrian treatments.

**TASK 4.E. Programs**

TAMC and Project Team will develop recommended bicycle and pedestrian programs and strategies including education, encouragement, enforcement and evaluation. TAMC will review and evaluate the existing pedestrian and bicycle programs administered by local organizations including Bike Week, the Bicycle Protection Program, Commute Alternatives, as well as local Safe Routes to School efforts. TAMC will make recommendations to build on existing successful programs, enhance participation in and success of programs where some investment has already been made, and to fill known gaps in program activities.

TAMC will provide national expertise and knowledge of what program activities have proven successful around the nation and will work collaboratively with Monterey County Health Department, local municipalities and the Bicycle and Pedestrian Facilities Committee to prioritize those program investments that are the best fit for Monterey County communities.

TAMC will work with the Project Team to examine education/outreach interests, concerns, needs, and resources and develop a plan using numerous strategies that addresses those items.

TAMC will then develop a "Best Practices – 4 E's" report identifying potential changes to improve bicycle education, encouragement, enforcement, evaluation, and public outreach efforts. These recommendations will be based both on results of the previous tasks that identified problem areas plus experience gained in communities around the region and the United States.

**Task 4 Deliverables:**

- Project database for all bicycle and pedestrian projects, including project descriptions and costs
- Pedestrian and bicycle facility design guidelines
- Programs recommendations including education, encouragement, enforcement and evaluation programs
- Map shapefiles, PDF, and AI file formats:
    - Countywide Bicycle Plan Overview map
    - Countywide Pedestrian Plan Overview map
    - Individual city bicycle maps for cities with no adopted bicycle plan
    - Individual city pedestrian maps for cities without adopted pedestrian plans
- Working Paper #4. Recommended Bicycle and Pedestrian Networks, Support Facilities, and Programs

**TASK 5. Funding and Implementation**

TAMC will coordinate with Monterey County Health Department, local agencies, members of the Bicycle and Pedestrian Facilities Advisory Committee and Technical Committee, and the public to develop procedures and criteria for identifying and prioritizing bicycle and pedestrian projects.

**TASK 5.A. Project Ranking and Prioritization**

TAMC will develop facility selection criteria, including but not limited to meeting the goals and objectives identified in Task 2; consultant's knowledge of the types of projects which are most effective at increasing bicycling and walking activities; input from the Bicycle and Pedestrian Facilities Advisory Committee, Technical Advisory Committee, cities and County, and member jurisdictions; opportunities to close gaps in corridors and network to reach continuity and completeness and to improve the convenience of bicyclists and pedestrians; and access to transit facilities. Specific criteria for selection of bicycle and pedestrian projects could include:

- Provides/enhances Safe Route to School connection
- Closure of critical gap
- Improvement that serves an immediate safety need
- Destinations served

- Enhances system connectivity
- Segment which will attract high usage
- Current availability and/or suitability of right-of-way
- Local political and community support

The recommended improvements will be ranked according to planning criteria and submitted to staff for review. TAMC will attach weights to each criterion and determine which recommendations meet the highest number of criteria. Priority Project Description Sheets

Findings from the field review in Task 4 will be translated into Project Description sheets for the top priority projects (up to 5 projects). Project sheets will describe key characteristics of each proposed route or route segment including:

- Street, roadway or corridor name
- Geographic location
- Proposed facility type(s)
- Dominant land use
- Dominant users (commuter, recreational, etc.)
- Key safety issues
- Project cost opinions
- Jurisdictional responsibility

**TASK 5.B. Cost Estimates**

TAMC/Consultant will prepare a project database in Excel incorporating information on each proposed segment length, corridor condition, and other information. Planning-level costs will be separated between land cost (if any), site preparation, planning, design and engineering costs, construction costs, and environmental documentation/mitigation costs (if any). Costs for pedestrian improvements will be based on generalized assumptions by pedestrian zone. Consultant will use the latest unit costs provided by local public works agencies in tandem with the most recent figures from comparable communities and our existing unit cost data.

Maintenance Costs for each segment will be evaluated according to an estimated cost-per-mile and estimated annual maintenance and operation costs by implementation phase based on comparable experiences. The Department responsibility will also be identified, as will the relationship to possible funding and specific requirements.

**TASK 5.C. Financial Plan**

TAMC will develop a financial or capital improvement plan (CIP) for proposed bikeway and pedestrian improvements over the next 5, 10, and 20 years, clearly showing how revenue sources such as grants could be used to fund improvements over time. Based on the recommended phasing schedule, findings of regional significance, cost information, and funding opportunities, we will produce a final Priority List and 20-year **Financial Plan** that clearly identifies the funding requirements by year for the life of the plan, along with estimates of local matching funds. This will include estimates of operating and maintenance costs that are usually borne by local governments.

**TASK 5.D. Funding**

TAMC and Project Team will identify potential matching and major funding sources, associated criteria and requirements. Costs of the phased improvements will be compared with funding needs, so that long term programming for local matching funds can be accomplished.

**Task 5 Deliverables:**

- Working Paper # 5. Funding and Implementation Plan
    - Prioritization criteria and project ranking
    - 5, 10 and 20 Year Financial Plan
    - A financial plan for top five high priority projects
    - Project sheets illustrating top five priority projects.
    - A description of past expenditures and future financial needs
    - Compiled list of grant fund sources, discussion of applicability, application deadline, type of projects funded and website link to grant

**TASK 6. Benefits and Fostering of Non-motorized Modes**

**TASK 6.A. Benefits Analysis**

TAMC will develop a discussion non-motorized travel benefits for individuals and for each community. In addition the League of American Bicyclists, Association of Pedestrian and Bicycle Professionals, Victoria Transport Policy Institute, and bicycle and pedestrian advocacy organizations from around the nation have conducted their own data analysis and benefits calculations. TAMC will review and summarize these findings, focusing on trends most applicable to Salinas Valley cities, in order to prepare this analysis as efficiently as possible. Where local data is readily available through AMBAG, State of California, and other relevant organizations TAMC will apply this data to our findings to demonstrate local benefits. TAMC will focus on the following factors that are widely documented in the literature:

- Economic Benefits
    - Household cost savings
    - Economic value of bicycling
    - Traffic congestion reductions
    - Reduced parking requirements
- Health Benefits
    - Benefits to individual health
    - Public health benefits
- Environmental Benefits
    - Air quality benefits
    - Greenhouse Gas (GHG) emissions reduction and climate change
- Quality of Life Benefits
    - Mode choice and lifestyle flexibility
    - Community character/aesthetic benefits

**Task 6 Deliverables:**

- Chapter/Section on benefits of bicycling and walking

**TASK 7. Meetings and Community Workshops**

**TASK 7.A. Bicycle and Pedestrian Facilities Advisory Committee/Technical Advisory Committee Meetings**

Monterey County Health Department and TAMC will prepare for and present to local commissions, city councils and stakeholder groups.

These meetings will occur at specific points in the project sequence in order to ensure appropriate review, comment and support. Meetings should occur at the following junctures:

- Kick Off Meeting
- Existing Plans and Conditions, Opportunities & Constraints

- Bicycle and Pedestrian Network, Facilities, and Design
- Implementation, Costs, Priorities

**TASK 7.B. Public Workshops**

Monterey County Health Department will lead community workshops to collect input from the public throughout the planning process. TAMC and Consultant will provide technical support.

Monterey County Health Department will prepare meeting presentation materials including meeting notification flyer, press release, a PowerPoint presentation, sign in sheets, and other communications that provide an overview of the planning effort and proposed projects and programs. TAMC/Consultant will provide maps and visuals.

Spanish translation services will be provided at all workshops.

**TASK 7.C. Safe Routes to School Activities & Events**

Monterey County Health Department will organize and facilitate Safe Routes to School Activities/Events to educate and engage students and parents in planning routes, identifying infrastructure improvements and developing programs that can be sustained by schools and/or parents. Activities may include:

* Bike Rodeos

* Walk/Bike to School Week (May & October)

* Walking/Bicycling School Bus

* Participation in Salinas Ciclovía

* Fitness Challenge

TAMC will support Monterey County Health Department activities, develop a survey to be distributed to students and parents, and conduct walking audits to tap into local knowledge. Consultant will develop maps and visuals.**Task 7 Deliverables:**

- Meeting materials, agenda and minutes
- Public Workshop notification and presentation materials including
    - Notification flyers and press releases
    - Powerpoint presentation and speakers notes
    - Presentation maps and graphics
- Public outreach methods/approach recommendations

**TASK 8. Prepare Active Transportation Plan Documents**

TAMC will draft all chapters of the ATPs, according to the final approach developed by staff and the consultant in Tasks 1A. TAMC will in collaboration with staff the final number and content of the chapters as result of recommendations in Task 1.

The draft plan will be reviewed by the Transportation Agency, the Bicycle and Pedestrian Facilities Advisory Committee, the Technical Advisory Committee, cities and the County, members of the public and additional groups, per the outreach plan developed in Task 7. TAMC will develop final draft plans to be adopted by each City Council, and make any final changes requested by the City Councils.

TAMC will prepare the final ATP documents both in hard copy and electronic versions (printing-friendly, high print quality suitable for print, CD and web-based formats). Draft reports will be provided for approval by local governing bodies.

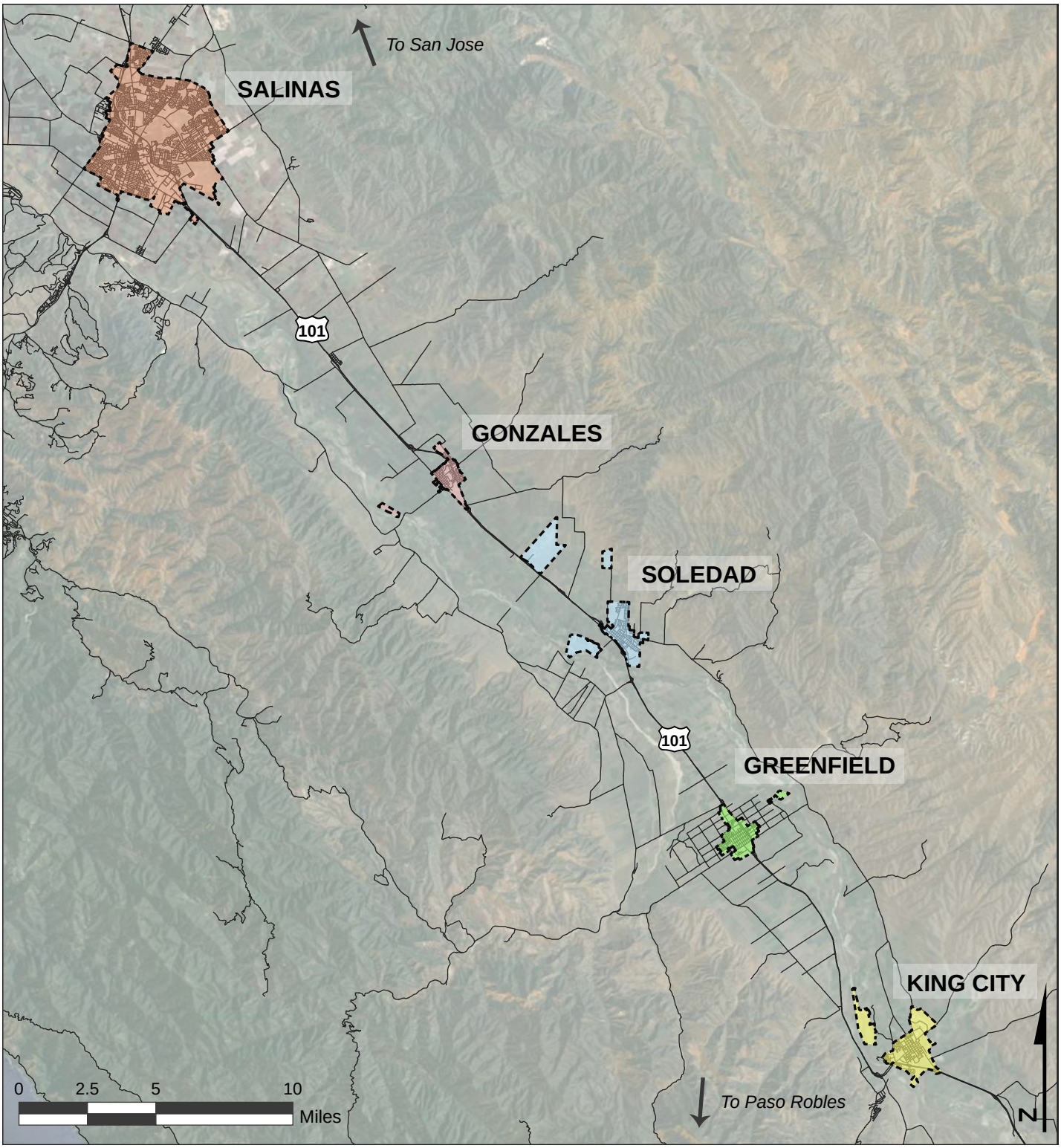
**Active Transportation Program (Formerly Bicycle Transportation Account) Compliance**

In order to provide maximum clarity for each jurisdiction, Project Team, and Caltrans staff reviewing the ATPs for Active Transportation Program (formerly Bicycle Transportation Account (BTA)) compliance, TAMC will prepare a separate chart summarizing how the plan satisfies each of the required elements of the Streets and Highways Code 891.2 (a-k). This chart will allow reviewing staff to go to a single chapter in the document to confirm that all required elements have been met, thus avoiding the need to search throughout the document for the various applicable sections. This Active Transportation Program compliance chapter can be provided at the beginning of the document, or as one of the appendices.

**Task 8 Deliverables:**

- Active Transportation Plans that include the necessary elements of a bikeway plan as identified in the Streets and Highway Code, Section 891.2 for eligibility of Active Transportation Program funds, including
    - Administrative draft reviewed by Transportation Agency staff and Project Team;
    - Public review draft; comments reviewed by Project Team and direction provided to TAMC
    - Final draft
- A plan incorporating the follow components at a minimum:
    - An introductory section providing an executive summary and an overview of the purposes, goals, policies and objectives
    - Inventory of existing and proposed system and cost estimation
    - Recommendations/Prioritized bicycle and pedestrian system
    - Implementation Plan and Prioritized Project List
    - Funding opportunities (e.g. identify new and creative funding strategies)
    - Public participation summary
    - Countywide map of proposed projects listed
    - Individual maps for all jurisdictions with proposed projects listed

# Vía Salinas Valley: Pathways to Health through Active Transportation

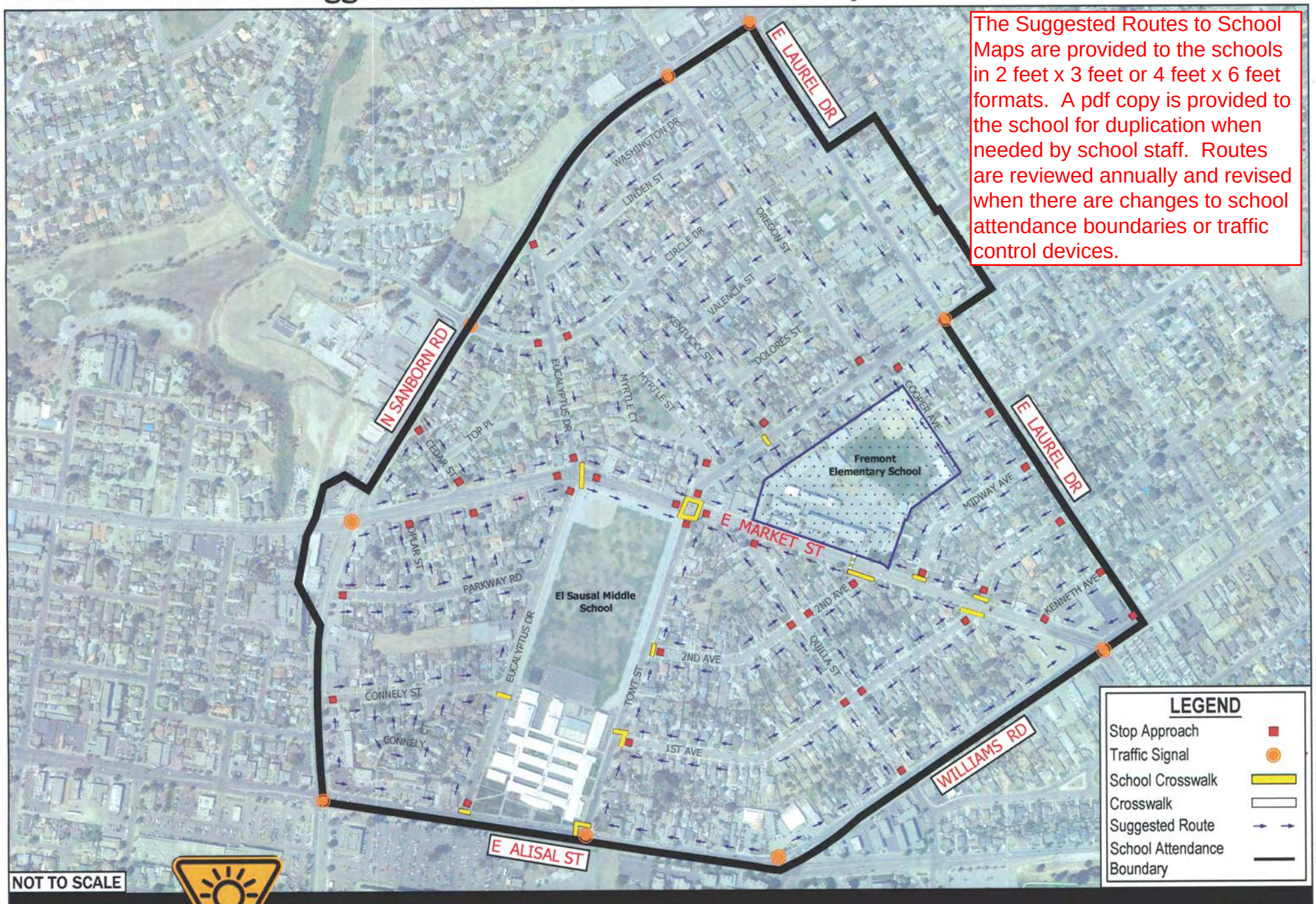



## Monterey County Regional Map

PH: 753-5750 FX: 753-5754

# Suggested Routes to Fremont Elementary School

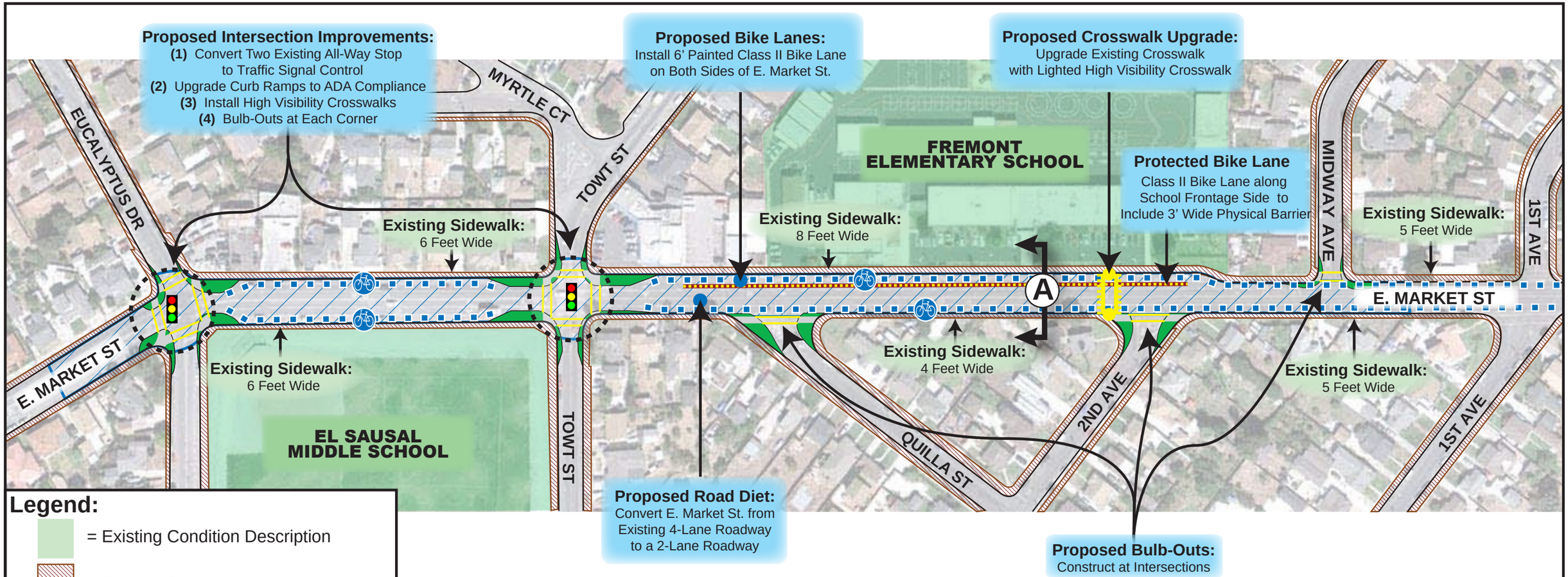
1255 E Market St Salinas CA 93905




Street Smarts

ATTACHMENT A

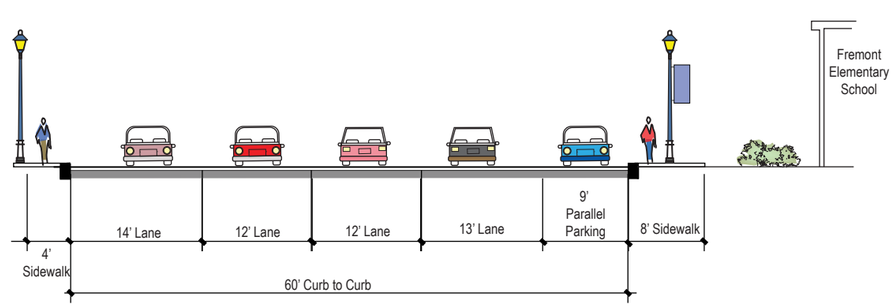
City of Salinas



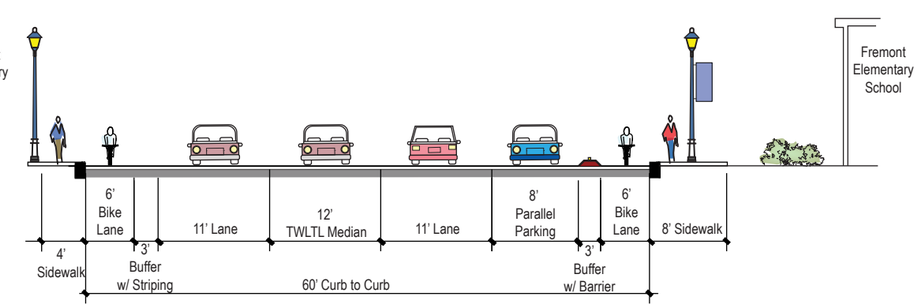

## Legend:

- = Existing Condition Description
- = Existing Sidewalk
- = Proposed Condition Description
- = Proposed Road Diet Project Area
- = Proposed Intersection Improvements
- = Proposed Bulb-Out
- = Proposed Class II Bike Lane
- = Proposed Crosswalk Improvements

### A Existing Roadway Cross Section




### A Proposed Roadway Cross Section with Safe Routes to School Program Improvements




SALINAS CALIFORNIA

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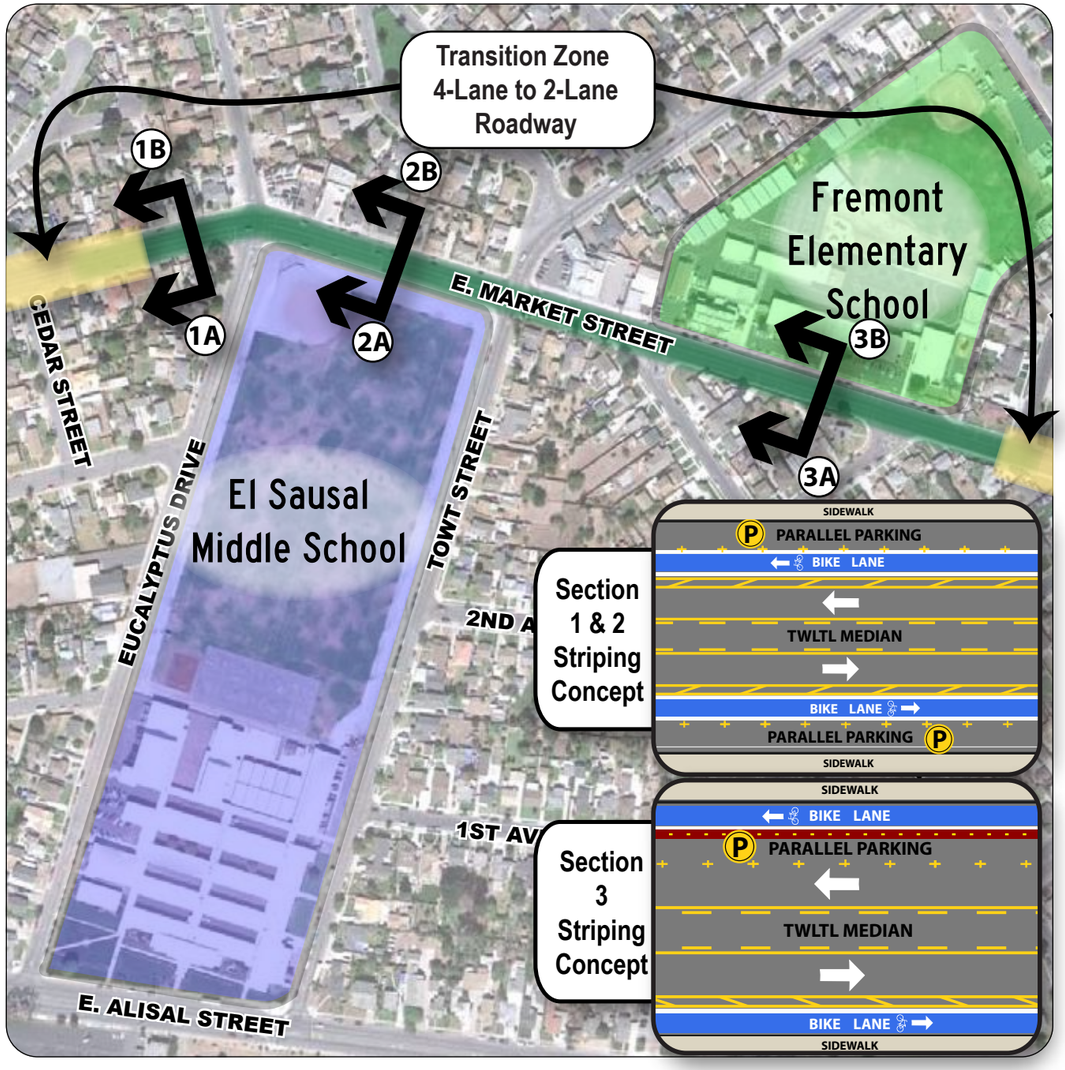
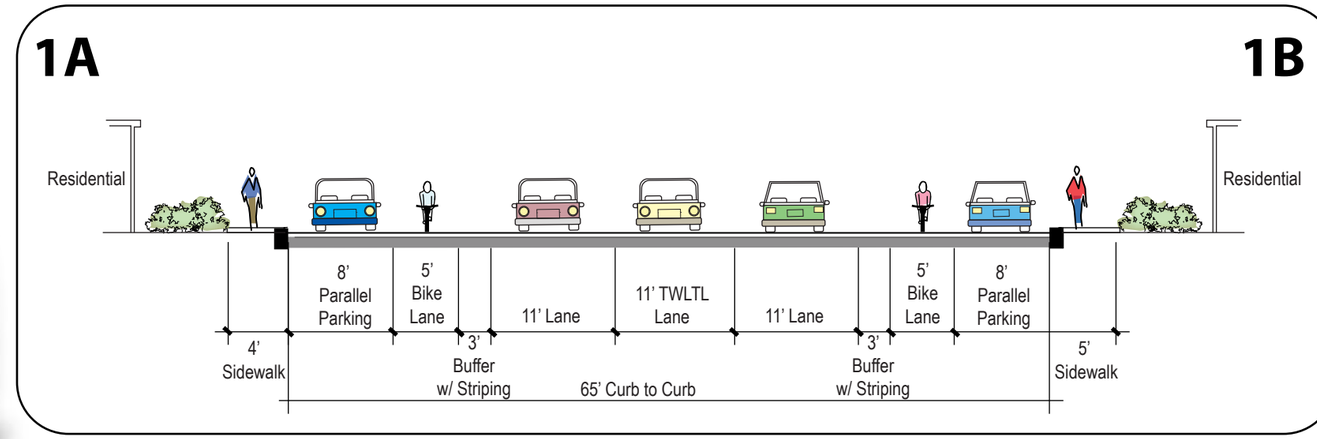
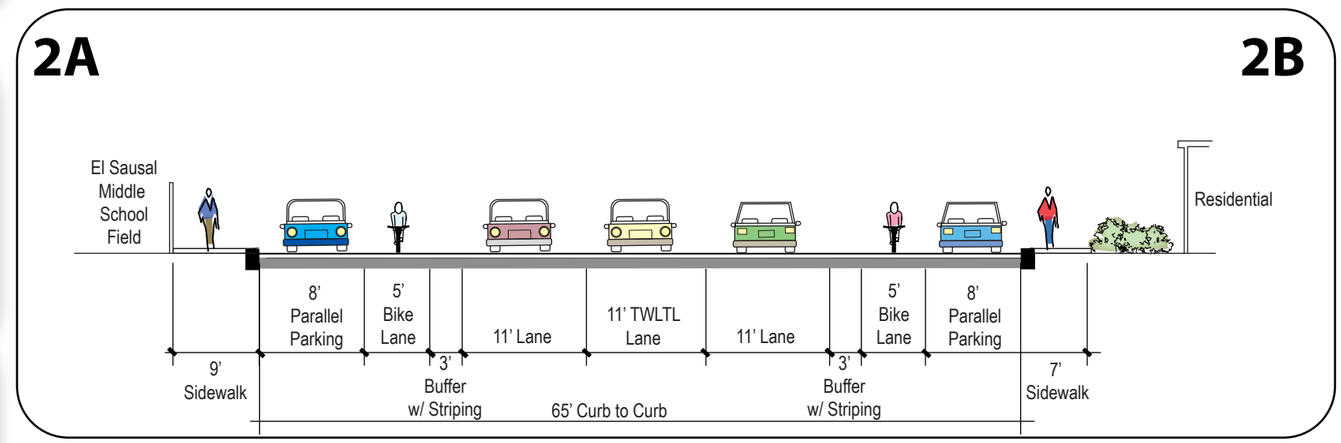
*Fremont Elementary / El Sausal Middle School SR2S Plan*

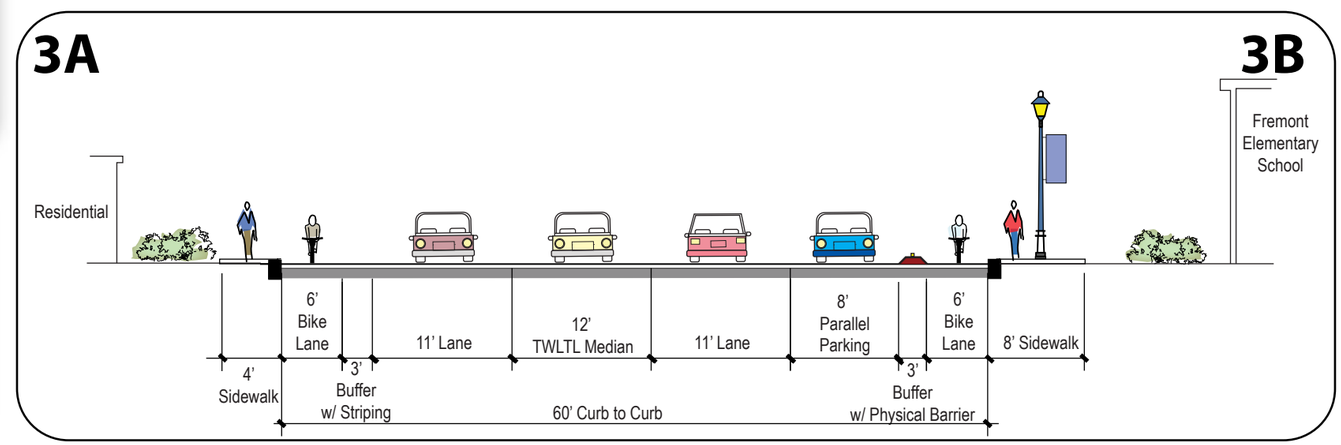
# Existing and Proposed Conditions Map

**ATTACHMENT B1**




**LEGEND:**

= Road Diet Project Area

= Transition Zone From 4-Lane to 2-Lane Roadway

1B 1A = Cross Section Location (See Right)

SALINAS CALIFORNIA

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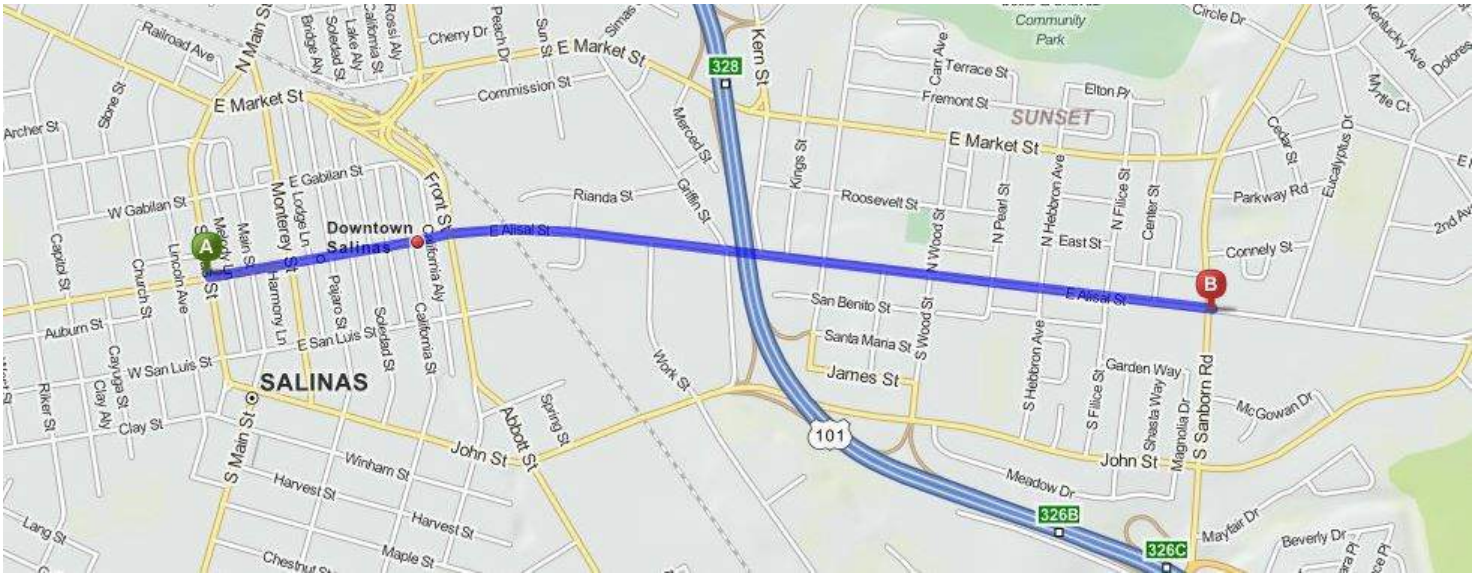
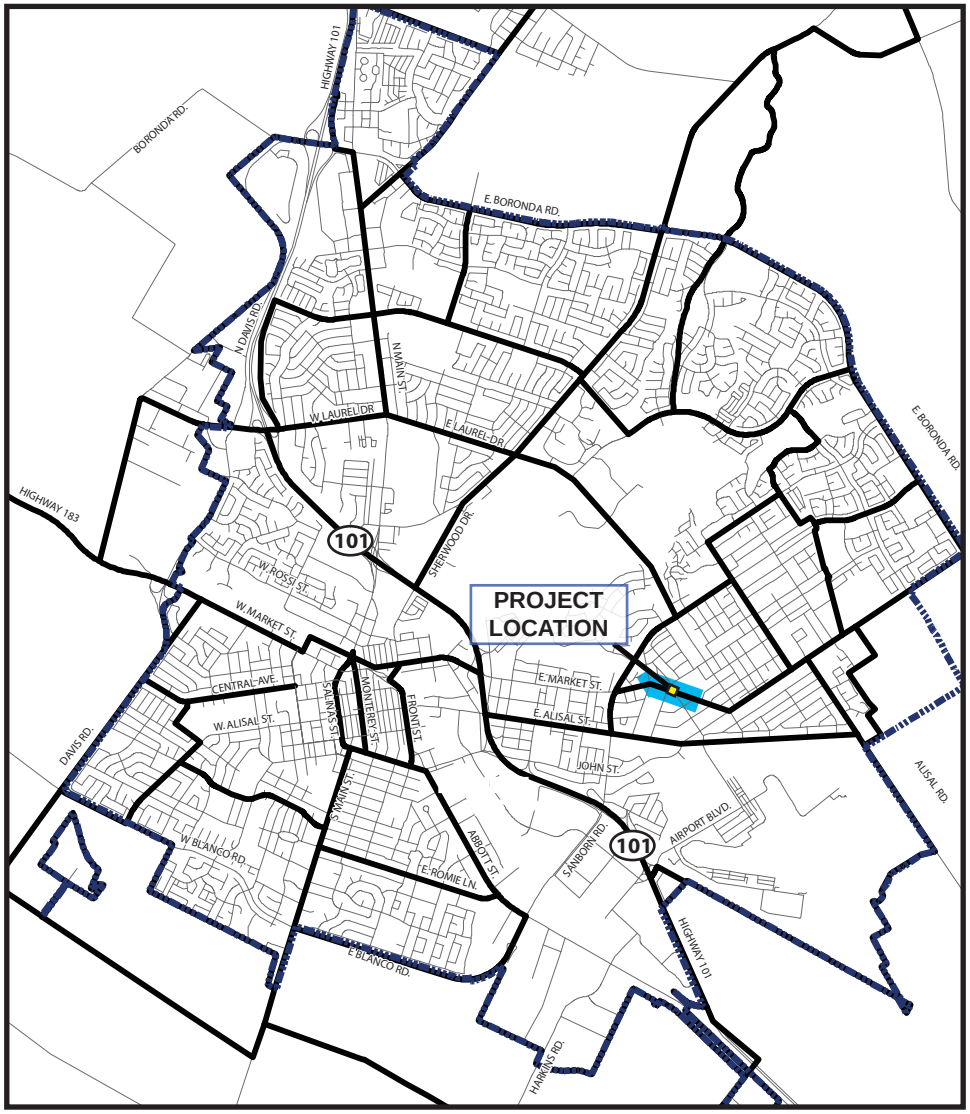
*Fremont Elementary / El Sausal Middle School SR2S Plan*

# Proposed Safe Routes to School Program Cross Sections

## ATTACHMENT B2

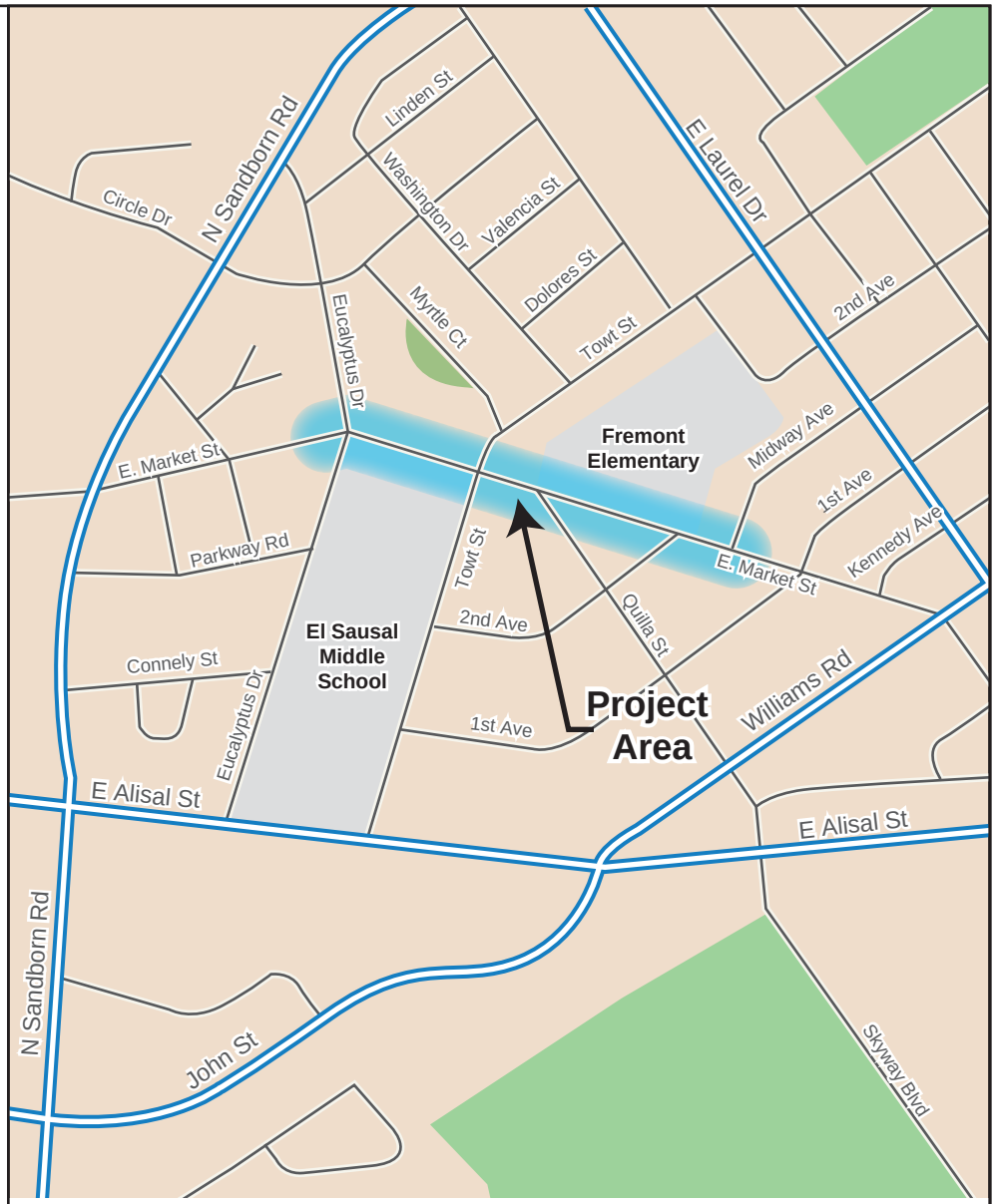
# Ciclovia Salinas—October 6, 2013






Source: City of Salinas (2009)

## City of Salinas Map




## Project Location Map

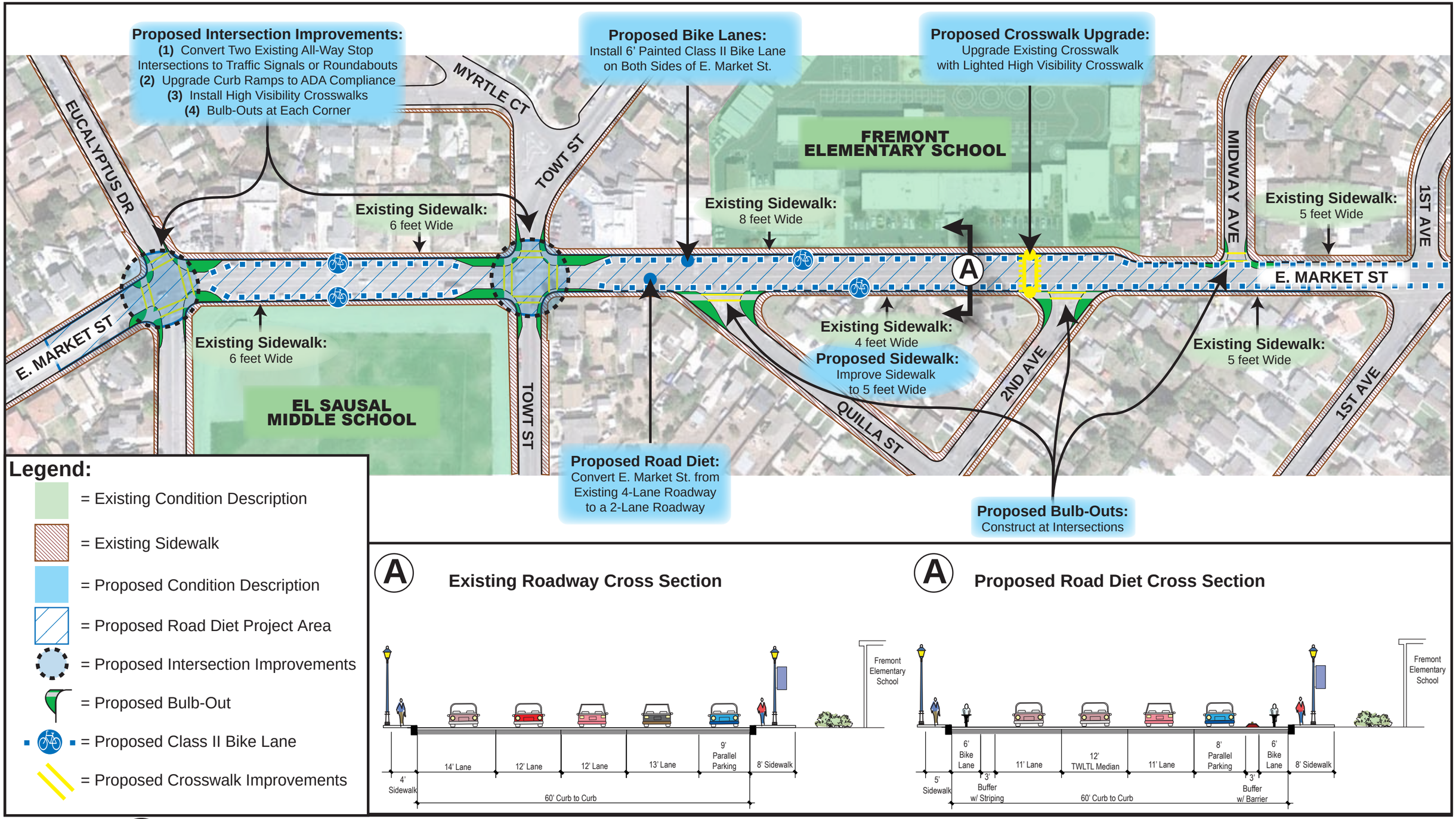
Not to Scale

7.14.11 • H:\pdata\70100386\Graphics

*Fremont Elementary / El Sausal Middle School SRTS Plan*

# Project Location

Exhibit 1




SALINAS CALIFORNIA

N

Not to Scale

7.14.11 • H:\pdata\70100386\Graphics

*Fremont Elementary / El Sausal Middle School SRTS Plan*

# Existing and Proposed Conditions Map

Exhibit 2

E. Market St. & Towt St.: Looking East

E. Market St.: Mid-Block Crosswalk in front of Fremont Elementary

E. Market St.: Between Towt St. & Fremont Elementary Looking East

E. Market St. & 2nd Ave.: Students Approaching Mid-Block Crosswalk

E. Market St. & Towt St.: Looking East

North Side of E. Market St.: Students Approaching Fremont Elementary via Mid-Block Crosswalk

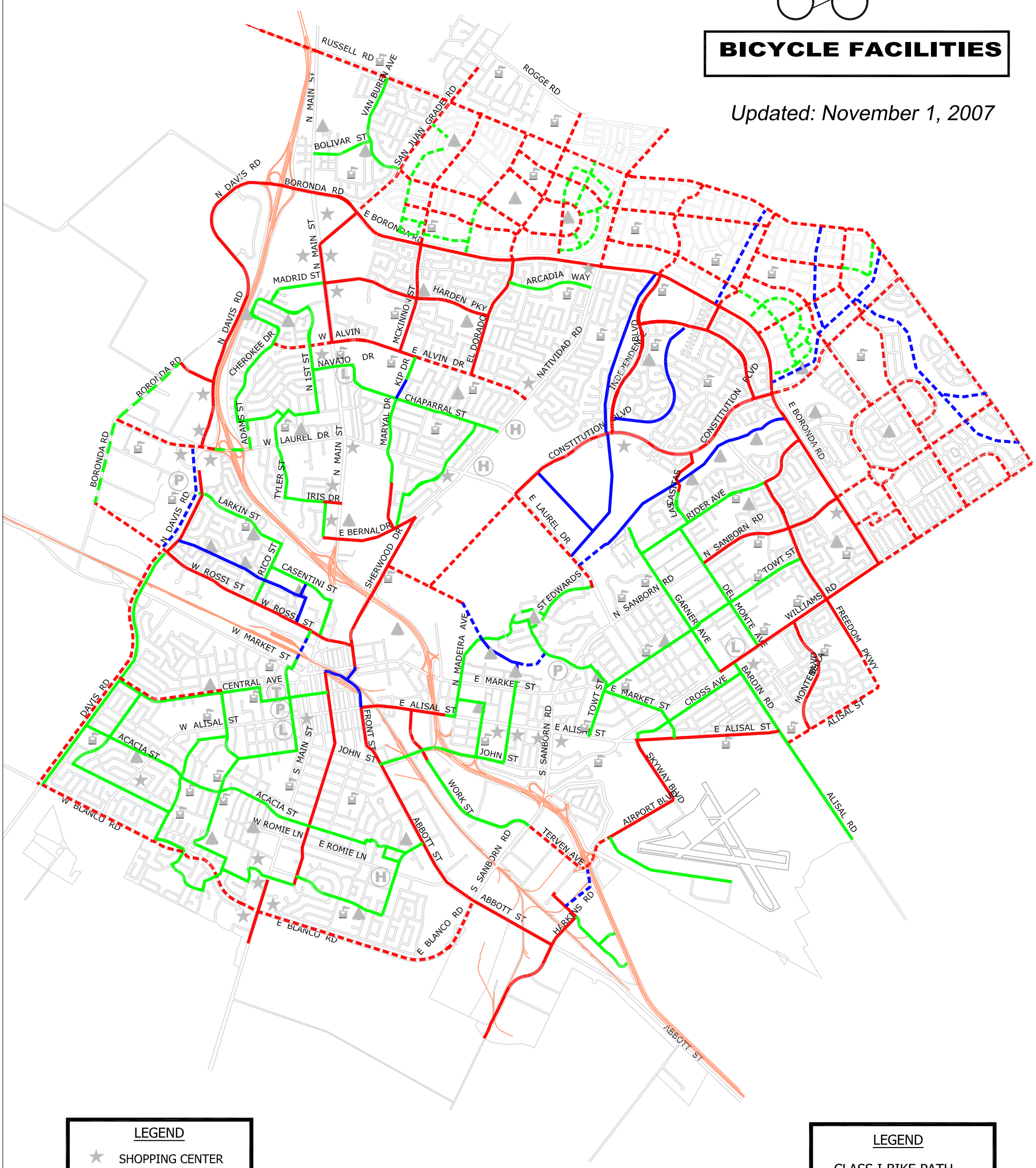
# Project Schedule

Estimated dates of completion for the major milestones shown below assuming the project is approved for funding on August 20, 2014.

| | Duration (Months) | Estimated Date of Completion |
|---|---|---|
| Target Project Approval Date: | | 8/20/2014 |
| Request Allocation of ATP Funds | 4 | 12/20/2014 |
| Complete Environmental Document: | 6 | 6/20/2015 |
| Obtain Right of Way Clearance | 0 | 6/20/2015 |
| Award Construction Contract: | 10 | 4/20/2016 |
| Complete Construction: | 4 | 8/20/2016 |
| Project Close-out: | 6 | 2/20/2017 |

# BICYCLE FACILITIES

*Updated: November 1, 2007*




## LEGEND

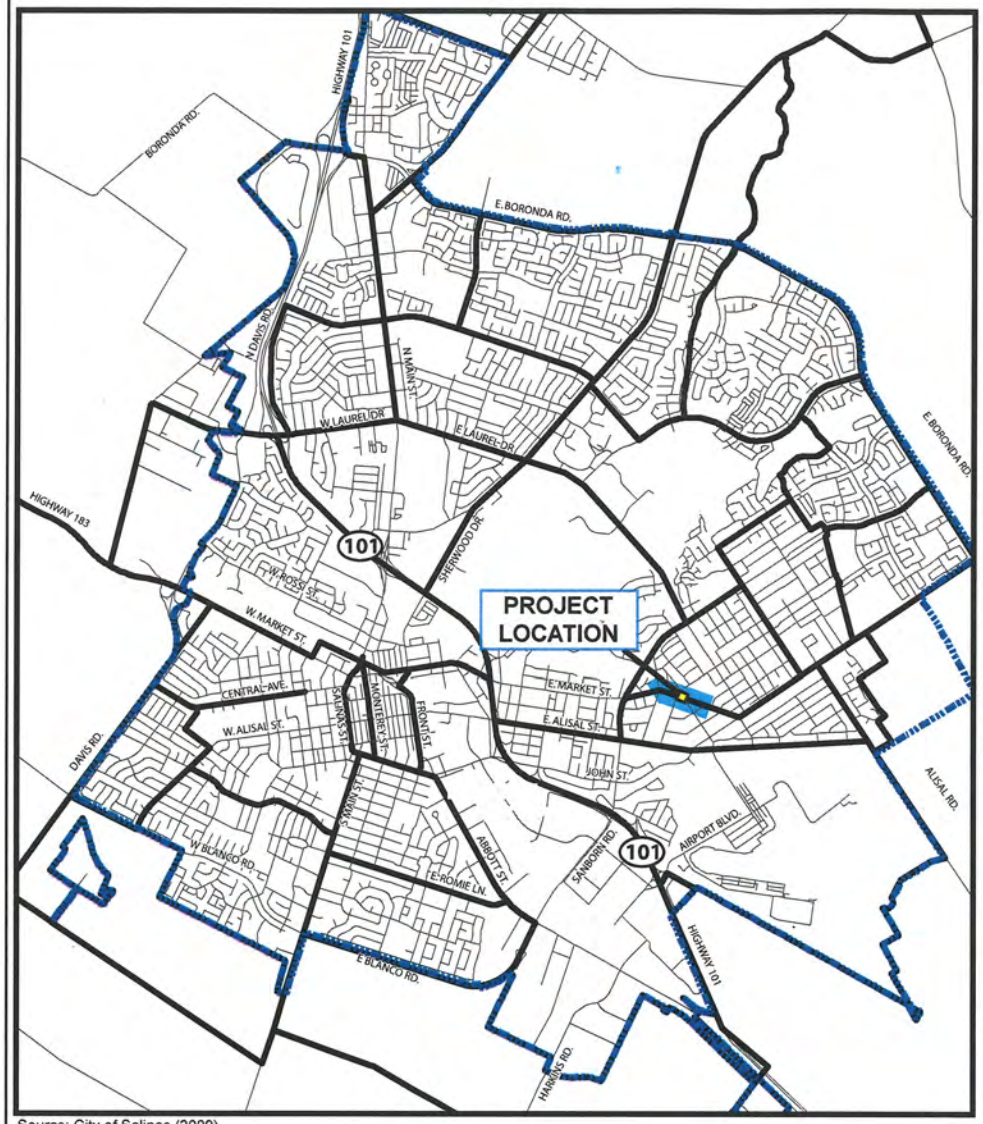
- SHOPPING CENTER
- SCHOOL SITE
- PARKS
- HOSPITAL
- POST OFFICE
- LIBRARY
- TRANSIT CENTER

## LEGEND

**CLASS I BIKE PATH**
- = EXISTING
- = PROPOSED

**CLASS II BIKE LANE**
- = EXISTING
- = PROPOSED

**CLASS III BIKE ROUTE**
- = EXISTING
- = PROPOSED

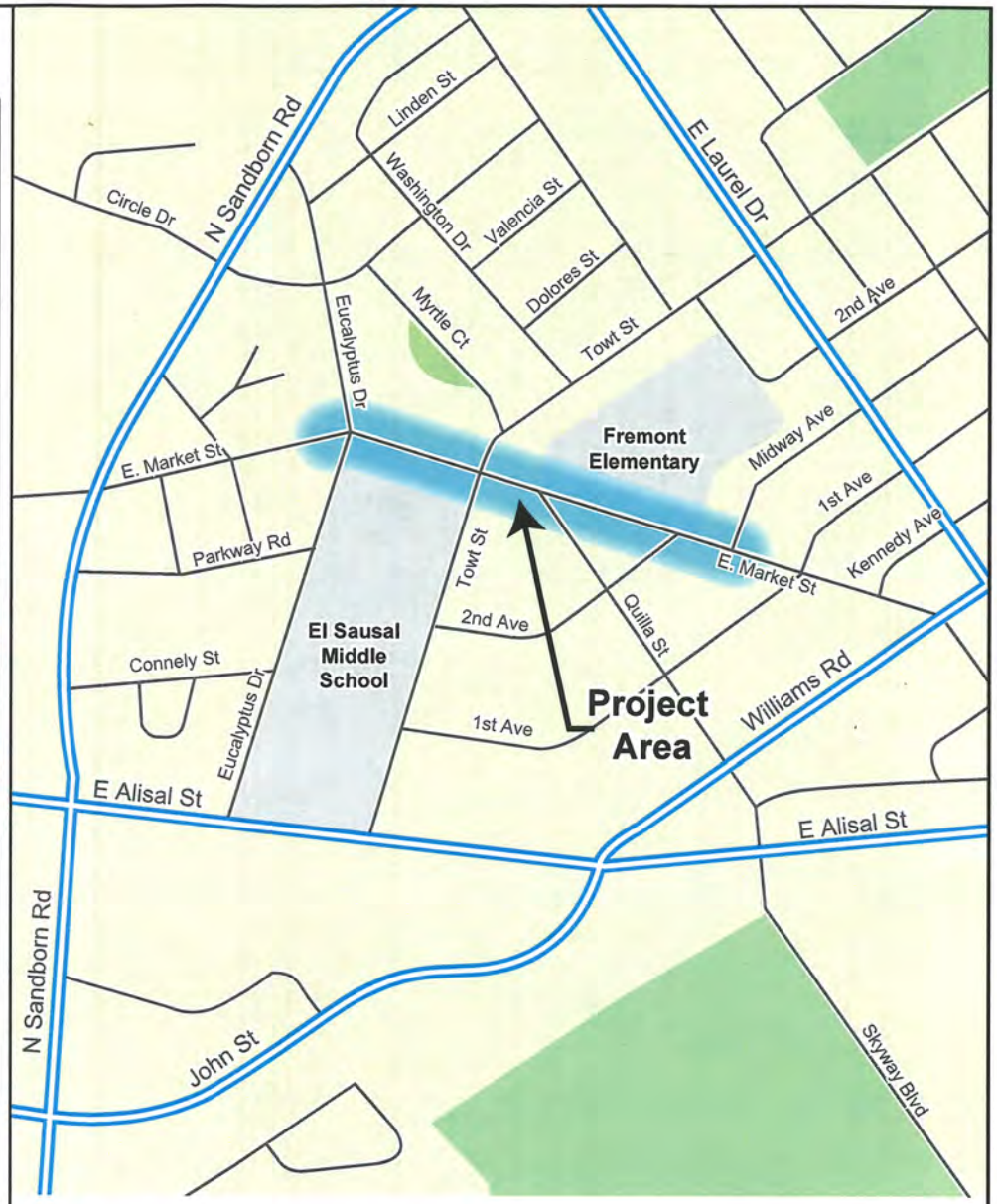



Source: City of Salinas (2009)

## City of Salinas Map

0 3000 6000 12000

1":6000'




## Project Location Map

0 400 800 1600

1" : 800'

7.14.11 •

*Fremont Elementary / El Sausal Middle School SRTS Plan*

# Vicinity Map

PROPOSED BUS STOP
PROPOSED CHAIN LINK FENCE
PROPOSED METERING LIGHT
PROPOSED METERING LIGHT
PROPOSED ROUNDABOUT ALTERNATIVE
PROPOSED SHORT FENCE AT CURB
PROPOSED 8' WIDE DECOMPOSED GRANITE TRAIL
PROPOSED CHANNELIZING FROM REDON Rd TO ELKO St
FUTURE NORTH AGRICULTURAL INDUSTRIAL BUSINESS PARK
TO CITY WASTEWATER TREATMENT PLANT
LEGEND
WALKING ROUTE TO SCHOOL
EXISTING SCHOOL ZONE SIGN
EXISTING SCHOOL XING SIGN
SCHOOL BUS STOP
SCHOOL SITE
PROPOSED CURB RAMP
PROJECT 1 - PRELIMINARY PLANS
CITY OF GONZALES
SAFE ROUTES TO SCHOOL
PROPOSED IMPROVEMENTS
MARK THOMAS & COMPANY, INC.
PROVIDING ENGINEERING, SURVEYING AND PLANNING SERVICES
1960 ZANKER ROAD, SAN JOSE, CA 95112 (408) 453-5373
137 CENTRAL AVENUE, STE. 5C, SALINAS, CA 93901 (831) 754-4412

# SAFE ROUTE TO SCHOOL PROGRAM

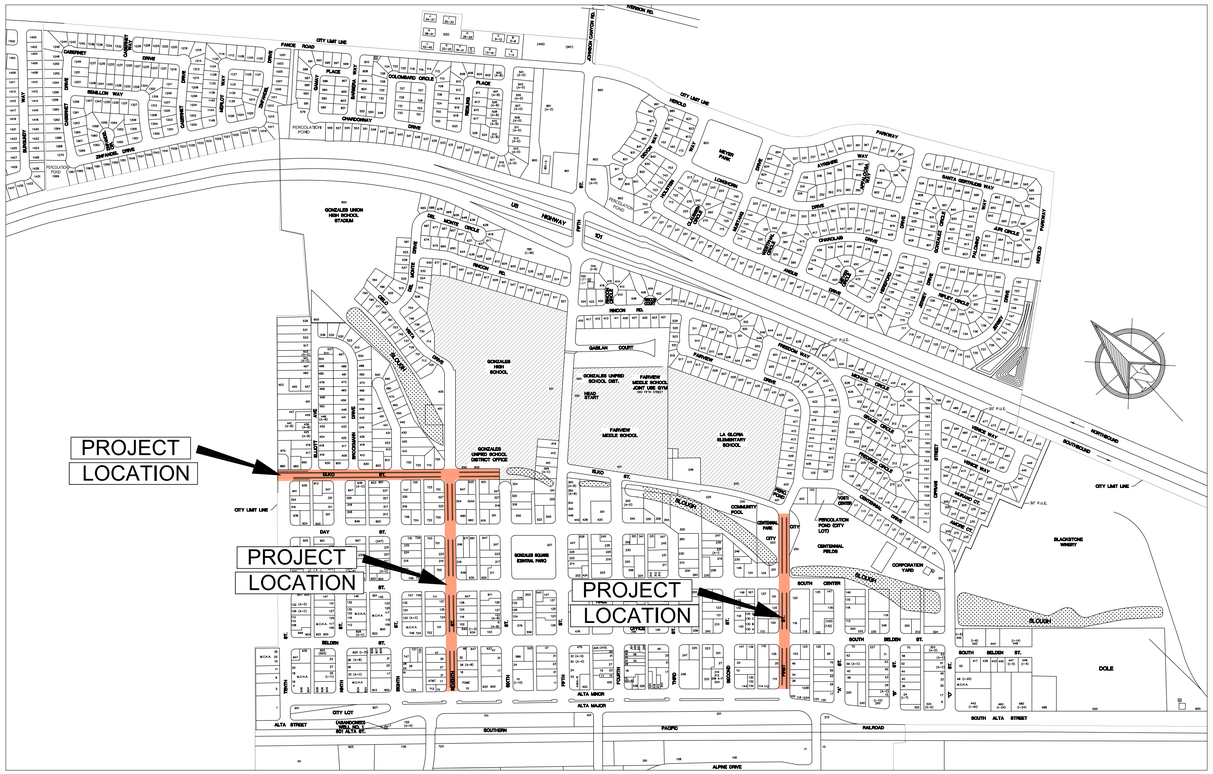
## 1ST, 7TH AND ELKO STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

### INDEX TO PLANS


1 TITLE SHEET

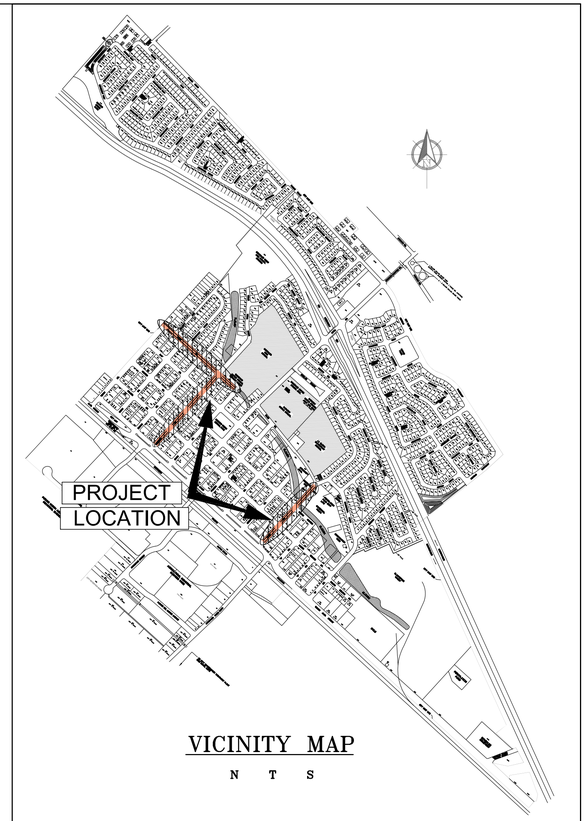
2 TYPICAL CROSS SECTION

3 LAYOUT


LOCATION MAP

N T S




VICINITY MAP

N T S

| SURVEY | REVISION DESCRIPTION | BY | DATE | PREPARED BY | | DATE | SCALE |
|---|---|---|---|---|---|---|---|
| | | | | DRAWN: | CCC | 3/12/14 | HORZ: N/A |
| | | | | DESIGNED: | CCC | 3/12/14 | VERT: N/A |
| | | | | CHECKED: | MF | 3/12/14 | 0 1 2 INCHES |
| | | | | APPROVED: | JS | 3/12/14 | 0 10 20 30 40 50 MILLIMETERS |

WINE CAPITAL CITY OF GONZALES GONZALES, CALIFORNIA MONTEREY COUNTY

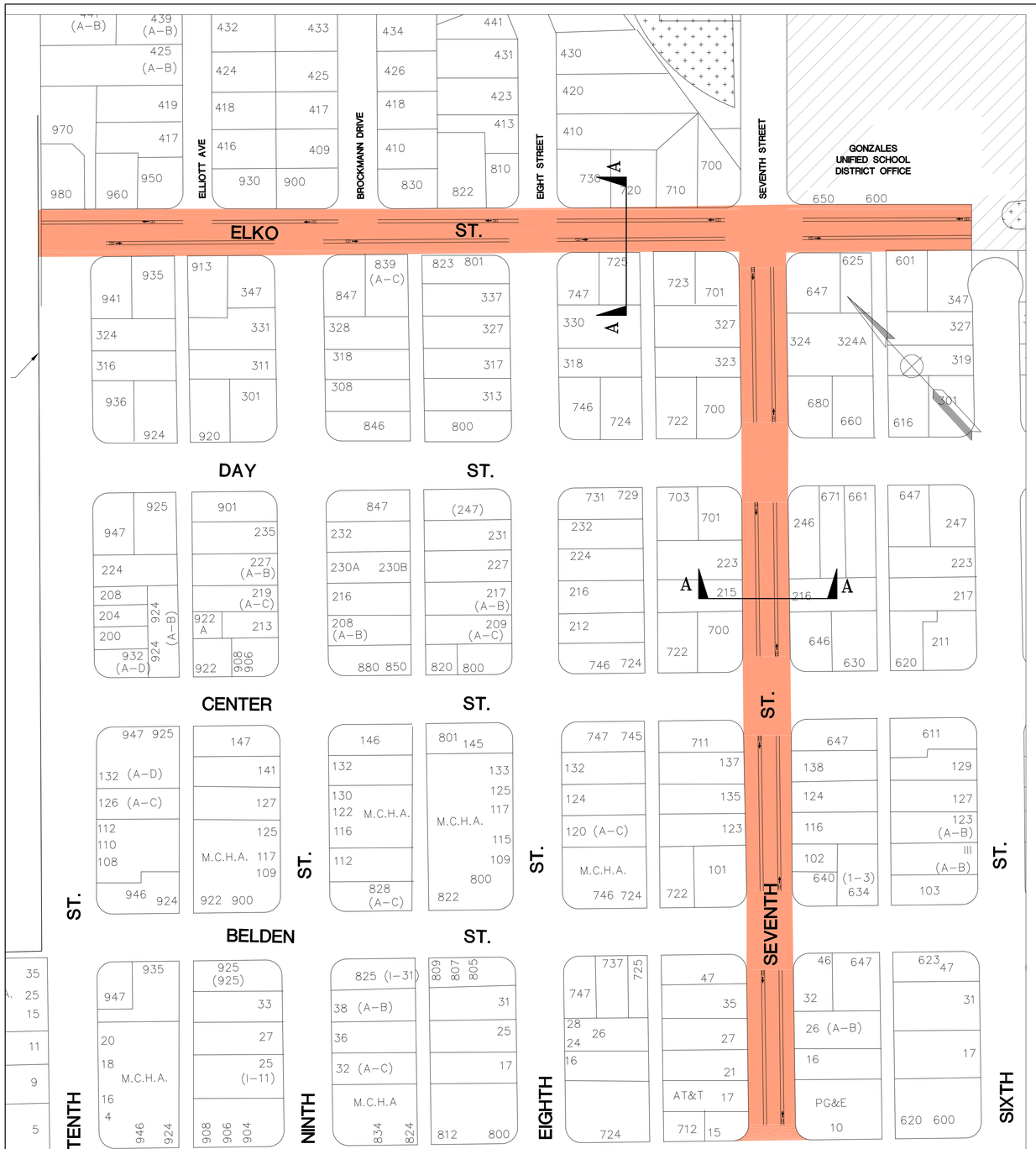
1ST, 7TH AND ELKO STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

MARK THOMAS & COMPANY, INC.
1615 BUNKER HILL WAY, SUITE 200
SALINAS, CALIFORNIA 93906

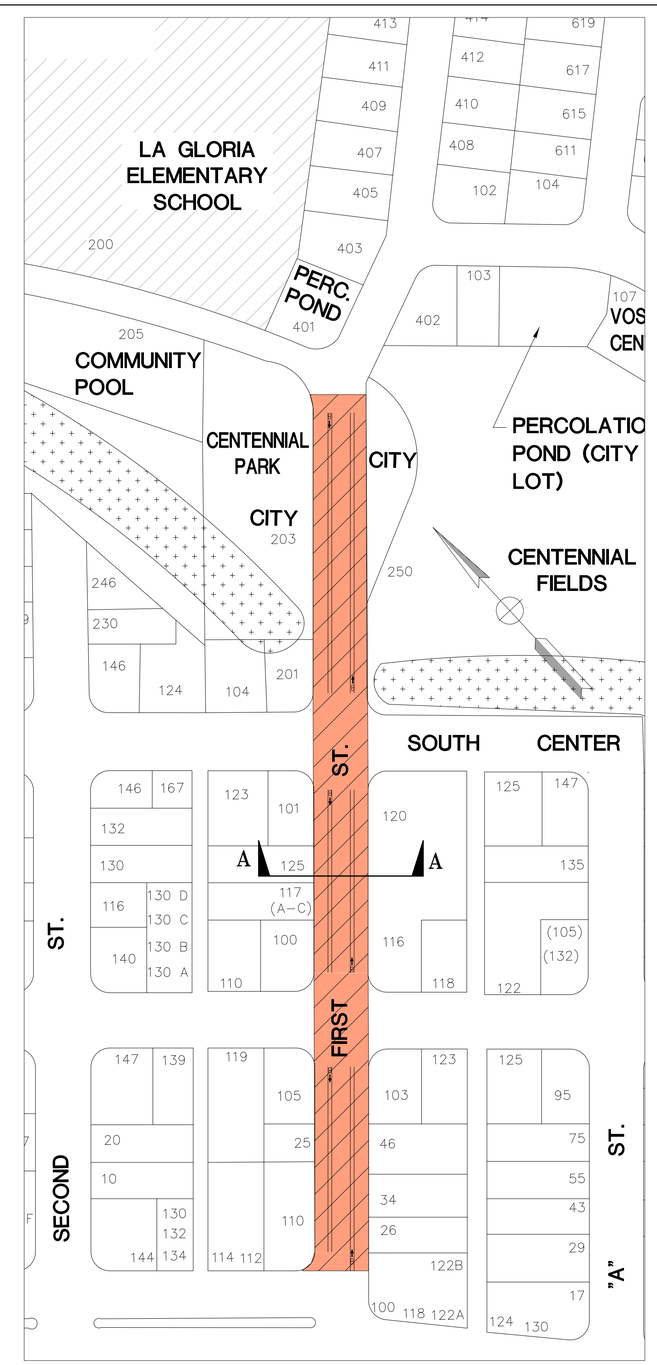
TITLE SHEET

DRAWING

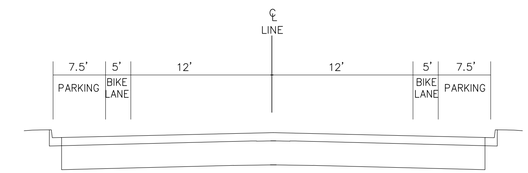
SHEET 1 OF 3




7TH STREET AND ELKO STREET




1ST STREET




SECTION A-A
N.T.S.

## LEGEND

- BIKE LANE STRIPING
- PAVEMENT REHABILITATION

| SURVEY | REVISION DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

| PREPARED BY | | DATE |
|---|---|---|
| DRAWN: | CCC | 3/12/14 |
| DESIGNED: | CCC | 3/12/14 |
| CHECKED: | MF | 3/12/14 |
| APPROVED: | JS | 3/12/14 |

SCALE
HORZ: 1"=100'
VERT: N/A
INCHES 0 1 2
MILLIMETERS 0 10 20 30 40 50

WINE CAPITAL CITY OF GONZALES GONZALES, CALIFORNIA MONTEREY COUNTY

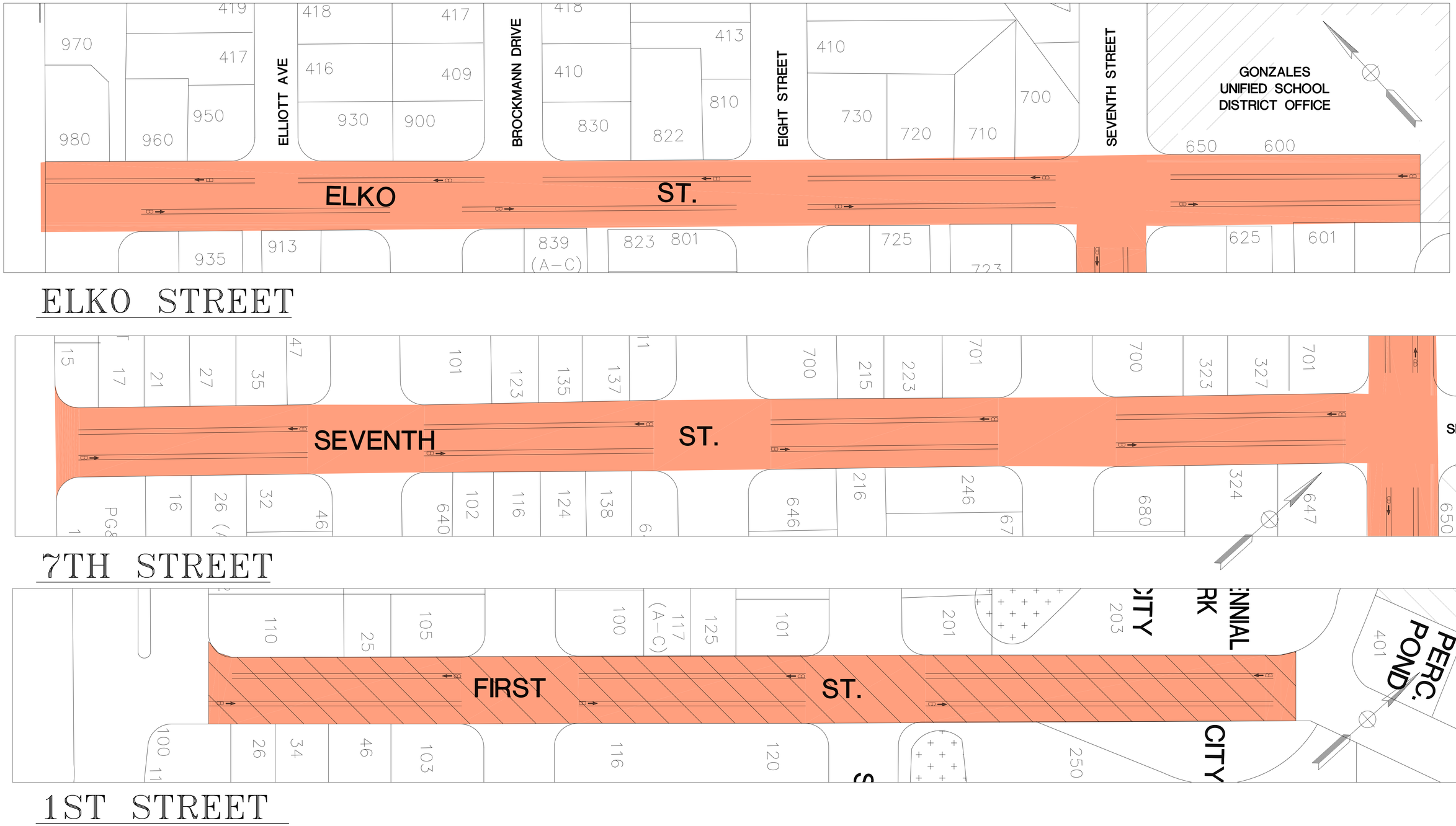
# 1ST, 7TH AND ELKO STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

MARK THOMAS & COMPANY, INC.
1615 BUNKER HILL WAY, SUITE 200
SALINAS, CALIFORNIA 93906

TYPICAL SECTION

DRAWING

SHEET 2 OF 3




| SURVEY | REVISION DESCRIPTION | BY | DATE |
|---|---|---|---|
| | | | |

| PREPARED BY | | DATE |
|---|---|---|
| DRAWN: | CCC | 3/12/14 |
| DESIGNED: | CCC | 3/12/14 |
| CHECKED: | MF | 3/12/14 |
| APPROVED: | JS | 3/12/14 |

SCALE
HORZ: 1"=50'
VERT: N/A
0 1 2 INCHES
0 10 20 30 40 50 MILLIMETERS

WINE CAPITAL CITY OF GONZALES GONZALES, CALIFORNIA MONTEREY COUNTY

# 1ST, 7TH AND ELKO STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

MARK THOMAS & COMPANY, INC.
1615 BUNKER HILL WAY, SUITE 200
SALINAS, CALIFORNIA 93906

LAYOUTS

DRAWING

SHEET 3 OF 3

# CITY OF GONZALES
# SAFE ROUTES TO SCHOOL
# PROJECT LOCATION PHOTO EXHIBIT

MARK THOMAS & COMPANY, INC.
PROVIDING ENGINEERING, SURVEYING AND PLANNING SERVICES
1960 ZANKER ROAD, SAN JOSE, CA. 95112 (408) 453-5373
137 CENTRAL AVENUE, STE. 5C, SALINAS, CA 93901 (831) 754-4412

# CITY OF GONZALES

## DAY, CENTER, SIXTH AND FOURTH STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

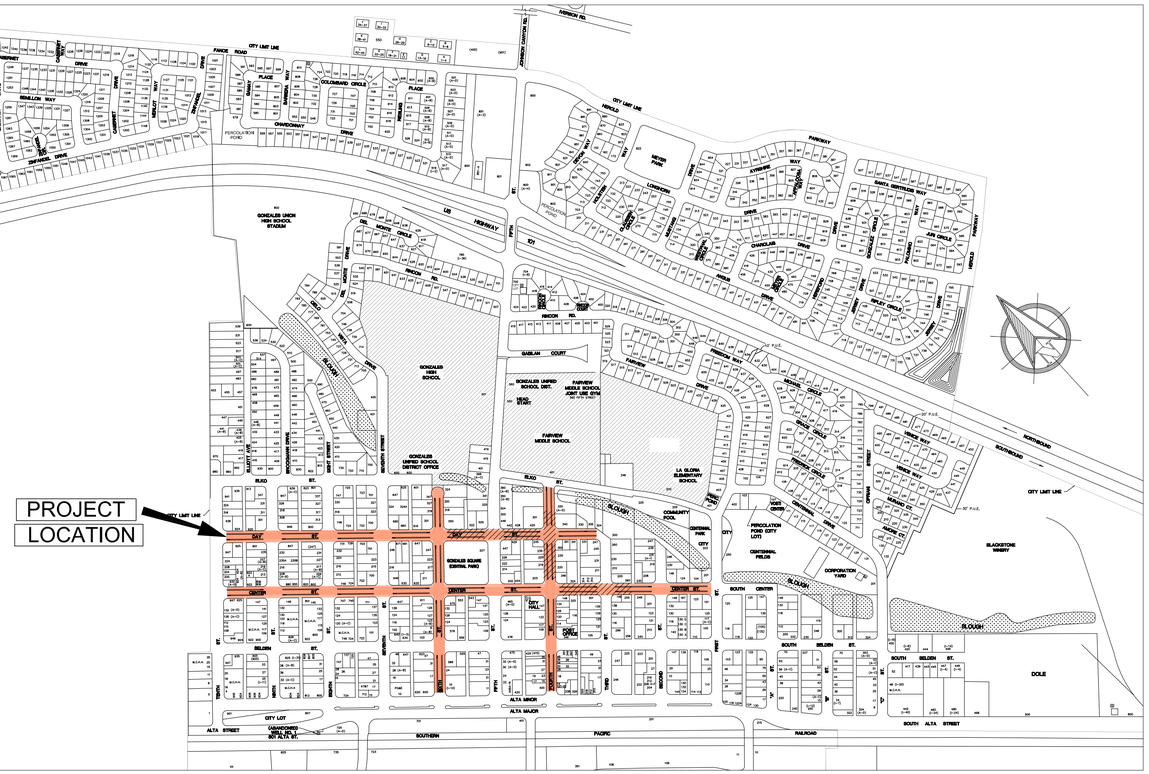
### INDEX TO PLANS


1 TITLE SHEET

2 TYPICAL CROSS SECTION

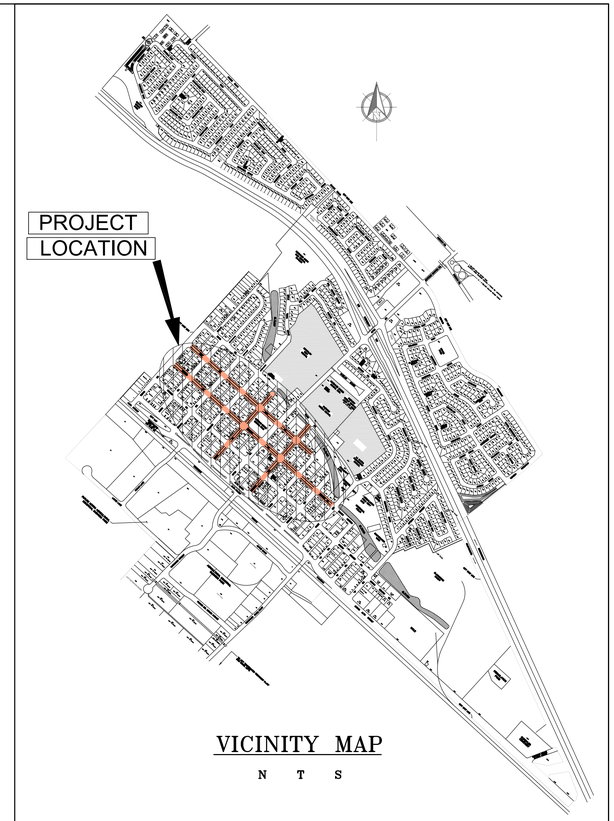
3 LAYOUTS -1

4 LAYOUTS -2


LOCATION MAP

N T S




VICINITY MAP

N T S

| SURVEY | REVISION DESCRIPTION | BY | DATE | PREPARED BY | DATE | SCALE |
|---|---|---|---|---|---|---|
| | | | | DRAWN: CCC | 3/12/14 | HORZ: N/A |
| | | | | DESIGNED: CCC | 3/12/14 | VERT: N/A |
| | | | | CHECKED: MF | 3/12/14 | 0 1 2 INCHES |
| | | | | APPROVED: JS | 3/12/14 | 0 10 20 30 40 50 MILLIMETERS |

WINE CAPITAL CITY OF GONZALES GONZALES, CALIFORNIA MONTEREY COUNTY

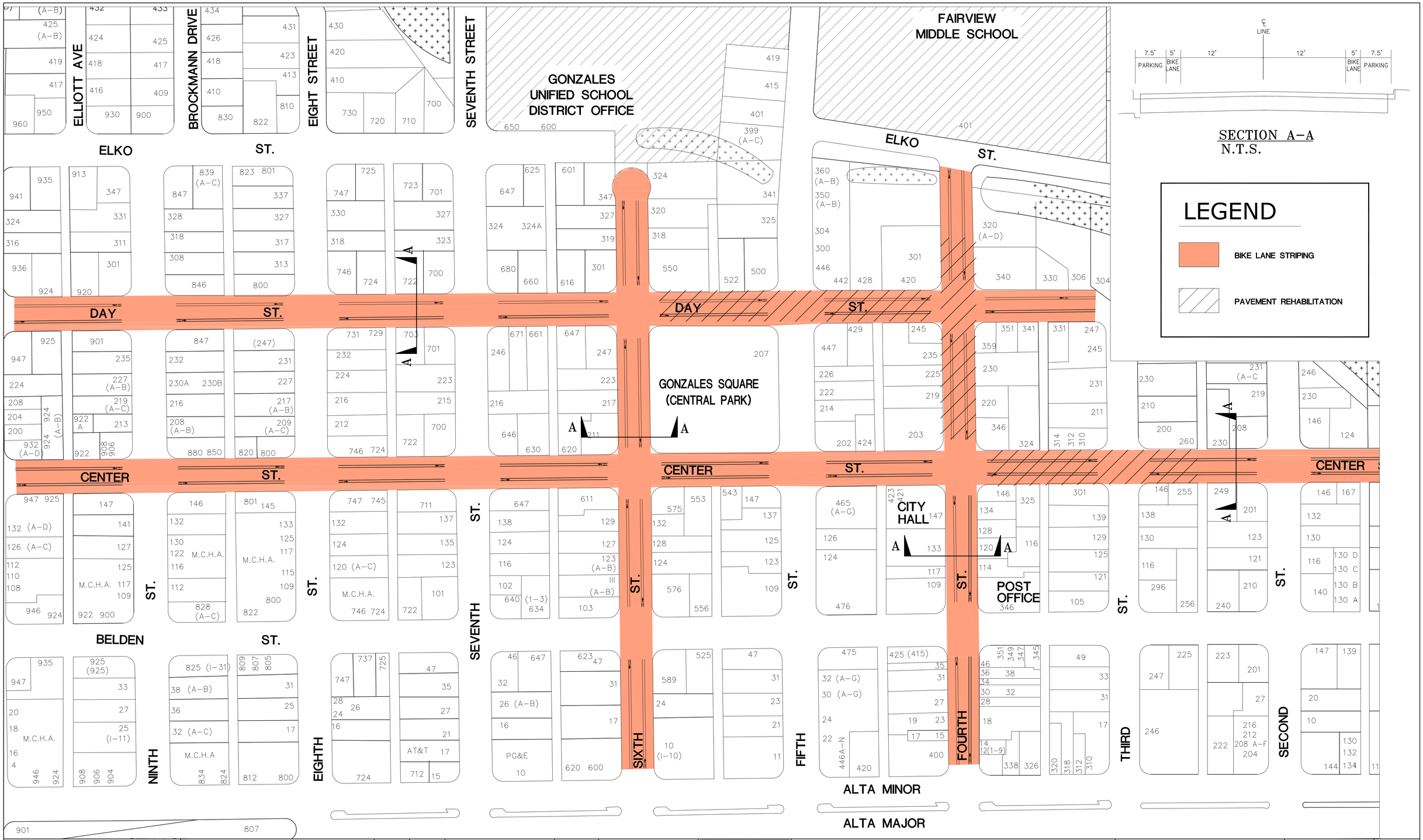
DAY, CENTER, SIXTH AND FOURTH STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

MARK THOMAS & COMPANY, INC.
1615 BUNKER HILL WAY, SUITE 200
SALINAS, CALIFORNIA 93906

TITLE SHEET

DRAWING

SHEET 1 OF 4




| SURVEY | REVISION DESCRIPTION | BY | DATE | PREPARED BY | | DATE |
|---|---|---|---|---|---|---|
| | | | | DRAWN: | CCC | 3/12/14 |
| | | | | DESIGNED: | CCC | 3/12/14 |
| | | | | CHECKED: | MF | 3/12/14 |
| | | | | APPROVED: | JS | 3/12/14 |

SCALE
HORZ: 1"=100'
VERT: N/A
0 1 2 INCHES
0 10 20 30 40 50 MILLIMETERS

WINE CAPITAL CITY OF GONZALES GONZALES, CALIFORNIA MONTEREY COUNTY

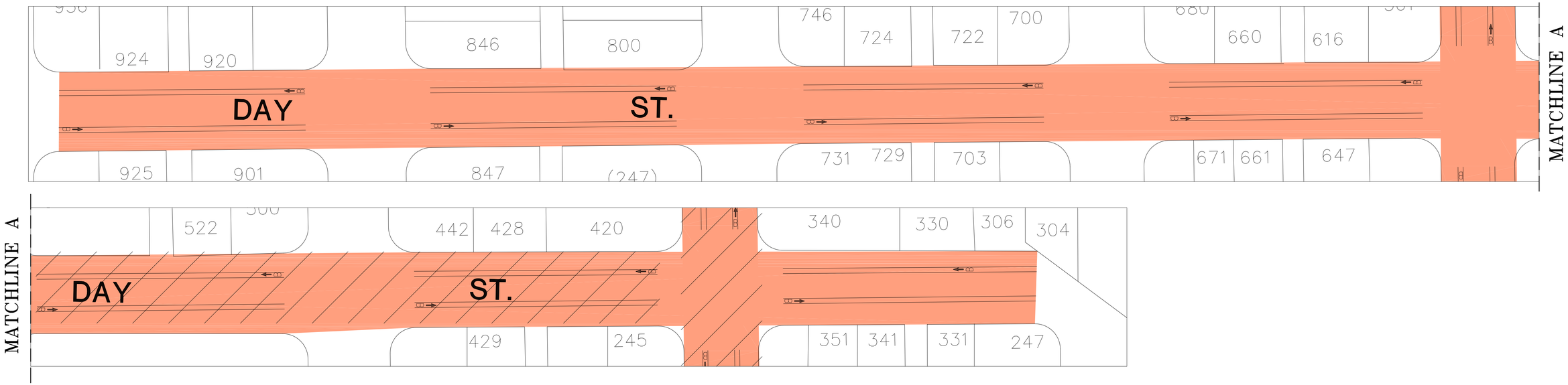
# DAY, CENTER, SIXTH AND FOURTH STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

MARK THOMAS & COMPANY, INC.
1615 BUNKER HILL WAY, SUITE 200
SALINAS, CALIFORNIA 93906

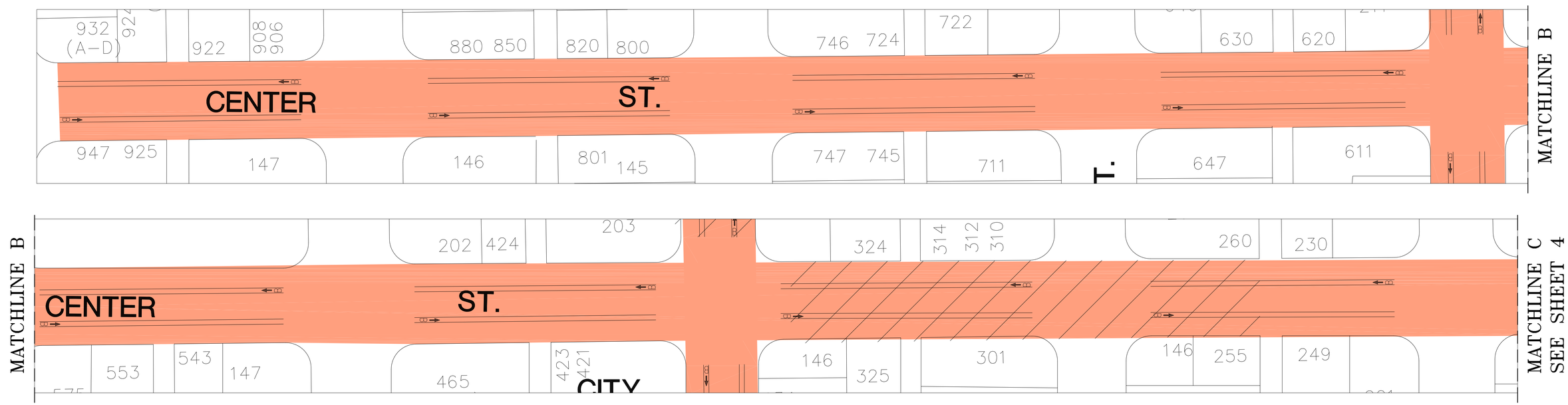
TYPICAL SECTION

DRAWING

SHEET 2 OF 4




# DAY STREET




# CENTER STREET

| SURVEY | REVISION DESCRIPTION | BY | DATE | PREPARED BY | | DATE |
|---|---|---|---|---|---|---|
| | | | | DRAWN: | CCC | 3/12/14 |
| | | | | DESIGNED: | CCC | 3/12/14 |
| | | | | CHECKED: | MF | 3/12/14 |
| | | | | APPROVED: | JS | 3/12/14 |

SCALE
HORZ: 1"=50'
VERT: N/A
0 1 2 INCHES
0 10 20 30 40 50 MILLIMETERS

WINE CAPITAL CITY OF GONZALES GONZALES, CALIFORNIA MONTEREY COUNTY

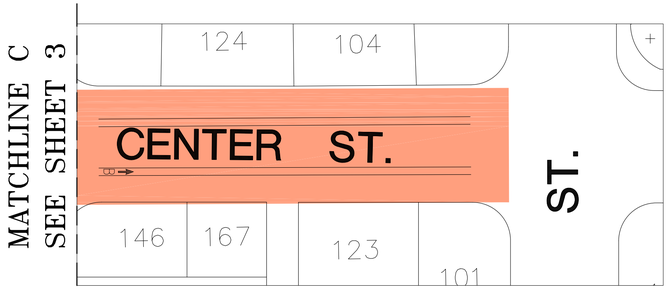
DAY, CENTER, SIXTH AND FOURTH STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

MARK THOMAS & COMPANY, INC.
1615 BUNKER HILL WAY, SUITE 200
SALINAS, CALIFORNIA 93906

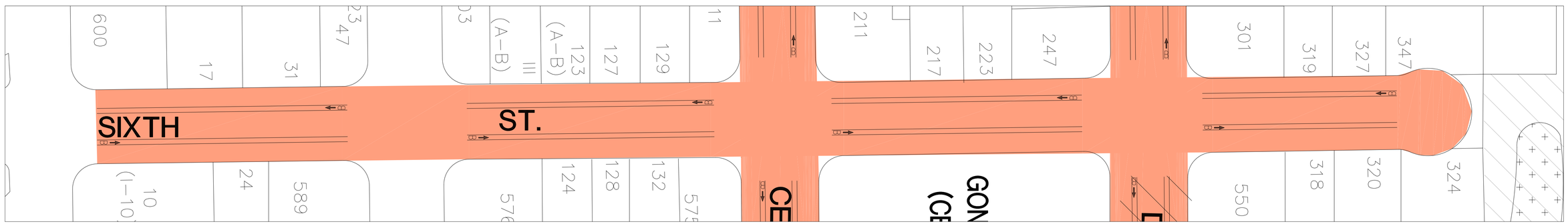
LAYOUTS -1

DRAWING

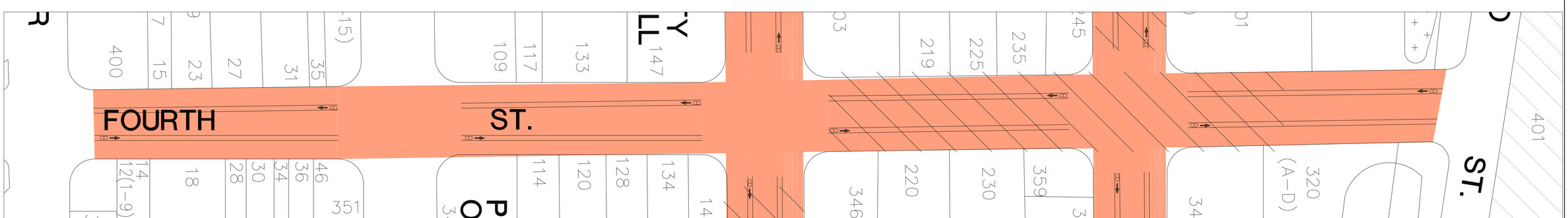
SHEET 3 OF 4




CENTER STREET




SIXTH STREET




FOURTH STREET

| SURVEY | REVISION DESCRIPTION | BY | DATE | PREPARED BY | DATE | SCALE |
|---|---|---|---|---|---|---|
| | | | | DRAWN: CCC | 3/12/14 | HORZ: 1"=50' |
| | | | | DESIGNED: CCC | 3/12/14 | VERT: N/A |
| | | | | CHECKED: MF | 3/12/14 | 0 1 2 INCHES |
| | | | | APPROVED: JS | 3/12/14 | 0 10 20 30 40 50 MILLIMETERS |

WINE CAPITAL CITY OF GONZALES GONZALES, CALIFORNIA MONTEREY COUNTY

DAY, CENTER, SIXTH AND FOURTH STREET BIKE LANE STRIPING AND PAVEMENT REHABILITATION PROJECT

MARK THOMAS & COMPANY, INC.
1615 BUNKER HILL WAY, SUITE 200
SALINAS, CALIFORNIA 93906

LAYOUTS -2

DRAWING

SHEET 4 OF 4

# Gonzales Unified School District

Student Eligibility Report 5/15/14

| Buildings | Student Eligibility | | | | | | | Eligibility by Application Type | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | Free | | Reduced | | Full | | F & R Apps | Direct Certified | Denied Apps | Temp Apps |
| | | # | % | # | % | # | % | | | | |
| Fairview Middle School | 720 | 531 | 74% | 60 | 8% | 129 | 18% | 360 | 230 | 29 | 0 |
| Gonzales High School | 720 | 503 | 70% | 52 | 7% | 165 | 23% | 352 | 203 | 18 | 0 |
| Gonzales State Preschool | 43 | 22 | 51% | 6 | 14% | 15 | 35% | 21 | 8 | 0 | 0 |
| La Gloria Elementary School | 966 | 737 | 76% | 80 | 8% | 149 | 16% | 567 | 249 | 30 | 0 |
| Somavia Continuation High School | 39 | 27 | 69% | 1 | 3% | 11 | 28% | 15 | 13 | 0 | 0 |
| Total | 2,488 | 1820 | 73% | 199 | 8% | 469 | 19% | 1315 | 703 | 77 | 0 |

** Totals may vary based on Mid-Day Eligibility Changes

| Results | Application Totals | | | | | | |
|---|---|---|---|---|---|---|---|
| | Income | Foster | Case # | Homeless | Per Admin. | Migrant | Runaway |
| Free Applications: | 562 | 5 | 98 | 1 | 0 | 2 | 0 |
| Reduced Applications: | 116 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied Applications: | 51 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Applications: | 729 | 5 | 98 | 1 | 0 | 2 | 0 |

| Eligibility | Student Eligibility Totals Based on Applications | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Income | Foster | Case # | Homeless | Per Admin. | Direct Cert. | Migrant | Runaway |
| Free: | 960 | 8 | 146 | 1 | 0 | 703 | 2 | 0 |
| Reduced: | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Denied: | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# CLAIM FOR DAMAGES

Name of Claimant: MATilde Y. Perez
(Injured or Damaged Party)

Mailing Address of Claimant: P.O. Box 342 Soledad CA, 93960 831-444 5762
(Number/Street/City/State/Zip) (Telephone)

RECEIVED
AUG 25 2010
CITY OF SOLEDAD

Address Where Notices Should be Sent (if different than above):

(Number/Street/City/State/Zip) (Telephone)

**WHEN** Did Injury or Damage Occur: 8-21-10 (Month/Day/Year) SAT. (Day of Week) 9:47 AM (Time of Day)

**WHERE** Did Injury or Damage Occur (Street Address, Intersecting Streets, or Other Location): me and my Dr went for walk And Post office 200 Block of Kidder and Monterey corner on the side of the Denist office

**HOW** Did Injury or Damage Occur (Describe accident or occurrence in complete detail): the side walk was little up And fall down Trip on sidewalk which was sticking up from the ground was not aware

**Name(s) of City Employee(s) Involved:** N/A

What Action or Inaction of City Employee(s) Caused Your Injury or Damages: N/A

What Injuries or Damages Did You Suffer: left Knee bruised hurt pain my Left waist skin was up And my Left fourth finger Brocken my face was cut with black eye on left eye eye was bend and chest was hurting.

**Total Amount of Claim:** $

If claim totals less than $10,000.00 as of the date of the presentation of this claim, attach with this completed form of any bills for medical treatment and expenses, and two estimates or bills for personal property damage. If the amount claimed exceeds $10,000.00, no dollar amount shall be included in the claim. However, indicate whether jurisdiction over the claim would rest in municipal or superior court. Completion of this form does not guarantee acceptance of damages by the City of Soledad. All claims are subject to consideration by the City Council and claimant will be notified in writing by the City Attorney after consideration by the City Council. )

SIGN AND DATE THIS CLAIM FOR DAMAGES BELOW. IF THE SIGNER IS NOT THE CLAIMANT, INDICATE THE RELATIONSHIP OF THE SIGNER TO THE CLAIMANT (PARENT, ATTORNEY, ETC.)

Matilde Perez
(SIGNATURE) (DATE)

## Stephen Compton

**From:** Natasha Smith [natasha@rmscotati.com]
**Sent:** Monday, August 30, 2010 2:03 PM
**To:** Stephen Compton
**Cc:** mbaif@aol.com; CBoughey@alliantinsurance.com; Ken Maiolini
**Subject:** Perez, Matilda Y. v. City of Soledad; Claim received
**Attachments:** Perez Ack..pdf

Dear Mr. Compton,

RE: Matilda Y. Perez v. City of Soledad
Claim No.: MBA10-0821

Our office is the claims administrator for the City of Soledad This letter is to confirm receipt of the above-captioned matter. We are currently reviewing this matter and will be in touch with the claimant if applicable.

Should this matter be acted upon by the City Council please advise our office. Additionally, please forward to our office a copy of any communication to the claimant. This notice has been sent to you via U.S. Postal Service for your reference.

Thank you for your notification of this matter. If there is anything our office can do to assist further, please do not hesitate to call.

**Natasha Smith**
**Administrative Assistant**
**Risk Management Services**
*natasha@rmscotati.com*

# SOLEDAD POLICE DEPARTMENT

236 MAIN STREET
SOLEDAD, CA 93960
(831) 223-5120
(831) 678-3575

**DG1001664**
Case Number

| HAZARDS | COMMUNITY | OTHER |
|---|---|---|

| Case Title | Approving Officer / Date | BCS Code |
|---|---|---|
| MEDICAL | REJECTED // | 930E |

| 1st Code Section | 2nd Code Section | 3rd Code Section | 4th Code Section |
|---|---|---|---|
| MOR IN | | | |

| Date / Time / Day (To) | Date / Time / Day (To) | Date / Time Reported | Hate | AARC | DV | Killed/Inj |
|---|---|---|---|---|---|---|
| 08/21/10 09:48 SAT | 08/21/10 09:57 SAT | 08/21/10 09:48 DAY | | | | |

| Street Address | Cross Street |
|---|---|
| MONTEREY STREET , SOLEDAD | KIDDER ST |

| Reporting Officer | Reporting Officer | Reporting Officer | Reporting Officer | Shift | Area |
|---|---|---|---|---|---|
| GONZALEZD | | | | 5 | 1 B |

## NON SUSPECT(s)

| NO. | Name (Last, First, Middle) | |
|---|---|---|
| 01 | PEREZ, MATILDE YBARRA | ADULT |

RECEIVED
AUG 27 2010
CITY OF SOLEDAD

Copies To
ENGINEER CITY WORK COP CM

Signature Verifying Original Copy of Case: _____ Date: _____

Released By: _____ Received By: _____ Date: _____

08/27/2010 9:57:33AM
Print Date/Time

controlled document, duplication or re-issuance controlled by law.

**SOLEDAD POLICE DEPARTMENT**
236 Main Street
Soledad, CA 93960

CA0271100
Phone (831) 678-1332
Fax (831) 678-3575

| Case Number | Date | Officer |
|---|---|---|
| DG1001664 | 08/21/10 | GONZALEZD |

**Synopsis:**

SUBJECT WAS WALKING NORTH BOUND ON THE WEST SIDE WALK OF THE 700 BLOCK OF MONTEREY STREET. SUBJECT TRIPPED ON A RAISED AND UNEVEN PORTION OF THE SIDEWALK. SUBJECT SUSTAINED MINOR INJURIES AND WAS RELEASED BY EMERGENCY MEDICAL SERVICES AFTER BEING EVALUATED WITHOUT FURTHER INCIDENT.

**Narrative:**

On Saturday, August 21, 2010 at approximately 0948 hours, Soledad Fire Fighters and AMR were dispatched to a victim of a fall on Monterey Street at Kidder Street.

At approximately 0957 hours, Monterey County Communications (MCC) informed me Soledad Fire Fighters requested a police officer's assistance due to the fall taking place on public property. I responded and arrived moments later. Upon my arrival, Soledad Fire Captain Meedles informed me that the patient, identified as Matilde Ybarra Perez was walking north bound on the west side walk of the 700 block of Monterey Street and somehow fell. Captain Meedles informed me Perez did not want to go to the hospital and further advised that they had finished medically evaluating Perez. Soledad Fire Fighters and AMR left the scene without further incident. I proceeded to obtain Perez' statements.

**Statements from Matilde Ybarra Perez:**

Perez stated she was walking with her daughter on Monterey Street towards Kidder Street on the west side walk. Perez stated she tripped with her left foot on the raised uneven portion of the sidewalk. Perez stated she did not feel any pain at this time, but is sure she will feel pain later. Perez stated a church friend saw her on the ground and helped her back to her feet. Perez had no further statements.

**Narrative Continued:**

I conducted a visual inspection of Perez and noted she had two scratches measuring approximately 1 ½" abrasion near her left eye, a scratch measuring 1" on her left knee and her left wrist had been bandaged. I took photographs of Perez' injuries and entered them into TracNet. I advised Perez that there would be a police report generated and I left the scene without further incident.

**Disposition:**

**For information only**

RECEIVED
AUG 27 2010
CITY OF SOLEDAD

Approved by : CRIVELLOJ Date : 08/22/2010 12:27 PM

H11623198 PEREZ,MATILDE Y

**ACCT:** H11623198
PEREZ,MATILDE Y
540 ANDALUCIA DR APT A
SOLEDAD, CA 93960
831-444-5762 (H)

**GUAR:** 467-66-6447
PEREZ,MATILDE Y
540 ANDALUCIA DR APT A
SOLEDAD, CA 93960
831-444-5762 (H)

| | | | | |
|---|---|---|---|---|
| 69 F | **ADM/SER:** | 08/21/10 | **UR CHG:** | 3098.33 MCRAB |
| ER | **DISCHARGE:** | 08/21/10 | **AR CHG:** | AARP |
| UB | **LST STMT:** | | **BALANCE:** | 3098.33 SPAY |

| PROCEDURE | DESCRIPTION | COUNT | AMOUNT |
|---|---|---|---|
| 04541081 | HYDROCODONE/ACET 5/500 TABLET | 1 | 14.17 |
| 07700289 | SPLINT FINGER PLN END 3 1/4 | 1 | 6.05 |
| 07700489 | SPLINT FINGER 7/8X3 INCH | 1 | 14.85 |
| 13100047 | EXPANDED PROBLEM/COMPLEX | 0 | 0 |
| 13100271 | EXPANDED PROBLEM/COMPLEX 25 | 1 | 1119.35 |
| 13120004 | SURGICAL PROCEDURE LEVEL I | 1 | 338.16 |
| 21000019 | EKG ROUTINE | 1 | 436.55 |
| 41000277 | KNEE 1-2 VIEWS LT | 1 | 333.85 |
| 41003049 | CHEST 2 VIEWS | 1 | 552.50 |
| 41004185 | FINGER | 1 | 282.85 |
| | | | 3098.33 |

RECEIVED
AUG 26 2010
CITY OF SOLEDAD

SALINAS VALLEY MEMORIAL HEALTH CARE SYSTEMS
RADIOLOGY REPORT

RECEIVED
AUG 26 2010
CITY OF SOLEDAD

PATIENT: **PEREZ,MATILDE Y**
AGE: **69** SEX: **F**
ACCT #: **H11623198**
UNIT #: **H0308318**
ATTENDING MD: **Kaminski,Andrew C MD**

**ORDER NUMBER: 0821-0024**
**SERVICE DATE: 08/21/10**

**PROCEDURE/S: CHEST 2 VIEW (PA+LAT in DEPT)**

PEREZ,MATILDE Y H0308318 F 69 10-0047399
RAD CHEST 2 VIEWS Kaminski, Andrew C MD
chest pain following fall left

STUDY: Two view chest, 8/21/10.

COMPARISON STUDY: Comparison is made to a prior two view chest dated June 2008.

FINDINGS: The heart size is stable, with arteriosclerotic changes in the aorta. There is no mediastinal or hilar mass. There is no pulmonary mass or consolidation. No pleural fluid or pneumothorax. There has been no significant change.

IMPRESSION: Arteriosclerotic changes in the aorta, without acute cardiopulmonary disease or significant change from the prior study.

DO: 08/21/10 1137 DR: 08/21/10 1201
DD: 08/21/10 1223 DT: 08/21/10 1228
TB: MRROMS REP # 0821-0062 Basse, Michael E MD
DS: <<electronically signed:>>

SALINAS VALLEY MEMORIAL HEALTH CARE SYSTEMS
RADIOLOGY REPORT

PATIENT: **PEREZ,MATILDE Y**
AGE: **69** SEX: **F**
ACCT #: **H11623198**
UNIT #: **H0308318**
ATTENDING MD: **Kaminski,Andrew C MD**

RECEIVED
AUG 26 2010
CITY OF SOLEDAD

**ORDER NUMBER: 0821-0025**
**SERVICE DATE: 08/21/10**

**PROCEDURE/S: KNEE, ONE or TWO VIEW, LEFT**

PEREZ,MATILDE Y H0308318 F 69 10-0047400
RAD KNEE, ONE or TWO VIEW, LEFT Kaminski, Andrew C MD
fall pain hematoma

STUDY: Left knee, two views.

FINDINGS: Mineralization is normal. There is no evidence of fracture or dislocation. Joint spaces are normal. No soft-tissue abnormality is seen.
IMPRESSION: Normal left knee.

DO: 08/21/10 1146 DR: 08/21/10 1201
DD: 08/21/10 1223 DT: 08/21/10 1229
TB: MRROMS REP # 0821-0063 Basse, Michael E MD
DS: <<electronically signed:>>

**SALINAS VALLEY MEMORIAL HEALTH CARE SYSTEMS**
RADIOLOGY REPORT

PATIENT: **PEREZ,MATILDE Y**
AGE: **69** SEX: **F**
ACCT #: **H11623198**
UNIT #: **H0308318**
ATTENDING MD: **Kaminski,Andrew C MD**

RECEIVED
AUG 26 2010
CITY OF SOLEDAD

**ORDER NUMBER: 0821-0028**
**SERVICE DATE: 08/21/10**

**PROCEDURE/S: FINGER, LT**

PEREZ,MATILDE Y H0308318 F 69 10-0047407
RAD FINGER, LT Kaminski, Andrew C MD
fall
L 4th

STUDY: Left fourth finger, three views.

FINDINGS: There is soft tissue swelling around the fourth digit. The lateral images suggest a sagittal fracture through the base of the distal phalanx. This appears nondisplaced, and is not seen on the AP view. No other acute fracture or dislocation is seen. There is underlying osteopenia. Well-circumscribed lucencies in the distal radius with sclerotic margin may reflect prior orthopedic screw position. Clinical correlation is advised.

IMPRESSION:

1. Probable nondisplaced fracture involving the base of the distal phalanx of the fourth digit, with surrounding soft tissue swelling.
2. Underlying osteopenia.

3. Circular lucencies in the distal radius, as described above. This may reflect old orthopedic screw placement. Clinical correlation is advised.

DO: 08/21/10 1235 DR: 08/21/10 1257
DD: 08/21/10 1258 DT: 08/21/10 1301
TB: MRROMS REP # 0821-0073 Basse, Michael E MD
DS: <<electronically signed:>>

# CLAIM FOR DAMAGES

RECEIVED
AUG 22 2013
FINANCE DEPARTMENT

**Name of Claimant:** Irene Lopez
(Injured or Damaged Party)

**Address of Claimant:** 11660 Vineyard Dr. Soledad CA 93960 (831) 262-1678
(Number/Street/City/State/Zip) (Telephone)

**Mailing Address of Claimant** (If Different from above): Same as above

**WHEN** Did Injury or Damage Occur: 8/14/13 (Month/Day/Year) Wed. (Day of Week) 7 Mins to 5 pm (Time of Day)

**WHERE** Did Injury or Damage Occur (Street Address, Intersecting Streets, or Other Location):
The injury occured on 1080 Monterey St. Near La Bella beauty salon. And Alder St

**HOW** Did Injury or Damage Occur (Describe accident or occurrence in complete detail):
This incident happened when she stepped on to the sidewalk, which was uneven. She hurt both knees and lower waist. She's had pain since the day it occured.

**Name(s) of City Employee(s) Involved:**

What Action or Inaction of City Employee(s) Caused Your Injury or Damage(s):

What Injuries or Damages Did you Suffer: Knee pain and lower waist pain.

**TOTAL AMOUNT OF CLAIM: $** $271 00

If claim totals less than $10,000.00 as of the date of the presentation of this claim, attach with this completed form of any bills for medical treatment and expenses, and two estimates or bills for personal property damage. If the amount claimed exceeds $10,000.00, no dollar amount shall be included in the claim. However, indicate whether jurisdiction over the claim would rest in municipal or superior court. Completion of this form does not guarantee acceptance of damages by the City of Soledad. All claims are subject to considetation by the City Council and claimant will be notified in writing by the City Attorney after consideration by the City Council.

**SIGN AND DATE THIS CLAIM FOR DAMAGES BELOW. IF THE SIGNER IS NOT THE CLAIMANT, INDICATE THE RELATIONSHIP OF THE SIGNER TO THE CLAIMANT (PARENT, ATTORNEY, ETC.)**

Irene Lopez
(Signature)

8/22/13
(Date)

**PRESENTATION OF A FALSE CLAIM IS A FELONY**

**Francine Uy**

**From:** Lena Bowen [lena@rmscotati.com]
**Sent:** Monday, April 07, 2014 11:10 AM
**To:** Adela Gonzalez
**Cc:** Claudia V. Moreno; Ken Maiolini
**Subject:** File Closure

**RE: LOPEZ, IRENE V. CITY OF SOLEDAD**
**CLM: NO: MBA13-0814**

Good Morning Ms. Gonzalez,

Please be advised that the statute of limitations has now expired for the above-captioned claim. As such, our office will now be closing our file regarding this matter.

Should you have any questions or concerns regarding this notice please do not hesitate to contact our office.

Kindly,

**Lena M. Bowen**
Risk Management Services
8000 Old Redwood Highway
Cotati, Ca 94931
707.792.4980
707.792.4988 fax
lena@rmscotati.com

# Soledad Medical Clinic

600 Main Street, Soledad, CA 93960
Phone: 831-678-2665Fax:831-678-0776

AUTHORIZATION TO RELEASE HEALTHCARE INFORMATION

Patient's Name: Irene Lopez Date of Birth: 2/21/46

Previous Name: _____ Social Security #: _____

I request and authorize Soledad Medical Clinic to release healthcare information of the patient named above to:

Name: Irene Lopez 202-1678

Address: 16160 Vineyard Dr.

City: Soledad State: CA Zip Code: 93960

This request and authorization applies to:

☐ Healthcare information relating to the following treatment, condition, or dates: _____

☐ All healthcare information

☒ Other: Needs proof pt was seen for a fall 8/14/13

Patient Signature: Irene Lopez Date Signed: _____

THIS AUTHORIZATION EXPIRES NINETY DAYS AFTER IT IS SIGNED.

Office/Outpatient Visitest pt** pt fell on sidewalk and landed on knees, she is experiencing back pain, from a scale 1-10 her pain is at a 5. patient did not loose conscious
**Visit Date:** Wed, Aug 14, 2013 06:00 pm
**Provider:** Jaime Giron, MD (Supervisor: Jaime Giron, MD; Assistant: Yesenia Ramirez, MA)
**Location:** Soledad Medical Clinic

Electronically signed by Jaime Giron, MD on 08/14/2013 07:22:12 PM
Printed on 08/15/2013 at 2:23 pm.

# SUBJECTIVE:

**CC:**
Ms. Lopez is an established patient. She presents with knee pain.

**HPI:** 67 year old female fell today at 5pm, landed on her knees, complaining of knee pain and low back pain. has not taken any medications, pain initially wa a 5/10 but now it about a 8/10
**ROS:**
CONSTITUTIONAL: Negative
E/N/T? Negative
CARDIOVASCULAR? Negative
RESPIRATORY? Negative
GASTROINTESTINAL? Negative
MUSCULOSKELETAL: Positive for **joint pain ( knees )**.

**PMH/FMH/SH:**
... Last Reviewed on 8/14/2013 6:05:03 PM by Ramirez, Yesenia
**Past Medical History:**

Hypertension
Diverticulosis
Type 2 Diabetes: dx'd in dx'd in... (month/year)?; dx'd at age 40; uncontrolled;
Peripheral Sensory Neuropathy: dx'd in 2012;

CURRENT MEDICAL PROVIDERS:
Nephrologist: Phan, Dennis
Ophthalmologist: Reza Iranmaresh
Podiatry- Dr. Rod

PREVENTIVE HEALTH MAINTENANCE

**COLONOSCOPY:** was last done 5/2013 with the following abnormalaties noted-- **adenoma polyp no high grade dysplasia, diverticuli**
**EYE EXAM:** was last done 01/19/2013
**INFLUENZA VACCINE:** was last done 10/11/12
**PNEUMOCOCCAL VACCINE:** was last done 10/11/12

**Surgical History:**
NONE

**Family History:**

Positive for **Hypertension ( father )**.
Positive for **Brain Tumor ( mother )**.
Positive for **Type 2 Diabetes ( sister )**.

**Social History:**
Occupation:
Retired
Marital Status: Married
Children: 8

CPT ® is a registered trademark of the American Medical Association

Office/Outpatient Visitest pt** pt fell on sidewalk and landed on knees, she is experiencing back pain, from a scale 1-10 her pain is at a 5. patient did not loose conscious
**Visit Date:** Wed, Aug 14, 2013 06:00 pm
**Provider:** Jaime Giron, MD (Supervisor: Jaime Giron, MD; Assistant: Yesenia Ramirez, MA)
**Location:** Soledad Medical Clinic

Electronically signed by Jaime Giron, MD on 08/14/2013 07:22:12 PM
Printed on 08/15/2013 at 2:23 pm.

Hobbies/Recreation: she enjoys walking and Bingo;

**Tobacco/Alcohol/Supplements:**
... Last Reviewed on 8/14/2013 6:05:07 PM by Ramirez, Yesenia
Tobacco: She has never smoked.

**Substance Abuse History:**
... Last Reviewed on 7/30/2013 9:07:39 AM by Rodriguez, Nanci

**Mental Health History:**
... Last Reviewed on 7/30/2013 9:07:39 AM by Rodriguez, Nanci

**Communicable Diseases (eg STDs):**
... Last Reviewed on 7/30/2013 9:07:39 AM by Rodriguez, Nanci

**Current Problems:**
Last Reviewed on 7/30/2013 9:07:39 AM by Rodriguez, Nanci
Bronchitis, acute
Chronic kidney disease, Stage II (mild)
Constipation
Diabetes with renal manifestations, type II unspecified type, not stated as uncontrolled
Essential hypertension
HTN
Hypertension
Low back pain
Other hyperlipidemia
Proteinuria
Seasonal allergies
Sore throat
Type 2 diabetes, controlled
Type 2 diabetes, uncontrolled

**Immunizations:**
Fluzone High-Dose pf (>=65 yr) 10/11/2012
PNEUMOVAX 23 (Pneumococcal V23) 10/11/2012

**Allergies:**
Last Reviewed on 7/30/2013 9:07:39 AM by Rodriguez, Nanci
Penicillins:

**Current Medications:**
Last Reviewed on 8/14/2013 6:04:44 PM by Ramirez, Yesenia
Norvasc 5mg Tablet Take 1 tablet(s) by mouth daily
Metformin HCl 1,000mg Tablet Take 1 tablet(s) by mouth bid
Lantus SoloSTAR 100units/1ml Injection 30 units SC Qhs
Lisinopril 10mg Tablet Take 1 tablet(s) by mouth daily
Miralax Powder for Oral Solution Dissolve 1 capful(s) in 8 ounces of water and drink daily
Pseudoephedrine HCl 60mg Tablet 1 tab po q 8hrs prn congestion
Albuterol 0.083% Nebulizer Solution 1 VIAL IN NEBS Q4 - 6 HOURS AS NEEDED/mix with sterile saline vials 50:50
Flonase 50mcg/1actuation Nasal Spray 1 spray(s) each nostril bid

## OBJECTIVE:

CPT ® is a registered trademark of the American Medical Association

Office/Outpatient Visitest pt** pt fell on sidewalk and landed on knees, she is experiencing back pain, from a scale 1-10 her pain is at a 5. patient did not loose conscious
**Visit Date:** Wed, Aug 14, 2013 06:00 pm
**Provider:** Jaime Giron, MD (Supervisor: Jaime Giron, MD; Assistant: Yesenia Ramirez, MA)
**Location:** Soledad Medical Clinic

Electronically signed by Jaime Giron, MD on 08/14/2013 07:22:12 PM
Printed on 08/15/2013 at 2:23 pm.

**Vitals:**

Current: 8/14/2013 6:04:30 PM
Ht: 5 ft, 3 in; Wt: 179.8 lbs; **BMI: 31.9**
T: 98.1 F (oral); **BP: 163**/78 mm Hg (left arm, sitting); **P: 102 bpm** (left arm (BP Cuff), **sitting)**

**Exams:**

GENERAL: well developed, well nourished, in no apparent distress
E/N/T: normal external auditory canals and tympanic membranes;
NECK: Neck is supple with full range of motion;
RESPIRATORY: normal respiratory rate and pattern with no distress; normal breath sounds with no rales, rhonchi, wheezes or rubs;
CARDIOVASCULAR: normal PMI placement; no thrills, heaves, or lifts;
SKIN: excoriations of knees, not bleeding;;

**Procedures:**
Knee pain
1. Toradol 30 mg given IM, in the left hip; administered by: hg; ( lot #0924dk; exp. 09012013 )
2. Depo-medrol 40mg given IM, in the right hip; administered by: hg; ( lot #g28660; exp. 06/2015 )

## ASSESSMENT:

719.46 Knee pain

## PLAN:

**Knee pain**

INJECTIONS: Ordered injection of Depo Medrol 40mg and Toradol 30 mg
FOLLOW-UP: Schedule a follow-up appointment in 1 week.

Prescriptions:
Norco (Hydrocodone/Acetaminophen) 5mg/325mg Tablet Take 1 tablet(s) by mouth q 6 hr prn joint pains #20 (Twenty) tablet(s) Refills: 0

Orders:
96372 Therapeutic, prophylactic or diagnostic injection; subcutaneous or intramuscular (In-House)
J1030 Depo Medrol 40mg (In-House)
J1885*2 Toradol 30mg (In-House) (x2)

CPT ® is a registered trademark of the American Medical Association

Soledad Medical Clinic
600 Main St
Soledad, CA 93960-2533

# STATEMENT

ACCOUNT NUMBER: LOPIRE0001
STATEMENT DATE: 08/20/2013
AMOUNT DUE: $271.00

AMOUNT ENCLOSED: $

Irene Lopez
1660 Vineyard Drive
Soledad, CA 93960

☐ Please mark box and indicate any change in address on reverse side

----------(PLEASE DETACH AND RETURN TOP PORTION WITH PAYMENT)----------

Statement Inquiries Number: (831)678-8411

| SERVICE DATE | DESCRIPTION OF TRANSACTION | CHARGES | INSURANCE PAYMENTS | INSURANCE ADJUSTMENTS | PATIENT PAYMENTS | BALANCE |
|---|---|---|---|---|---|---|
| 08/14/13 | Irene Lopez (LOPIRE0001)<br>Inv # 64503 (MDC)<br>Patient Due | $271.00 | | | | $271.00 |

DUE UPON ARRIVAL

| 0-30 | 31-60 | 61-90 | 91-120 | 121+ |
|---|---|---|---|---|
| $271.00 | $0.00 | $0.00 | $0.00 | $0.00 |

| STATEMENT DATE | LAST PAYMENT DATE | ACCOUNT NO. |
|---|---|---|
| 08/20/2013 | 08/09/2013 | LOPIRE0001 |

| | |
|---|---|
| PLEASE PAY THIS AMOUNT | $271.00 |
| PENDING INSURANCE | $0.00 |
| ACCOUNT BALANCE | $271.00 |

Please make checks payable to Soledad Medical Clinic

08/29/2013 09:53

08/29/2013 09:53

6VZF513
08/29/2013 09:54

JARVIS FAY DOPORTO & GIBSON, LLP
LOCAL GOVERNMENT AND LAND USE LAW

492 Ninth Street, Suite 310 / Oakland, CA 94607
Main: 510-238-1400 / Fax: 510-238-1404 / www.jarvisfay.com

RECEIVED
OCT -7 2013
City Manager's Office

October 4, 2013

Irene Lopez
1660 Vineyard Drive
Soledad, CA 93960

Re: Notice of Rejection of Claim

Dear Ms. Lopez:

Your claim for damages filed with the City of Soledad on or about August 22, 2013 was considered by the City Council at its meeting of October 2, 2013. After due consideration, the claim was rejected by unanimous vote of the Council on October 2, 2013.

**WARNING**

Subject to certain exceptions, you have only six (6) months from the date this notice is personally delivered or deposited in the mail to file a court action on this claim. See Government Code Section 945.6.

We wish to call your attention to sections 218.6 and 1038 of the California Code of Civil Procedure and advise you that the City of Soledad will seek to recover all costs of defense in the event an action is filed in this matter and the court determines that the action was brought without reasonable cause or without a good faith belief that there was justifiable controversy as set forth in Section 1038, cited above.

You may seek the advice of an attorney of your choice in connection with this matter. If you desire to consult an attorney, you should do so immediately.

Very truly yours,

Michael F. Rodriquez

c: Claudia Moreno

# CLAIM FOR DAMAGES

**Name of Claimant:** NORMA OEN
(Injured or Damaged Party)

**Address of Claimant:** 649 CORDOBA ST. SOLEDAD (Number/Street/City/State/Zip) 678 2954 (Telephone)

**Mailing Address of Claimant** (If Different from above): _____

**WHEN** Did Injury or Damage Occur: 4-9-14 (Month/Day/Year) WED (Day of Week) 1130AM (Time of Day)

**WHERE** Did Injury or Damage Occur (Street Address, Intersecting Streets, or Other Location):
SIDEWALK 643 CORDOBA

**HOW** Did Injury or Damage Occur (Describe accident or occurrence in complete detail):
Fell on uneven sidewalk

RECEIVED
APR 09 2014
FINANCE DEPARTMENT

**Name(s) of City Employee(s) Involved:** Ø

What Action or Inaction of City Employee(s) Caused Your Injury or Damage(s):
uneven sidewalk

What Injuries or Damages Did you Suffer: swollen lip, gums, nose
- seen Soledad Medical Center

**TOTAL AMOUNT OF CLAIM: $** 130.00

If claim totals less than $10,000.00 as of the date of the presentation of this claim, attach with this completed form of any bills for medical treatment and expenses, and two estimates or bills for personal property damage. If the amount claimed exceeds $10,000.00, no dollar amount shall be included in the claim. However, indicate whether jurisdiction over the claim would rest in municipal or superior court. Completion of this form does not guarantee acceptance of damages by the City of Soledad. All claims are subject to considetation by the City Council and claimant will be notified in writing by the City Attorney after consideration by the City Council.

**SIGN AND DATE THIS CLAIM FOR DAMAGES BELOW. IF THE SIGNER IS NOT THE CLAIMANT, INDICATE THE RELATIONSHIP OF THE SIGNER TO THE CLAIMANT (PARENT, ATTORNEY, ETC.)**

Norma Oen (Signature) 4-9-14 (Date)

**PRESENTATION OF A FALSE CLAIM IS A FELONY**

# Soledad Medical Clinic

600 Main St , Soledad CA 93960-2533 Phone: (831)678-2665 Fax: (831)678-0776

## Receipt

| | |
|---|---|
| Patient Name: | Oen, Norma |
| Account No: | OENNOR0001 |
| Guarantor Balance: | $0.00 |
| Date: | 04/09/2014 |
| Co-Payment Paid: | $0.00 |
| Patient Paid: | $130.00 |
| Patient Deposit: | $0.00 |
| Payment Type: | VISA |
| Check/Credit Card No: | self pay |
| Payment Date: | 04/09/2014 |

SOLEDAD MEDICAL CLINIC
600 MAIN ST
SOLEDAD, CA 93960
PHONE #(831) 678-2665

Merchant ID: 04944214

**Sale**

XXXXXXXXXXXX1718
VISA Entry Method: Swiped

Total: $ 130.00

04/09/14 11:28:05
Inv#: 000008 Appr Code: 032805
Apprvd: Online Batch#: 000031

Customer Copy
THANK YOU!
PLEASE COME AGAIN!

RECEIVED
APR 10 2014
FINANCE DEPARTMENT

10. April 2014

To whom it may concern,

Yesterday on April 9th a report was filed at your office due to a fall on the sidewalk of 643 Cordoba St. and a bill for the doctors office was attached for $130. Today on April 10th I am experiencing trouble breathing, as well as, pain located on my neck, side of my right breast, my right arm/hand and both knees. I feel that I need additional medical treatment such as X-Rays. I do not have the money to pay for it so I am asking if I may be compensated and if I can get treated at my current doctors office in Salinas - Workwell Medical Group. If not I would be more than willing to see a doctor of your choice.

Thank you,
Norma Oen

831-678-2954

649 Cordoba St
Soledad, Ca 93960

## Francine Uy

**From:** Donald T. Wilcox
**Sent:** Monday, April 14, 2014 5:08 PM
**To:** Lena Bowen; Francine Uy
**Cc:** Michael Rodriquez; Adela Gonzalez; Ken Maiolini
**Subject:** RE: Claim - Oen, Norma

Lena,

The sidewalk damage appears to be from tree roots from trees the City planted between the sidewalk and the street ~20 years ago. The homeowners claim they protested those trees when they were planted. Soledad as well as many other Cities, especially Salinas, is plagued with having planted the wrong types of trees and too close to concrete sidewalks, curbs and streets for decades. We now have a list of approved street trees, but as you can see in the picture below (unrelated to this claim), love of trees but planting the wrong types and in the wrong locations is costing us a lot that will take a long time to remediate.

Don

Donald T. Wilcox, PE
Public Works Director/City Engineer
City of Soledad, CA
248 Main Street/PO Box 156
Soledad, CA 93960
DWilcox@cityofsoledad.com
831.223.5173 Direct/831.223.5180 PW Secretary

6 4 3

JARVIS FAY DOPORTO & GIBSON, LLP
LOCAL GOVERNMENT AND LAND USE LAW

492 Ninth Street, Suite 310 / Oakland, CA 94607
Main: 510-238-1400 / Fax: 510-238-1404 / www.jarvisfay.com

May 8, 2014

Norma Oen
649 Cordoba Street
Soledad, CA 93960

Re: Notice of Rejection of Claim:

Dear Ms. Oen:

Your claim for damages filed with the City of Soledad on or about April 9, 2014, was considered by the City Council at its meeting of May 7, 2014. After due consideration, the claim was rejected by unanimous vote of the Council on May 7, 2014.

**WARNING**

Subject to certain exceptions, you have only six (6) months from the date this notice is personally delivered or deposited in the mail to file a court action on this claim. See Government Code Section 945.6.

We wish to call your attention to sections 218.6 and 1038 of the California Code of Civil Procedure and advise you that the City of Soledad will seek to recover all costs of defense in the event an action is filed in this matter and the court determines that the action was brought without reasonable cause or without a good faith belief that there was justifiable controversy as set forth in Section 1038, cited above.

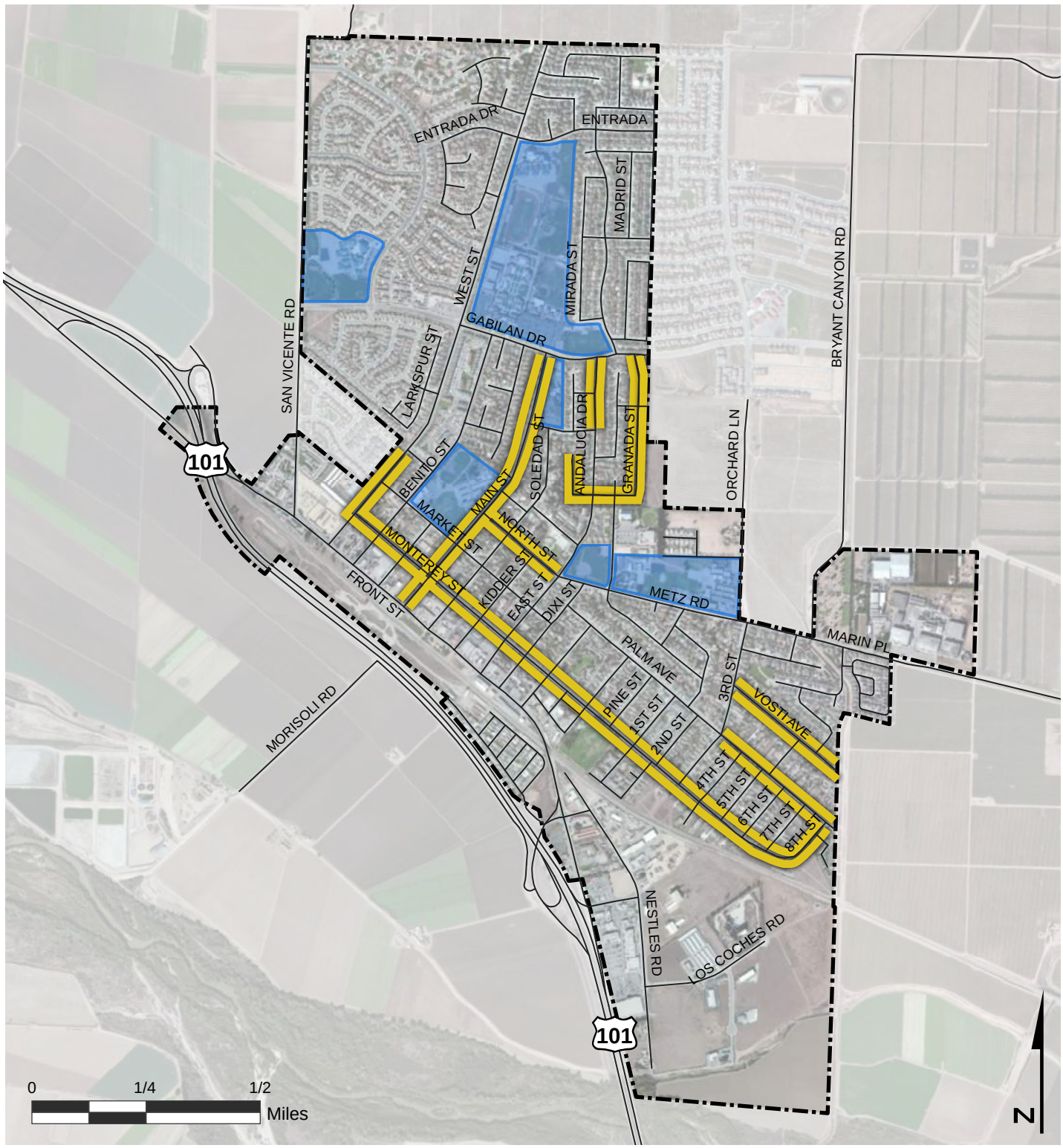
You may seek the advice of an attorney of your choice in connection with this matter. If you desire to consult an attorney, you should do so immediately.

Very truly yours,

Michael F. Rodriquez
City Attorney

c: Adela Gonzalez, City Manager
Claudia Moreno
Kenneth R. Maiolini, Risk Management Services

# Vía Salinas Valley: Pathways to Health through Active Transportation

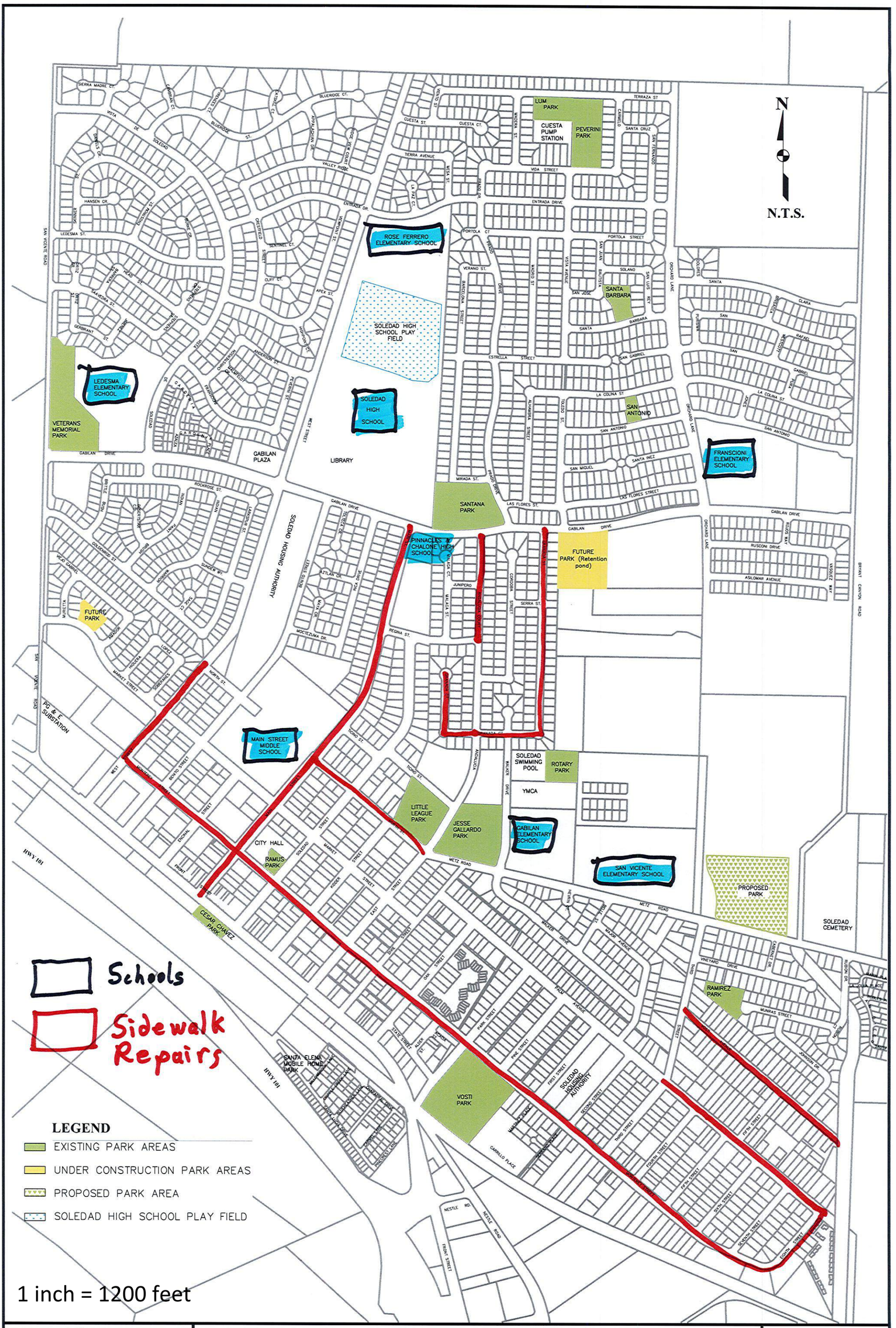



## City of Soledad

Proposed Active Transportation Improvements (Pedestrian/Bicycle)

Schools or other Activity Centers

City Limits



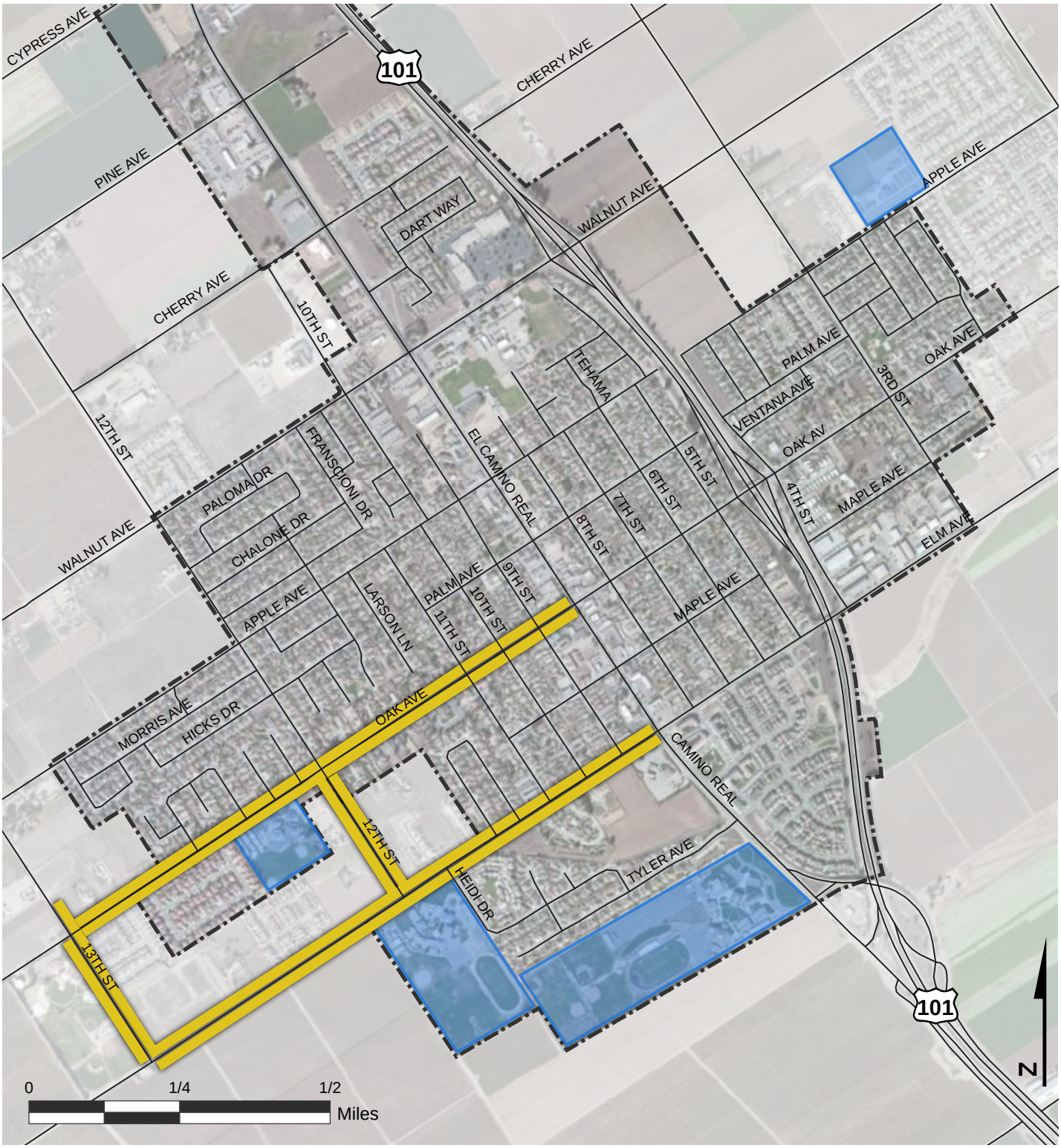

SOLEDAD Feel the Momentum

**CITY OF SOLEDAD - DEPARTMENT OF PUBLIC WORKS**
**PARK AREAS**

**LOCATION MAP**
January 2008
PMA

# Sidewalk—Soledad

# Vía Salinas Valley: Pathways to Health through Active Transportation




## City of Greenfield

Proposed Active Transportation Improvements

Schools or other Activity Centers

City Limits

Greenfield Projects

- Bicycle lanes: interconnect schools, parks, residential areas, and downtown commercial core
- Sidewalks
- Pavement markings
- Crosswalks
- Curb ramps

Eligible Projects

The proposed Greenfield project includes each of the following eligible projects:

- Development of bikeways and walkways
- Improvements to existing bikeways and walkways
- SRTS – increase safety and convenience for students to walk and/or bike to school
- Installation of pedestrian/bike traffic control devices
- Development of bike plan, pedestrian plan, safe routes to school plan or active transportation plan

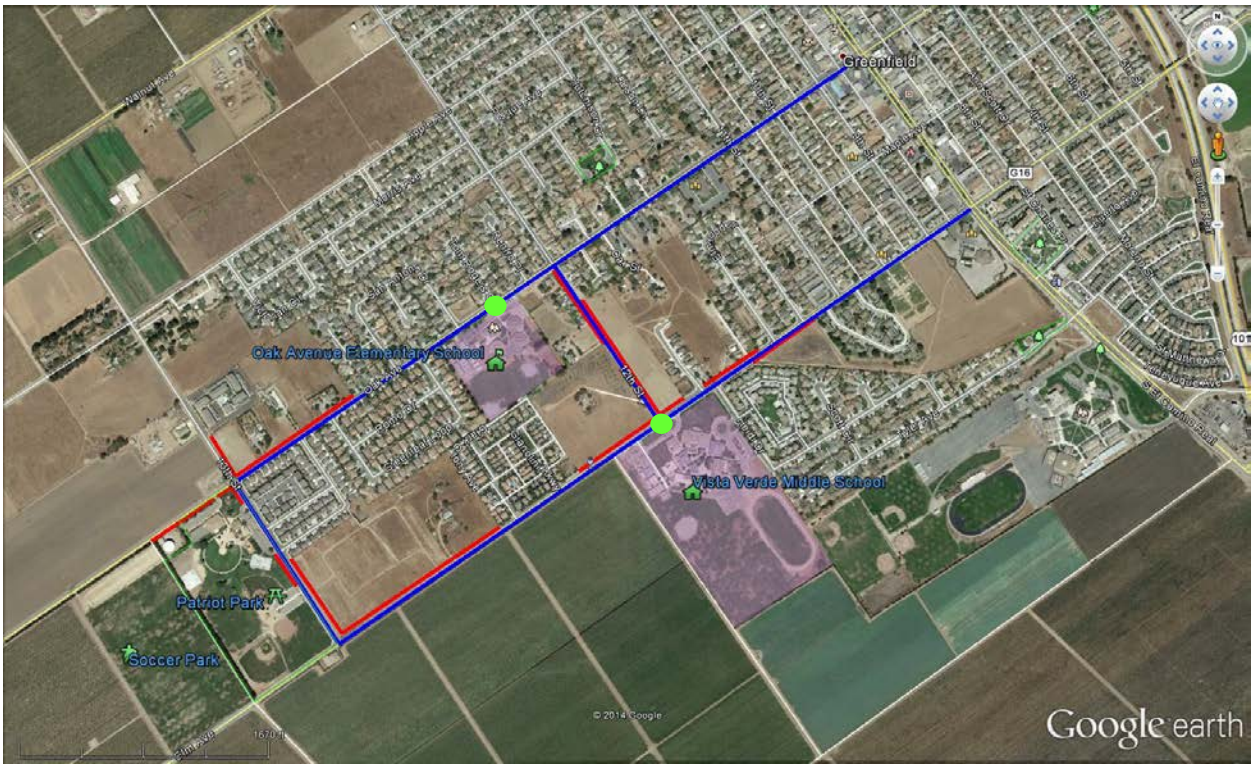
Program Goals

The proposed Greenfield project meets each of the following program goals:

- Increase proportion of trips accomplished by walking and bicycling
- Increase safety and mobility of non-motorized users
- Advance efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals
- Enhance public health through use of programs including Safe Routes to School Programs
- Ensure disadvantaged communities fully share in the benefits of the program
- Broad spectrum of projects to benefit many types of active transportation users

The bicycle plan and pathway is consistent with the City's General Plan. A copy of the bikeway plan included in the General Plan is attached.

## Location Map




Sidewalks and Curb Ramps
Bicycle Pathway
Crosswalk, Pedestrian/Bicyclist Entrance

**City of Greenfield**

**ATP Grant - Safe Routes to School and Active Transportation Plan**

| | Location | ADA Crossing Ramps | Sidewalks | Bicycle Pathways | Other |
|---|---|---|---|---|---|
| | **Highest Priority** | | | | |
| 1 | Elm Ave - Elmwood Dr to Cerrato's Ct, south side | | 520 | | |
| 2 | Elm Ave - Cerrato's Ct to Don Vicente Dr, north side | 1 | 450 | | |
| 3 | Elm Ave - Don Vicente Dr to 12th St, north side | 1 | 200 | | |
| 4 | Elm Ave - 12th St to Gianolini Pkwy, north side | 1 | 630 | | |
| 5 | Elm Ave - Via Salvagno to 13th St, north side | 1 | 1,300 | | |
| 6 | Oak Ave - West of San Antonio Dr to 13th St, north side | 1 | 960 | | |
| 7 | Oak Ave - 13th St to Soccer Park, south side | 2 | 610 | | |
| 8 | 12th St - Oak Ave south to mid-block, west side | | 620 | | |
| 9 | 12th St - Elm Ave to Oak Ave, east side | 1 | 950 | | |
| 10 | 13th St - Elm Ave to Spark St, east side | | 630 | | |
| 11 | 13th St - Patriot Park between parking lots, west side | 1 | 320 | | |
| 12 | 13th St - Parking lot to Oak Ave, west side | 1 | 400 | | |
| 13 | 13th St - Oak Ave to Terracina Oaks, east side | | 330 | | |
| 14 | Vista Verde Middle School - Elm Crossing/Entrance | | | | 1 |
| 15 | Oak Avenue Elementary School - Oak Crossing/Entrance | | | | 1 |
| 16 | Elm Ave - El Camino Real to 13th St - Bicycle Pathway | | | 5,300 | |
| 17 | Oak Ave - El Camino Real to 13th St - Bicycle Pathway | | | 5,300 | |
| 18 | 12th St - Elm Ave to Oak Ave - Bicycle Pathway | | | 1,300 | |
| 19 | 13th St - Elm Ave to Oak Ave - Bicycle Pathway | | | 1,300 | |
| | **Total Highest Priority** | **10** | **7,920** | **13,200** | **2** |

**City of Greenfield**

**ATP Grant - Safe Routes to School and Active Transportation Plan**

| | | Sidewalk (5' wide) | Curb/Gutter | Asphalt Conform. | ADA Ramps | Bikeway Striping | Bikeway Words, Symbols | Crosswalk/ School Entrance | Total Construction | Design 15% | CM 15% | Total Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Unit Cost: | $9 | $12 | $12 | $3,500 | $0.15 | $2.31 | $1.45 | | | | |
| 1 | Elm Ave - Elmwood Dr to Cerrato's Ct, south side | $23,400 | $6,240 | $6,240 | $0 | $0 | $0 | | $35,880 | $5,382 | $5,382 | $46,644 |
| 2 | Elm Ave - Cerrato's Ct to Don Vicente Dr, north side | $20,250 | $5,400 | $5,400 | $3,500 | $0 | $0 | | $34,550 | $5,183 | $5,183 | $44,915 |
| 3 | Elm Ave - Don Vicente Dr to 12th St, north side | $9,000 | | | $3,500 | $0 | $0 | | $12,500 | $1,875 | $1,875 | $16,250 |
| 4 | Elm Ave - 12th St to Gianolini Pkwy, north side | $28,350 | $7,560 | $7,560 | $3,500 | $0 | $0 | | $46,970 | $7,046 | $7,046 | $61,061 |
| 5 | Elm Ave - Via Salvagno to 13th St, north side | $58,500 | $15,600 | $15,600 | $3,500 | $0 | $0 | | $93,200 | $13,980 | $13,980 | $121,160 |
| 6 | Oak Ave - West of San Antonio Dr to 13th St, north side | $43,200 | $11,520 | $11,520 | $3,500 | $0 | $0 | | $69,740 | $10,461 | $10,461 | $90,662 |
| 7 | Oak Ave - 13th St to Soccer Park, south side | $27,450 | | | $7,000 | $0 | $0 | | $34,450 | $5,168 | $5,168 | $44,785 |
| 8 | 12th St - Oak Ave south to mid-block, west side | $27,900 | $7,440 | $7,440 | $0 | $0 | $0 | | $42,780 | $6,417 | $6,417 | $55,614 |
| 9 | 12th St - Elm Ave to Oak Ave, east side | $42,750 | $11,400 | $11,400 | $3,500 | $0 | $0 | | $69,050 | $10,358 | $10,358 | $89,765 |
| 10 | 13th St - Elm Ave to Spark St, east side | $28,350 | $7,560 | $7,560 | $0 | $0 | $0 | | $43,470 | $6,521 | $6,521 | $56,511 |
| 11 | 13th St - Patriot Park between parking lots, west side | $14,400 | | | $3,500 | $0 | $0 | | $17,900 | $2,685 | $2,685 | $23,270 |
| 12 | 13th St - Parking lot to Oak Ave, west side | $18,000 | | | $3,500 | $0 | $0 | | $21,500 | $3,225 | $3,225 | $27,950 |
| 13 | 13th St - Oak Ave to Terracina Oaks, east side | $14,850 | $3,960 | $3,960 | $0 | $0 | $0 | | $22,770 | $3,416 | $3,416 | $29,601 |
| 14 | Vista Verde Middle School - Elm Crossing/Entrance | $0 | $0 | $0 | $0 | $0 | $0 | | $0 | $0 | $0 | $0 |
| 15 | Oak Avenue Elementary School - Oak Crossing/Entrance | $0 | $0 | $0 | $0 | $0 | $0 | | $0 | $0 | $0 | $0 |
| 16 | Elm Ave - El Camino Real to 13th St - Bicycle Pathway | $0 | $0 | $0 | $0 | $1,590 | $4,163 | $4,110 | $5,753 | $863 | $863 | $7,478 |
| 17 | Oak Ave - El Camino Real to 13th St - Bicycle Pathway | $0 | $0 | $0 | $0 | $1,590 | $4,163 | $3,675 | $5,753 | $863 | $863 | $7,478 |
| 18 | 12th St - Elm Ave to Oak Ave - Bicycle Pathway | $0 | $0 | $0 | $0 | $390 | $1,021 | | $1,411 | $212 | $212 | $1,834 |
| 19 | 13th St - Elm Ave to Oak Ave - Bicycle Pathway | $0 | $0 | $0 | $0 | $390 | $1,021 | | $1,411 | $212 | $212 | $1,834 |
| | **Total Costs** | **$356,400** | **$76,680** | **$76,680** | **$35,000** | **$3,960** | **$10,367** | **$7,785** | **$559,087** | **$83,863** | **$83,863** | **$726,813** |

EXISTING AND PROPOSED BIKEWAYS.CDR (FROM LAND USE.APR) 03/04/05

FIGURE 7-5
EXISTING AND PROPOSED BIKEWAYS

PMC
PACIFIC MUNICIPAL CONSULTANTS

Oak and 12th Street

Oak and 12th Street

West Side of 12th Street

East Side of 12th Street

Elm Avenue and 12th Street

Elm Avenue and 12th Street

Elm Avenue and Elmwood Drive

Elm Avenue and Elmwood Drive

# Safe Route To Schools

| | Location | ADA Ramps | Sidewalk | Other |
|---|---|---|---|---|
| 1. | Elm ave / 7th st east and west corners | 2 | | |
| 2. | Elm ave / alley between 7th /8th st | | 20 lf | |
| 3. | Elm ave / alley between ECR/9th st | | 20 lf | |
| 4. | Elm ave / alley between 9th /10th st | | 20 lf | |
| 5. | Elm ave / alley between 10th /11th st | | 20 lf | |
| 6. | Elm ave / in front of Elmwood dr | | 70 lf | |
| 7. | Elm ave / Elmwood dr east and west corners | 2 | | |
| 8. | Elm ave / Elmwood dr south side | | 520 lf | |
| 9. | Elm ave / Cerrato's ct | | 450 lf | |
| 10. | Elm ave between 12th st /gianolini parkway | | 630 lf | |
| 11. | Elm ave between via salvano/13th st | 2 | 1,300 lf | |
| 12. | Elm ave / 5th st | 4 | | |
| 13. | Elm ave / 6th st | 4 | | |
| 14. | Elm ave / 8th st | 4 | | |
| 15. | Elm ave / 9th st | 4 | | |
| 16. | Elm ave / 11th st west side | 2 | | |
| 17. | Maple ave / 5th st | 4 | | |
| 18. | Maple ave / alley between 5th /6th st north/south | | 40 lf | |
| 19. | Maple ave / 6th st | 4 | | |
| 20. | Maple ave / alley between 6th /7th st north/south | | 40 lf | |
| 21. | Maple ave/ 7th st | 4 | | |
| 22. | Maple ave / alley between 7th /8th st north/south | | 40 lf | |
| 23. | Maple ave / 8th st | 4 | | |
| 24. | Maple ave / alley between 8th/ECR st | | 20 lf | |
| 25. | Maple ave ECR / 9th st north /south | | 40 lf | |
| 26. | Maple ave 9th / 10th st north/south | | 40 lf | |
| 27. | Maple ave 10th st | 4 | | |
| 28. | Maple ave / alley between 10th / 11th st north/south | | 40 lf | |
| 29. | Maple ave / 11th st | 4 | | |
| 30. | Oak ave /between Alves Ln / Vineyard Dr | | 640 lf | |
| 31. | Oak ave / 3rd st west side | 4 | 200 lf | |
| 32. | Oak ave between 3rd / 4th north / south | | 670 lf | |
| 33. | Oak ave 334 | | | |
| 34. | Oak ave 343 | | | |
| 35. | Oak ave 350 | | | |
| 36. | Oak ave 354 | | | |

| | | | | |
|---|---|---|---|---|
| 37. | Oak ave 366 | | | |
| 38. | Oak ave / 5th st | 4 | | |
| 39. | Oak ave / alley between 5th / 6th st north | | 20 lf | |
| 40. | Oak ave / 6th st north east corner | 1 | | |
| 41. | Oak ave / 7th st south / north east side | 2 | | |
| 42. | Oak ave / 8th st north east corner | 1 | | |
| 43. | Oak ave / alley between ECR / 9th st north/south | | 40 lf | |
| 44. | Oak ave / 9th st north east / west side | 2 | | |
| 45. | Oak ave / alley between 9th / 10th st north/south | | 40 lf | |
| 46. | Oak ave / 10th st north west corner | 1 | | |
| 47. | Oak ave / 11th st south west, north east corners | 2 | | |
| 48. | Oak ave 1188 | 1 | | |
| 49. | Oak ave 1206 | 1 | | |
| 50. | Oak ave / 12th st south east, north west corners | 2 | | |
| 51. | Oak ave / Renfro Pl | 2 | | |
| 52. | Oak ave / Tom Rogers Cir | 2 | | |
| 53. | Oak ave / San Antonio Dr | 4 | | |
| 54. | Palm ave / 5th st crosswalk repair | | | 40 lf |
| 55. | Palm ave / alley between 5th / 6th st north / south | | 40 lf | |
| 56. | Palm ave / 6th st | 4 | | |
| 57. | Palm ave / alley between 6th / 7th st north / south | | 40 lf | |
| 58. | Palm ave/ 7th st | 4 | | |
| 59. | Palm ave / alley between 7th /8th st north / south | | 40 lf | |
| 60. | Palm ave / 8th st | 4 | | |
| 61. | Palm ave / alley between 8th / ECR st north / south | | 40 lf | |
| 62. | Palm ave / ECR st south east corner | 1 | | |
| 63. | Palm ave / alley between ECR / 9th st north / south | | 40 lf | |
| 64. | Palm ave / 9th st | 4 | | |
| 65. | Palm ave / alley between 9th / 10th st north / south | 4 | | |
| 66. | Palm ave / 10th st north west corner | 1 | | |
| 67. | Palm ave / alley between 10th / 11th st north / south | | 40 lf | |
| 68. | Palm ave / 11th st | 4 | | |
| 69. | Palm ave / Eucalyptus Dr | 4 | | |
| 70. | Palm ave / Pepper Dr | 4 | | |
| 71. | Apple ave / Eucalyptus Dr | 4 | | |
| 72. | Apple ave / Pepper Dr | 4 | | |
| 73. | Apple ave / 5th st | 4 | | |
| 74. | Apple ave / alley between 5th / 6th st | | 20 lf | |
| 75. | Apple ave / 6th st east corner | 1 | | |
| 76. | Apple ave / alley between 6th / 7th st | | 20 lf | |

| | | | | |
|---|---|---|---|---|
| 77. | Apple ave / 7th st north east / west corner | 2 | | |
| 78. | Apple ave / alley between 7th / 8th st | | 20 lf | |
| 79. | Apple ave / 8th st north corners | 2 | | |
| 80. | Apple ave / alley between 8th / ECR st | | 20 lf | |
| 81. | Apple ave / ECRst north / south east corner | 2 | | |
| 82. | Apple ave / alley between ECR / 9th st | | 20 lf | |
| 83. | Apple ave / alley between 9th / 10th st | | 20 lf | |
| 84. | Apple ave / 10th st | 4 | | |
| 85. | Apple ave / alley between 10th / 11th st | | 20 lf | |
| 86. | Apple ave / 11th st south west corner | 1 | | |
| 87. | Apple ave / Larson Ln st west corner | 1 | | |
| 88. | Walnut ave / 10th st | 4 | | |
| 89. | Walnut ave / Clifton Ct st | 4 | | |
| 90. | 12th st / Elm ave 139/135/131/129/125/121 | | 630 lf | |
| 91. | 12th st between Elm ave / Oak ave culvert/crossing | 2 | | 15 lf |
| 92. | 13th st Elm ave north, east side | | 630 lf | |
| 93. | 13th st Oak | 1 | 320 lf | |
| 94. | Walnut / ECR | | 550 lf | |
| Totals | | 143 | 7,430 lf | 55 lf |
| Phase 1 Priority | | 5 | 5,030 lf | 15 lf |

Oak and 12 Street

Oak and 12 Street

WEST SIDE 135/131/129/125/121 12 STREET

EAST SIDE 135/131/129/125/121 12 STREET

ELM AND 12 TH STREET

ELM AND 12 TH STREET

ELM AVE. FRONT OF ELM WOOD DRIVE

ELM AVE. FRONT OF ELM WOOD DRIVE

ELM AVE. BETWEEN 11TH / 10$^{TH}$ STREET

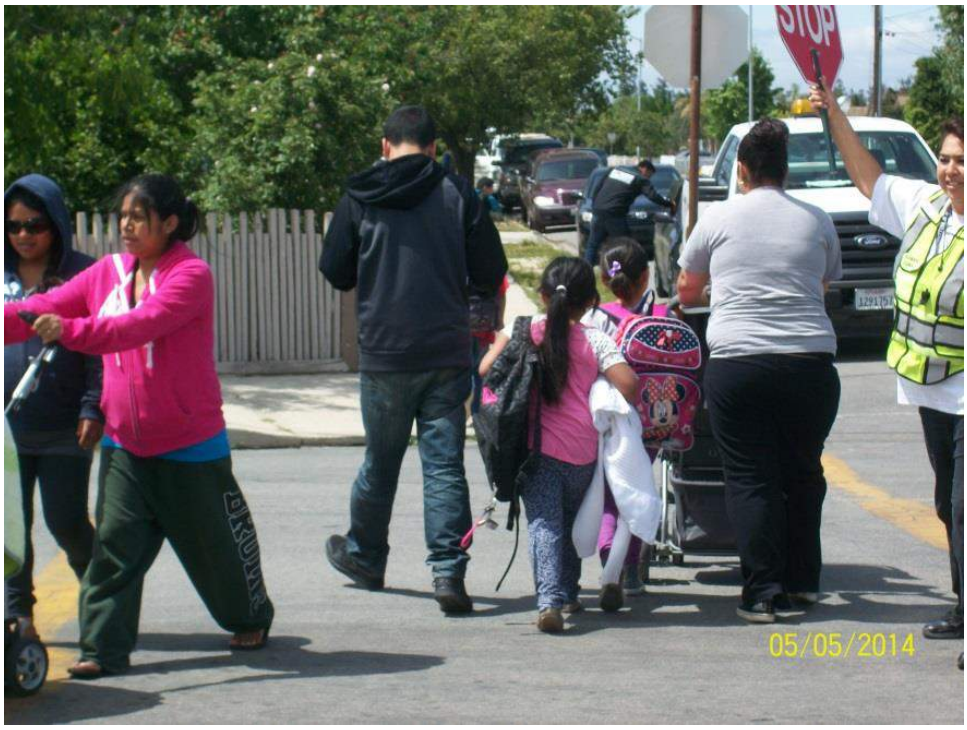
ELM AVE. BETWEEN 11TH / 10$^{TH}$ STREET

5TH ST. AND OAK AVE.

5TH ST. AND OAK AVE.

OAK AVE /12TH ST

OAK AVE /12TH ST




OAK AVE /12TH ST

OAK AVE/ 12TH ST

OAK AVE /12TH ST

OAK AVE /12TH ST

OAK AVE /12TH ST

OAK AVE /12TH ST

OAK AVE /12TH ST

OAK AVE /12TH ST

OAK AVE /12TH ST

12TH ST/BETWEEN OAK AVE/ELM AVE

12TH ST/BETWEEN OAK AVE/ELM AVE

12TH ST/BETWEEN OAK AVE/ELM AVE

12TH ST/BETWEEN OAK AVE/ELM AVE

ELM AVE/12TH ST

ELM AVE /BETWEEN 11TH ST/12TH ST

ELM AVE /BETWEEN 12TH ST /13TH ST

ELM AVE /BETWEEN 12TH ST /13TH ST

ELM AVE /BETWEEN 12TH ST /13TH ST

ELM AVE /BETWEEN 12TH ST /13TH ST

ELM AVE /BETWEEN 12TH ST /13TH ST

12TH ST/BETWEEN OAK AVE /ELM AVE

12TH ST/BETWEEN OAK AVE /ELM AVE

ELM AVE /BETWEEN 11TH/12TH ST

ELM AVE /BETWEEN 11TH/12TH ST

ELM AVE/12TH ST

ELM AVE/12TH ST
VISTA VERDE MIDDLE SCHOOL

ELM AVE/12$^{TH}$ ST
VISTA VERDE MIDDLE SCHOOL

ELM AVE/12$^{TH}$ ST

ELM AVE/BETWEEN 12TH ST/ELMWOOD DR

ELM AVE/ELMWOOD DR

OAK AVE /BETWEEN 11TH ST/ 12TH ST

13TH ST / BETWEEN OAK AVE /ELM AVE

ELM AVE /BETWEEN 12TH /13TH

ELM AVE /BETWEEN 12TH /13TH

12TH ST /BETWEEN OAK AVE /ELM AVE

12TH ST /BETWEEN OAK AVE /ELM AVE

12TH ST /BETWEEN OAK AVE / ELM AVE

12TH ST /BETWEEN OAK AVE / ELM AVE

# 12 Street—Greenfield

# 12 Street—Greenfield

# 12 Street—Greenfield

# 12 Street—Greenfield

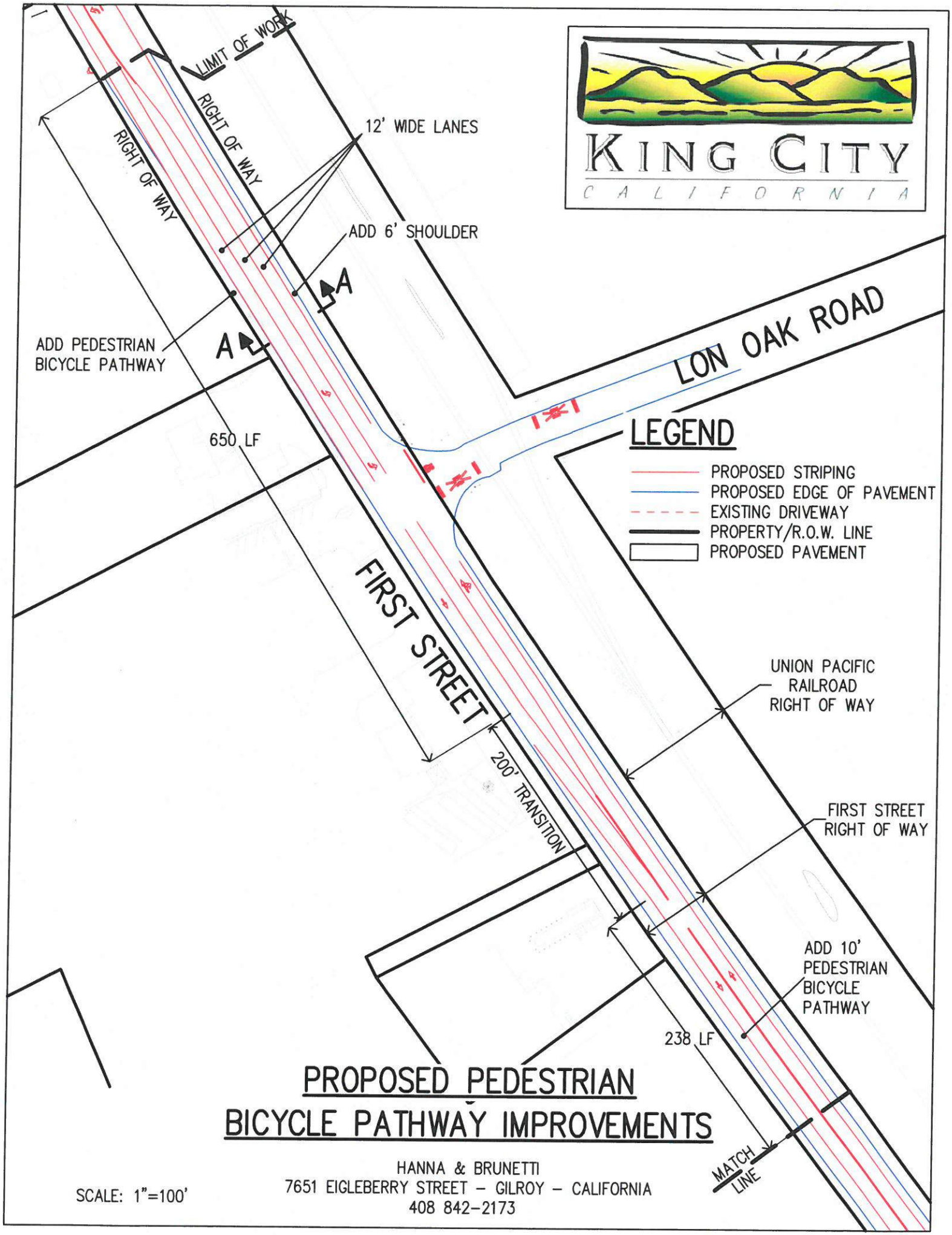
# 12 Street—Greenfield

# 13 Street—Greenfield

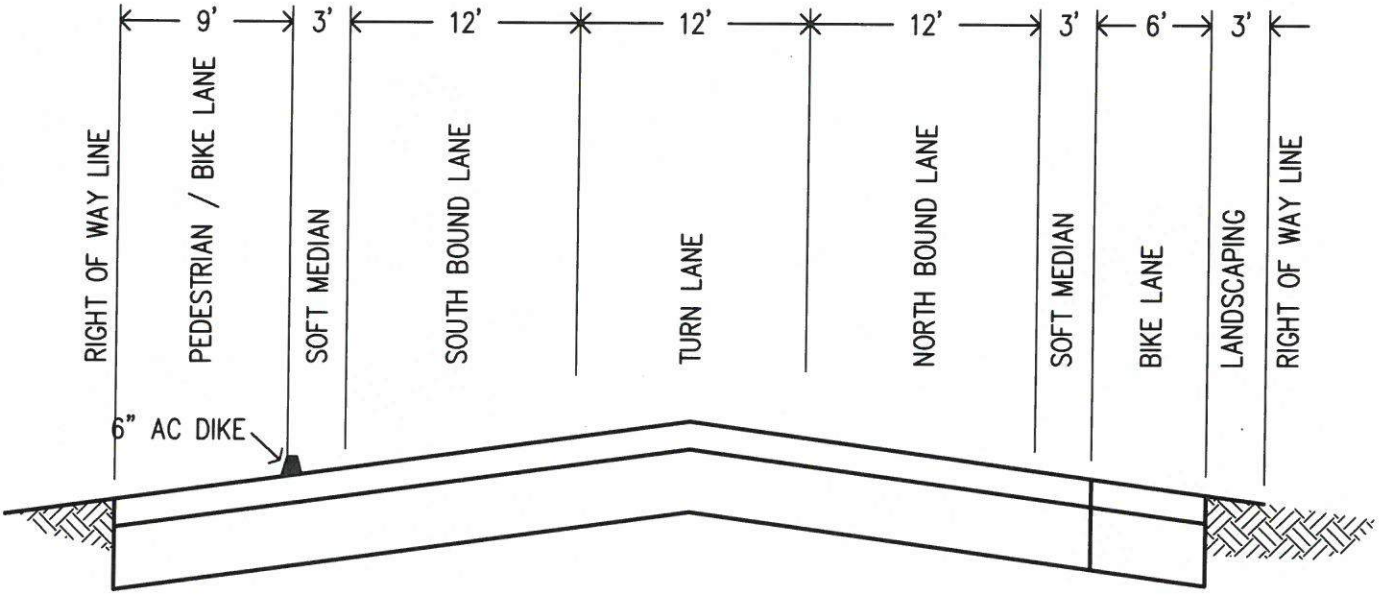
Walnut Ave and ECR sidewalk and cross walk Improvements—Street View

Walnut Ave and ECR sidewalk and cross walk Improvements

# 1st street at Lonoak Rd - King City


KING CITY
CALIFORNIA
LIMIT OF WORK
RIGHT OF WAY
RIGHT OF WAY
12' WIDE LANES
ADD 6' SHOULDER
A
A
ADD PEDESTRIAN BICYCLE PATHWAY
LON OAK ROAD
650 LF
LEGEND
PROPOSED STRIPING
PROPOSED EDGE OF PAVEMENT
EXISTING DRIVEWAY
PROPERTY/R.O.W. LINE
PROPOSED PAVEMENT
FIRST STREET
UNION PACIFIC RAILROAD RIGHT OF WAY
200' TRANSITION
FIRST STREET RIGHT OF WAY
ADD 10' PEDESTRIAN BICYCLE PATHWAY
238 LF
MATCH LINE
PROPOSED PEDESTRIAN
BICYCLE PATHWAY IMPROVEMENTS
HANNA & BRUNETTI
7651 EIGLEBERRY STREET - GILROY - CALIFORNIA
408 842-2173
SCALE: 1"=100'

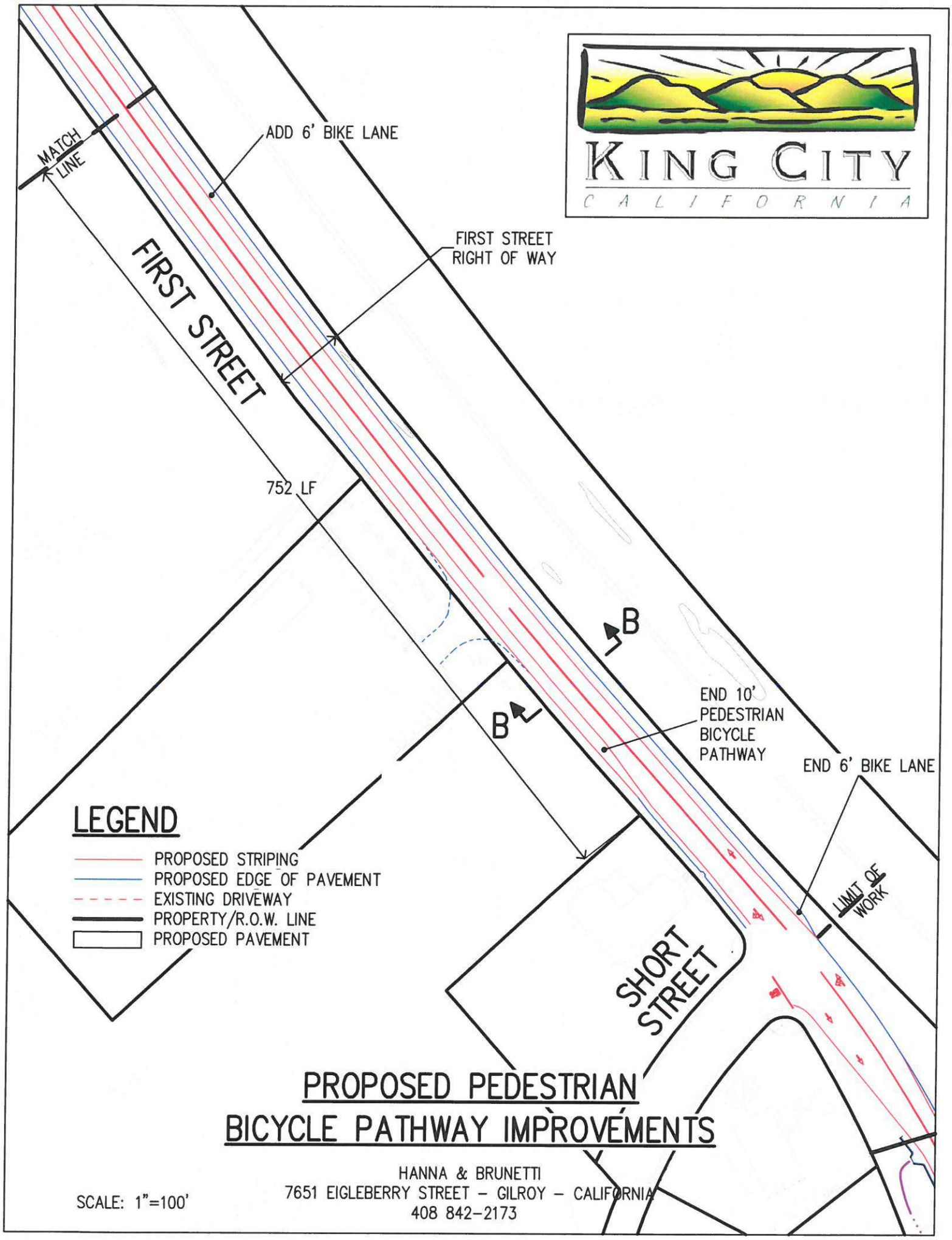
KING CITY
CALIFORNIA



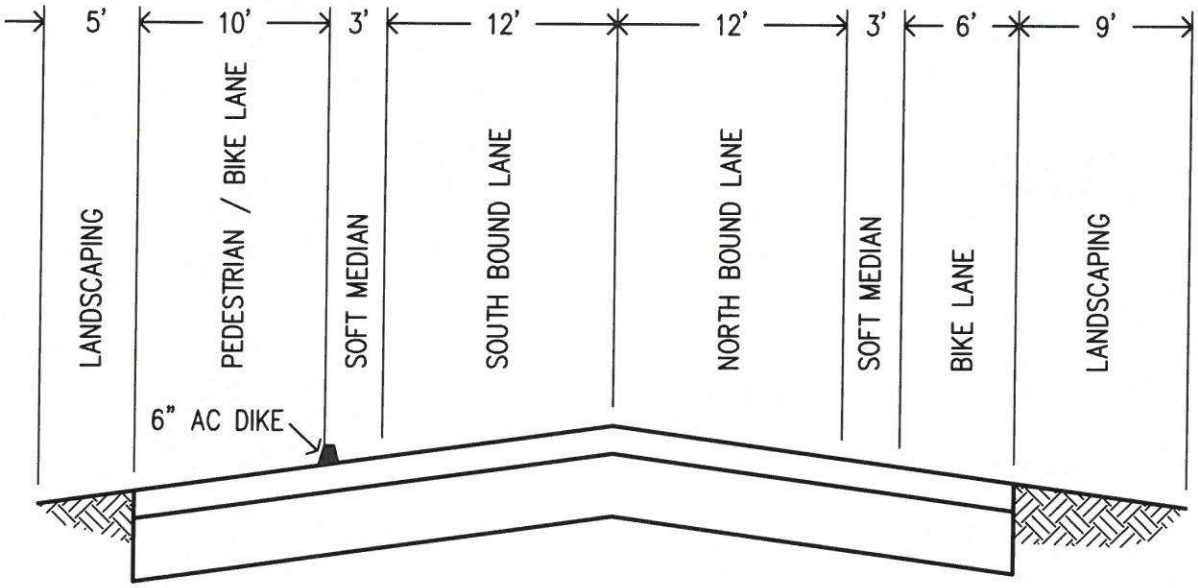

## SECTION A–A

SCALE: 1"=10'

HANNA & BRUNETTI
7651 EIGLEBERRY STREET – GILROY – CALIFORNIA
408 842-2173


KING CITY
CALIFORNIA
MATCH LINE
ADD 6' BIKE LANE
FIRST STREET
FIRST STREET RIGHT OF WAY
752 LF
B
B
END 10' PEDESTRIAN BICYCLE PATHWAY
END 6' BIKE LANE
LIMIT OF WORK
SHORT STREET
LEGEND
PROPOSED STRIPING
PROPOSED EDGE OF PAVEMENT
EXISTING DRIVEWAY
PROPERTY/R.O.W. LINE
PROPOSED PAVEMENT
PROPOSED PEDESTRIAN BICYCLE PATHWAY IMPROVEMENTS
HANNA & BRUNETTI
7651 EIGLEBERRY STREET - GILROY - CALIFORNIA
408 842-2173
SCALE: 1"=100'

KING CITY
CALIFORNIA

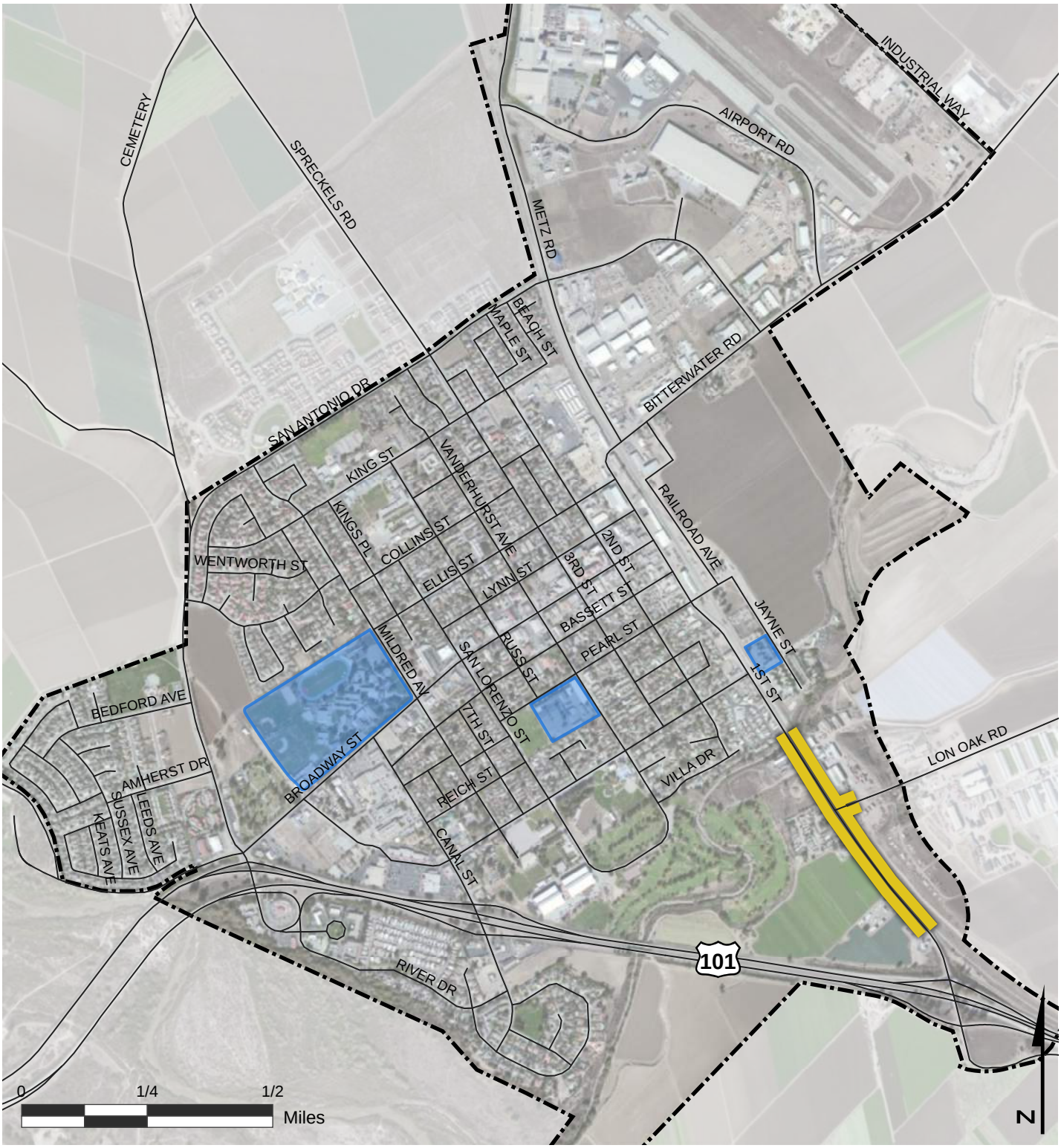



## SECTION B–B

SCALE: 1"=10'

HANNA & BRUNETTI
7651 EIGLEBERRY STREET – GILROY – CALIFORNIA
408 842–2173

# Vía Salinas Valley: Pathways to Health through Active Transportation




## City of King City

Proposed Active Transportation Improvements

Schools or other Activity Centers

City Limits

KING CITY
CALIFORNIA

# CITY OF GONZALES

# COMMUNITY TO SCHOOL

# PEDESTRIAN PLAN

# 2012

**FUNDING UNDER THE AUPICES OF THE**
**OFFICE OF ENVIRONMENTAL JUSTICE**
**CALTRANS CONTRACT No. 74A0566**

**Carlos Lopez, Public Works Director**

**City of Gonzales**
**147 Fourth Street**
**Gonzales, CA 93926**

February 22, 2013

**RESOLUTION NO. 2012-13-12**

**A JOINT RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GONZALES AND THE GOVERNING BOARD OF THE GONZALES UNIFIED SCHOOL DISTRICT ADOPTING THE 2012 COMMUNITY TO SCHOOL PLAN**

**WHEREAS,** the City Council of the City of Gonzales and the Governing Board of the Gonzales Unified School District acknowledge that the health and safety of our children is of highest concern to the citizens of Gonzales; and

**WHEREAS,** the City has embarked on a Safe Routes to School (SR2S) Program entitled Community to School Pedestrian Plan, to analyze the routes that school children use to access their school from their place of living.

**WHEREAS,** the intent of this project is to identify the possible routes, challenges and infrastructure improvements needed to encourage safe walking, and to reduce traffic congestion at the schools; and

**WHEREAS,** working in conjunction with the School District, City staff looked at various opportunities to make street improvements that would encourage city-wide walking; and

**WHEREAS,** City Engineer has presented the draft Community to School Pedestrian Plan to the Gonzales City Council and the Governing Board of the Gonzales Unified School District for review and comments; and adoption.

**WHEREAS,** the 2012 Community to School Plan is now deemed complete by the Public Works Director and the City Engineer.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Gonzales and the Governing Board of the Gonzales Unified School District hereby adopt the 2012 Community to School Plan.

**PASSED AND ADOPTED** by the City Council of the City of Gonzales and the Governing Board of the Gonzales Unified School District at a Special Joint Meeting duly held on the 26th day of February 2013, by the following votes:

| | | |
|---|---|---|
| **AYES:** | **COUNCIL MEMBERS:** | Mayor Pro Tem Scott Funk, Liz Silva, Robert Bonincontri, and Mayor Orozco |
| | **BOARD MEMBERS:** | President Wendy Franscioni, Elizabeth Funk, Jose Ramirez, & Rebecca R. Hadley |
| **NOES:** | **COUNCIL MEMBERS:** | None |
| | **BOARD MEMBERS:** | None |
| **ABSTAIN:** | **COUNCIL MEMBERS:** | None |
| | **BOARD MEMBERS:** | None |

**ABSENT:** **COUNCIL MEMBERS:** Jose Lopez

**BOARD MEMBERS:** Sonia Jaramillo

Maria Orozco

**Maria Orozco,** Mayor for the City of Gonzales

Wendy Franscioni

**Wendy Franscioni,** President for the GUSD Governing Board

**ATTEST:**

**René L. Mendez,** City Clerk for the City of Gonzales

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# COMMUNITY TO SCHOOL PEDESTRIAN PLAN

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## INTRODUCTION

There was a time when walking and biking to school was a normal day activity for our children. Today, this trend has changed where most children arrive at school driven by family or friends in private automobiles. With the increasing numbers of students driven to school in private vehicles, traffic congestion in and around schools has steadily climbed where the interaction between vehicles and children is a major concern.

The City of Gonzales embarked on a Safe Routes to School (SR2S) Program entitled Community to School Pedestrian Plan (CSPP) to analyze the routes that school children use to access their school from their place of living. Safe Routes to School programs encourages walking and biking as an everyday activity which provides our students an opportunity to increase their physical activity in their lives. The intent of this project is to identify the possible routes, challenges and infrastructure improvements needed that will address short and long term solutions to encourage walking and biking and to reduce traffic congestion at the schools.

When the project is completed and accepted by the Gonzales Unified School District Board and the Gonzales City Council, the document will be used to plan implement future infrastructure improvements in the community. The CSPP will allow the City to apply for State and Federal funding and be more competitive for the limited resources available.

## PROJECT DEVELOPMENT

In 2010, the City of Gonzales looked at various opportunities to make street improvements in the City right of way that would encourage city-wide walking and biking. The improvements included constructing new sidewalks, curb cuts, striping and crosswalks, new signals, and traffic signs. The City sought State and Federal funding to assist in the construction of these new improvements but without an accepted SR2S plan in place, it was virtually impossible to compete with other communities for the limited funding dollars.

To overcome this problem, in March 2011, the City embarked on completing the CSPP which would evaluate and identify possible school routes that children use to access their schools, identify the types of infrastructure improvements needed, encourage walking and biking to school and reduce the amount of vehicular traffic at the schools.

The City worked with Caltrans District 5, Local Assistance to develop a workplan, schedule and funding mechanism that would assist the City to complete the CSPP that would accomplish the above goals and enhance the City's ability to submit project funding applications to receive grants for the construction of the designated projects. The project workplan tasks are described below.

1. **DEVELOP COMMUNITY AND STAKEHOLDER OUTREACH FOR CITY-WIDE WALK ROUTES**
   a. Advertise for Pedestrian Plan Input from the Community

b. Identify Community Leaders willing to be on the Pedestrian Committee
c. Distribute Walkability Survey to Parent and Students

**2. INVENTORY EXISTING INFRASTRUCTURE**

a. Review Walkability Surveys and Prepare Safety Needs/Hazards Map on Routes
b. Seek input from ad hoc Pedestrian Committee on Safety Needs/Hazard Map and Alternate Solutions
c. Continue to Update and Fine Tune Alternate Solutions

**3. DETERMINE PREFERRED SCHOOL ROUTES**

a. Identify Locations for Safety Improvements
b. Prioritize Alternate Solutions and select the Best Alternatives that meets the short and long term goals of the Plan.
c. Provide Descriptions of the Costs of the Projects and Possible Funding Sources

**4. FINAL PLAN**

a. Prepare Final Plan based on Input from the Pedestrian Committee
b. Present the Final Plan to the Gonzales City Council and School Board

**5. PREPARE APPLICATIONS FOR POSSIBLE PROJECT FUNDING**

a. Caltrans Local Assistance
b. Transportation Agency of Monterey County (TAMC)

## DEVELOP COMMUNITY AND STAKEHOLDER OUTREACH FOR CITY-WIDE WALK ROUTES

In August 2011 in conjunction with the Gonzales Unified School District, the City distributed walkability surveys to the parents and children attending the local schools including La Gloria Elementary, Fairview Middle and Gonzales High Schools. The intention of the survey was to obtain information from both the parents and children to determine how their children/students arrived at school and returned home again. The survey asked the parents/students if they walked, used the bus or were driven to school. If the students did not walk, what were their preferred mode and their reasons for not walking?

Of the 900 surveys that were distributed to the parents and students, 60 responses were returned by the parents and 202 responses were returned by the students. It is not clear why only 6.6% of the parents returned their surveys. It could be that the parents did not receive the survey or they did not wish to respond to the questions. The percentage of the students returning their survey is 22% which is closer to what was expected for an informal survey.

Following is an excerpt of the comments that were received from the parent and students. It should be noted that the various modes of transportation available to the children include school and public buses, private vehicles, walking and biking.

The percentages shown in the table are the result of the responses to the questions divided by the number of surveys returned from the parents or students. For example, when asked how many students walked to school, 24 parents responded that their children walked to school out of the 60 parents that responded to the survey. For the same question, 113 students responded out of the 202 student responses.

## Parent/Student Survey

| | | Parents | Students |
|---|---|---|---|
| Mode to School | PED | 24 (40%) | 113 (56%) |
| | DRIVE | 26 (43%) | 64 (32%) |
| | BUS | 5 (8%) | 24 (12%) |
| | Only Goes To School (single trip) | 19 (32%) | 97 (48%) |
| | Travels Somewhere Else | 29 (48%) | 57 (28%) |
| Is Walking Safe? | Poor Sidewalk Conditions. Ex: start & stop; blocked by parked cars, poles, signs, dumpsters; no space; cracks, broken | 16 | 65 |
| Drivers Behave Well? | Yes | 15 | 118 |
| | Not Always | 37 | 81 |
| Why Don't They Behave? | Roll Through Stop Signs | 21 | 21 |
| | Don't Yield to People | 20 | 38 |
| | Back Out of Driveway Without Looking | 8 | 15 |
| | Speeding | 28 | 55 |
| Preferred Mode | PED | 22 (37%) | 79 (39%) |
| | BIKE | 1 (2%) | 1 (0.5%) |
| | DRIVE | 20 (33%) | 108 (53%) |
| | BUS | 14 (23%) | 11 (6%) |

The full tabulated survey results are included in Exhibit 1.

## INVENTORY OF EXISTING INFRASTRUCTURE

The comments from the survey were tabulated and plotted on a city-wide map entitled Parents-Students Areas of Concern (See Appendix A). The information on this map includes the areas where the parents or students believed there was too much traffic, cars were not stopping, speeding, too much trash, problematic dog, and too many parked cars that prevent easy pedestrian access to the sidewalk or vehicles that block views to and from the street.

The responses from the survey identified as problems areas are described below:

- 5th Street between Alta Street through Fanoe Road
- Day Street between 4th Street and 7th Street
- Elko Street between 1st Street to 9th Street
- Fairview Street from Rincon Road to Elko Street
- 5th Street Bridge from the SB off/of ramps to the NB off/on ramps.
- Fanoe Road between 5th Street to Rhone Lane

The map was provided to the Pedestrian Committee for their use and deliberation when discussing possible school routes and improvements needed. The map was also provided to the Chief of Police for his review and to coordinate with his Staff to be aware of the problems areas and to monitor and enforce violations.

### Community Volunteers

As the survey results were being returned, the City sought out leaders in the community to participate on the Pedestrian Committee. The Committee's role is to provide input on the CSPP and provide suggestions that will ultimately formulate the school routes, drop off areas, parking, signage, safety and sidewalk improvements. The volunteers serving on the Pedestrian Committee included:

**Pedestrian Committee**

Jesus Amador
Isabel Camacho
Robertha Camacho
Virgen Camacho
Fernando Meza
Jose Morales
Ramon Moreno
Rosi Ornelas
Juan A. Perea
Maria Perea
Herlinda Romero
Angel Tejeda
Cecilia Tejeda

**City of Gonzales**

Carlos Lopez
Veronica Gonzales
Paul Miller
Steven Machida

**Gonzales Unified School District**

Elizabeth Modena
Duane Wolgamont
Trinidad Zavala

The Pedestrian Committee was split into two sub-committees to allow the group to focus on solutions that pertain to improvements on the City streets and walkways at or on the school properties. The roles of the Committee are described below.

### PEDESTRIAN/VEHICULAR INTERFACE IN THE SCHOOLS

This sub-committee will review how the pedestrian, buses and vehicles arrive and leave the school properties. Input will be sought on the following items:

- Do the pedestrians and vehicles arrive at the same location? Should they be separated? If so, is there an area that can be used for vehicle drop off that is separate from pedestrian access?
- How is the flow of vehicular traffic at the drop off area? Is more striping needed? Is a traffic monitor needed before and after school?
- Are appropriate signs posted? Are traffic calming measures needed? Bus pads? Turn around areas?
- Do curb and gutters need to be modified to accommodate pedestrian traffic?
- Does access to school parking conflict with pedestrian or drop off areas? Is more on-site parking needed?
- Are the existing bus routes and pick-up areas in the community appropriate?
- Are bicycles used to access the schools? Are bike corrals available?

### STREET AND WALKWAY IMPROVEMENTS

This sub-committee will review street and sidewalk/pedestrian access improvements from the community neighborhoods to the schools. Input from this sub-committee may include:

- What types of sidewalk improvements are needed?
- Are traffic calming improvements needed?
- Are curb cuts required for pedestrian access?
- What sight distance issues need to be addressed?
- Are additional signage and street striping required?
- Are school bus pads and/or bus “duck-outs” needed?
- Are city bike routes designated? Are the routes appropriate?
- Does street drainage affect the pedestrian/bike routes?

The Pedestrian Committee reviewed the responses to the survey at their June 7, 2012 meeting. The Committee had the following observations.

When asked the mode the students take to arrive at school, the Committee noticed that 24 parents responded that their children walked in comparison to the 113 students that said they walked. The response when broken down in percentages is 40% from the parents and 56% from the students. It was not clear why there is a disparity in the responses of the parents and the students in this question. The Committee thought the

reason could be the small sample response size of the survey. When driving to school, the parents responded that 43% drove their children to school. This percentage is close to the number of parents that responded to an earlier question in the survey that asked if their children walk to school. When asked if the students are driven to school, the survey shows that 32% of them are driven to school.

The Committee also noticed that when parents drive their children to school, about half of the parents extend their trip from home to run errands or go to work. The Committee thought that dropping off their children before going to work is a common activity for most parents so reducing the number of car trips to school could be a challenge. If a safe alternative is implemented whether for walking or biking, re-educating the parents to allow their children to walk or bike to school versus driving would be the only way to reduce the number of car trips.

Another interesting point that the Committee made to a later question in the survey, related to the preferred mode that the students take to get to school. Thirty-seven percent of the parents responded that they preferred to have their children walk to school which is consistent with an earlier question where 40% of the parents responded that their children walk to school. However, when asked their preferred mode to get to school, the students interest in walking decreases from 56% to 39%. The Committee concluded that the students did not feel safe when walking to school because of the traffic congestion, unsafe drivers and needed sidewalk improvements made them feel uncomfortable to walk.

## DETERMINE THE PREFERRED SCHOOL ROUTES

The Pedestrian Committee met over a three month period starting on May 17, 2012 through July 26, 2012. All of the meetings included agendas and meeting minutes were taken. At each meeting, the committee members were reminded of their roles and were provided topics for discussion. During the course of the meetings, the participants discussed in details their observations, experience and frustrations with the traffic and behaviors of the drivers and pedestrians during the morning commute hours. In many instances, the committee members related situations where the drivers of vehicles behaved far more dangerous than the actions of the students. Several cited examples which included:

- Speeding in the School Zones
- Making illegal turns on 5th Street
- Stopping mid-block to drop off their children.
- Driving on the wrong side of the road
- Pulling out into traffic without being aware of children in the vicinity

Included in their discussion, the Committee discussed the results of the parents-students surveys. The Committee concurred with the assessments in the survey but they also believed that more education of the students and parents are needed to encourage walking to school as well as improving the facilities in the schools and in the public right-of-way. Several committee members suggested constructing more street

improvements including painted red curbs, curb cuts and traffic signage, bus “duck outs” and pads and traffic signals. The School District should also provide education on walking to school, providing bike racks, providing crossing guards, utilize off campus parking to improve children drop off locations and forming a Walking Bus program. The Committee was interested in the Walking Bus program because it would reduce vehicular traffic at schools, provide physical activity for the students and it is a low cost solution for the parents.

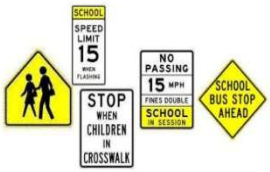
Curb Striping . . . . . .

Curb Cuts . . . . . .

Crosswalk/Street Markings . . .

Duck-Outs . . . . . .

Signage . . . . . .




Bike Paths . . . . . .

Bike Racks . . . . . .

Bus Pads . . . . . .

Bike Corrals . . . . . .

Walking School Bus . . . . . .

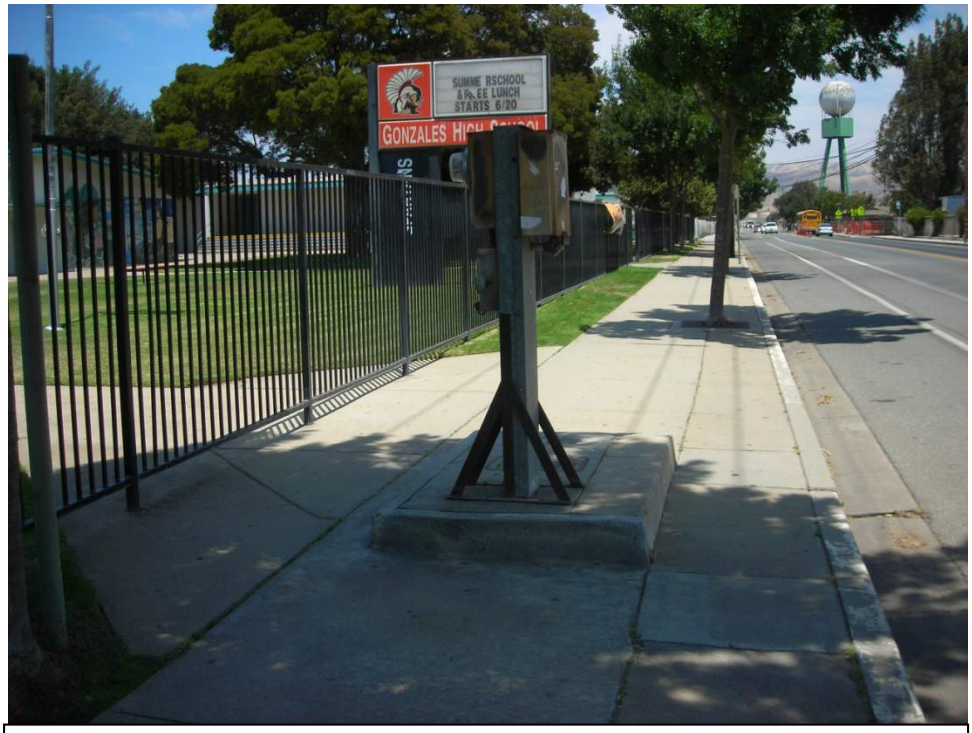
Once the problems areas were identified, the committee was able to settle on developing the school routes in the community. At their July 12, 2012 meeting the committee designated 5th Street, Elko Street, 1st Street, 7th Street, Herold Parkway and Fanoe Road. The school routes as shown in Attachment B. The committee selected these routes since they were the major routes that accessed La Gloria, Elementary, Fairview Middle and Gonzales High Schools.

As the committee was assessing the school routes and needs, the City was inventorying the existing infrastructure in the community including the following:

- Traffic signals
- Flashing beacons
- Stop signs
- Crosswalks
- Bike lanes
- Curb ramps

This information was captured in Appendix C. In particular, the City was investigating the type of improvements that would need to be corrected. The improvements included sidewalk clearance issues, lifted sidewalks, failed paving, storm inlet grates near bike lanes, no ADA curb ramps, and cracked sidewalks/tripping hazards.

In conjunction with the Existing Condition map, the Field Pictures Exhibit, Appendix D was created to photo inventory the types of improvements that would need to be corrected as a part of the SR2S program.




5th Street – Sidewalk Clearance

Fanoe Road – Uneven sidewalks

5th Street at Highway 101 NB onramp – failed street paving

5th Street – Storm inlet near bike lane

1st Street at Belden – No curb cut

1st Street – Broken sidewalk and driveway

1st Street – Cracked sidewalk

5th and Belden – Utility Pole in curb ramp

Elko Street – Raised sidewalk

5th Street – Raised sidewalk

## FINAL PLAN

The Pedestrian Committee was provided the Existing Conditions map and the Field Pictures Exhibit at their July 12, 2012 meeting. During the discussion of the meeting, the Committee formulated the improvements that would be needed along their designated school routes. The improvements included:

- Adding channelizers along the 5th Street frontage of Gonzales High School;
- Extending a fence between Fairview Middle School and Gabilan Court. (The School District later recommended to construct a 12-foot wide trail through Fairview Middle School to allow the children access to 5th Street rather than closing off this access);
- Relocating the WB Bus Stop on 5th Street across the street (EB direction)
- Constructing a short fence along the 5th Street walkway to provide a barrier between pedestrian and vehicles:
- Constructing a pedestrian metering light on the 5th Street Bridge to control when pedestrians cross the street and to create gaps for vehicles to access the ramps (the City is currently reviewing a roundabout as an alternative to the pedestrian metering light as a way to improve the operations of the bridge)
- Constructing the sidewalk, curb cuts and street striping improvements along the school routes as described on the Existing Conditions Map.

These improvements are identified in Appendix E.

The Committee also created the matrix shown below. The matrix shows other improvements that the City and School district should consider adding to their facilities or their operations workplan. The Committee also wanted the City and School District to establish some policy direction on several tasks or improvements that could be started to encourage the SR2S Program.

| **PUBLIC IMPROVEMENTS** | **SCHOOL IMPROVEMENTS** | **CITY POLICY** | **SCHOOL POLICY** |
|---|---|---|---|
| Clean drop inlets to ensure the debris does not cause flooding at the street corners. | Complete fencing between Gabilan Court and Fairview Middle School.<br>• This note was made prior to the School District's recommendation to encourage walking through Fairview School rather than adding fencing and closing off the access. | Paint footprints on the designated sidewalks to school. | Use volunteers to serve as Crossing Guards in front of schools. Program can be combined with community service or extra school credit. |
| Add signs to warn pedestrians to use sidewalks and to look both ways when crossing the street | Provide on-site bus drop off/pick-up on the school property. | Have a Patrol Officer at the problem corners where parents drop off students and wit for them to cross the street. Send warnings to the parents. | Salinas has a good Parent Patrol Program. Use this as a template for Gonzales. |
| Make a bus cut out for the Mini Taxi and MST bus on 5th Street in front of the shopping center | Have the Teachers use the designated parking stalls on Elko Street. | Having more Police presence at the schools. | Giving information at the Migrant meetings and other parent meetings regarding the need for Parent Patrol |
| Inventory and repair the tripping hazards on the sidewalks caused by tree roots. | | Use volunteers to serve as Crossing Guards in front of schools. Program can be combined with community service or extra school credit. | Parents/Teachers to teach the students that they need to look both ways when crossing the streets. In the Parents Manual, have the Parents sign a form stating that the Parents and Teachers will enforce rules regarding |

| PUBLIC IMPROVEMENTS | SCHOOL IMPROVEMENTS | CITY POLICY | SCHOOL POLICY |
|---|---|---|---|
| | | | crossing streets. |
| Install rails to block students from crossing the street instead of using crosswalks where the flashing yield sign is on at 5th Street. | | Look for retired people or different groups that would be interested in volunteering as Crossing guards during school hours. Provide training for these volunteers. | Programs need to be implements at the schools to teach students to look both ways when crossing the street. |
| | | Ask for donation from our community business owners to give to volunteers as an incentive to help as crossing guards. | Look for retired people or different groups that would be interested in volunteering as Crossing guards during school hours. Provide training for these volunteers. |
| | | | Send flyers to parents about sage crossing and walking to school. |
| Place metering lights from 7:30 am to 8:00 am on 5th street in front of the shopping center. | | | Ask for donation from our community business owners to give to volunteers as an incentive to help as crossing guards. |
| Place delineators down 5th Street in front of the High School. | | | Talk to Liz Modena to determine if extra credit can be offered to students to help at cross walks. Possible clubs - Club Real, ROTC. |
| Add signs that say "No Parking between 8 am to 4 pm on 5th Street. | | | Stagger the start and end times of the schools to help lessen the traffic. |

Collating the information developed by the Pedestrian committee, City Staff prepared the following cost summary and for the SR2S Program.

# City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: **City Wide**

**DESCRIPTION:**
This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.

**JUSTIFICATION:**
To improve safety in within school routes throughout the City.

**RESPONSIBLE DEPARTMENT:**
Public Works

| Street | Remove & Replace Sidewalk ($24/SF) | Install ADA Curb Ramp ($3,500/EA) | Install Striping (Paint) ($1/LF) | Install Striping (Thermo) ($4/LF) | Install Street Signs ($200/EA) | Delineators ($50/EA) | Budgeted Cost |
|---|---|---|---|---|---|---|---|
| Fanoe | 356 SF | | | | | | $8,544 |
| Herold | 96 SF | | | 175 LF | | | $3,004 |
| 5th | 604 SF | | 4,001 LF | 5,207 LF | | 50 EA | $39,375 |
| Elko | 424 SF | 3 EA | | | 2 EA | | $21,076 |
| 1st | 196 SF | 7 EA | 470 LF | | | | $29,674 |
| 7th | | | 280 LF | | | | $280 |

**TOTAL** **$101,953**

| **FUNDING SOURCE(S)** | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | Five-Year |
|---|---|---|---|---|---|---|
| SR2S Grant Funds | $ 5,750 | $ 34,301 | $ 25,672 | $ 36,230 | $ | $ 101,953 |
| | | | | | | |
| PROJECT COST | $ 5,750 | $ 34,301 | $ 25,672 | $ 36,230 | $ | $ 101,953 |

# City Wide Safe Routes to School

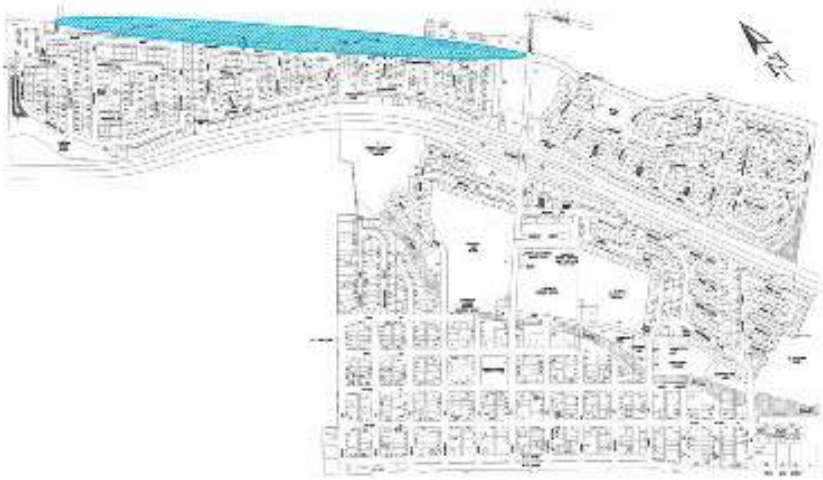
Category: Safe Routes to School

Project Location: **Fanoe Road**

**DESCRIPTION:**
This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.

**JUSTIFICATION:**
To improve safety in within school routes throughout the City.

**RESPONSIBLE DEPARTMENT:**
Public Works



| Street | Remove & Replace Sidewalk ($24/SF) | Install ADA Curb Ramp ($3,500/EA) | Install Striping (Paint) ($1/LF) | Install Striping (Thermo) ($4/LF) | Install Street Signs ($200/EA) | Delineators ($50/EA) | Budgeted Cost |
|---|---|---|---|---|---|---|---|
| Fanoe | 356 SF | | | | | | $8,544 |
| Herold | | | | | | | |
| 5th | | | | | | | |
| Elko | | | | | | | |
| 1st | | | | | | | |
| 7th | | | | | | | |

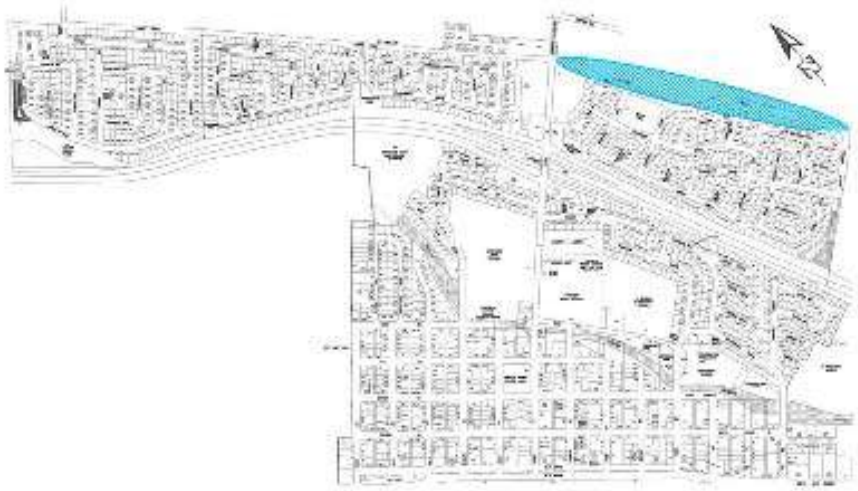
| FUNDING SOURCE(S) | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | Five-Year |
|---|---|---|---|---|---|---|
| SR2S Grant Funds | $ | $ 4,272 | $ 4,272 | $ | $ | $ 8,544 |
| | | | | | | |
| PROJECT COST | $ | $ 4,272 | $ 4,272 | $ | $ | $ 8,544 |

# City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: **Herold Parkway**

**DESCRIPTION:**
This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



**JUSTIFICATION:**
To improve safety in within school routes throughout the City.

**RESPONSIBLE DEPARTMENT:**
Public Works

| Street | Remove & Replace Sidewalk ($24/SF) | Install ADA Curb Ramp ($3,500/EA) | Install Striping (Paint) ($1/LF) | Install Striping (Thermo) ($4/LF) | Install Street Signs ($200/EA) | Delineators ($50/EA) | Budgeted Cost |
|---|---|---|---|---|---|---|---|
| Fanoe | | | | | | | |
| Herold | 96 SF | | | 175 LF | | | $3,004 |
| 5th | | | | | | | |
| Elko | | | | | | | |
| 1st | | | | | | | |
| 7th | | | | | | | |

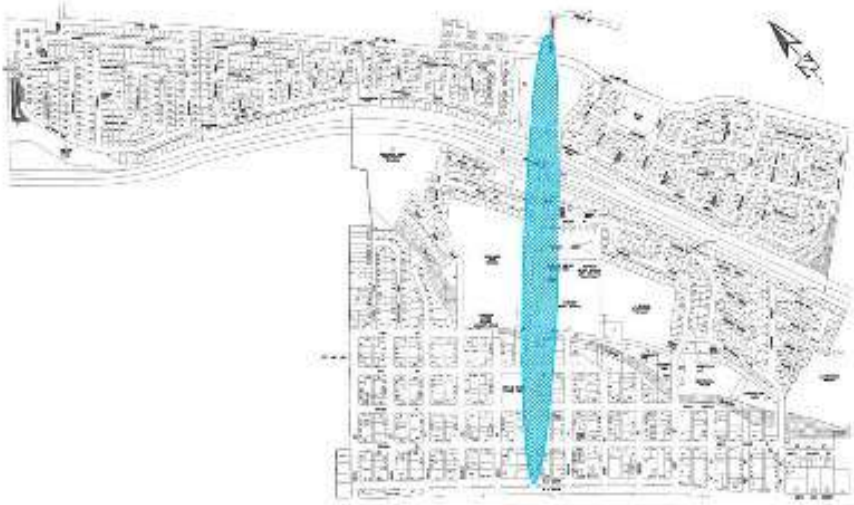
| FUNDING SOURCE(S) | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | Five-Year |
|---|---|---|---|---|---|---|
| SR2S Grant Funds | $ | $ 3,004 | $ | $ | $ | $ 3,004 |
| | | | | | | |
| PROJECT COST | $ | $ 3,004 | $ | $ | $ | $ 3,004 |

# City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: **5th Street**

**DESCRIPTION:**
This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



**JUSTIFICATION:**
To improve safety in within school routes throughout the City.

**RESPONSIBLE DEPARTMENT:**
Public Works

| Street | Remove & Replace Sidewalk ($24/SF) | Install ADA Curb Ramp ($3,500/EA) | Install Striping (Paint) ($1/LF) | Install Striping (Thermo) ($4/LF) | Install Street Signs ($200/EA) | Delineators ($50/EA) | Budgeted Cost |
|---|---|---|---|---|---|---|---|
| Fanoe | | | | | | | |
| Herold | | | | | | | |
| 5th | 604 SF | | 4,001 LF | 5,207 LF | | 50 EA | $39,375 |
| Elko | | | | | | | |
| 1st | | | | | | | |
| 7th | | | | | | | |

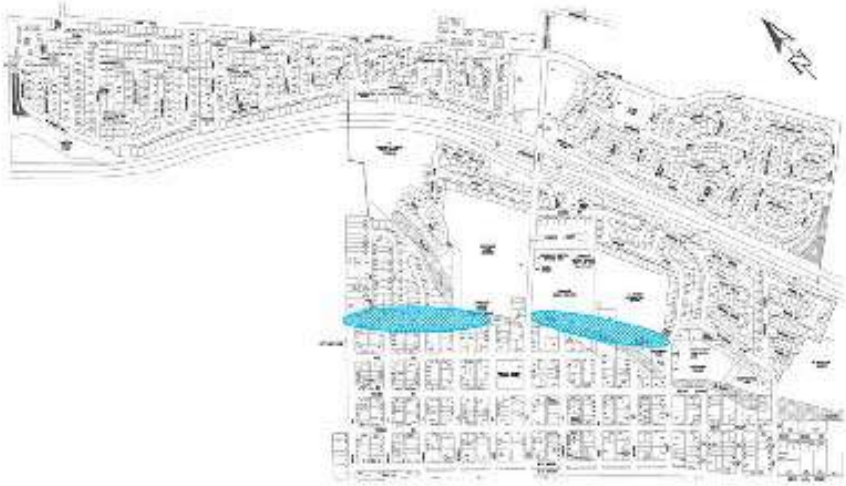
| FUNDING SOURCE(S) | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | Five-Year |
|---|---|---|---|---|---|---|
| SR2S Grant Funds | $ 5,000 | $ 20,000 | $ 14,375 | $ | $ | $ 39,375 |
| | | | | | | |
| PROJECT COST | $ 5,000 | $ 20,000 | $ 14,375 | $ | $ | $ 39,375 |

# City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: **Elko Street**

**DESCRIPTION:**
This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



**JUSTIFICATION:**
To improve safety in within school routes throughout the City.

**RESPONSIBLE DEPARTMENT:**
Public Works

| Street | Remove & Replace Sidewalk ($24/SF) | Install ADA Curb Ramp ($3,500/EA) | Install Striping (Paint) ($1/LF) | Install Striping (Thermo) ($4/LF) | Install Street Signs ($200/EA) | Delineators ($50/EA) | Budgeted Cost |
|---|---|---|---|---|---|---|---|
| Fanoe | | | | | | | |
| Herold | | | | | | | |
| 5th | | | | | | | |
| Elko | 424 SF | 3 EA | | | 2 EA | | $21,076 |
| 1st | | | | | | | |
| 7th | | | | | | | |

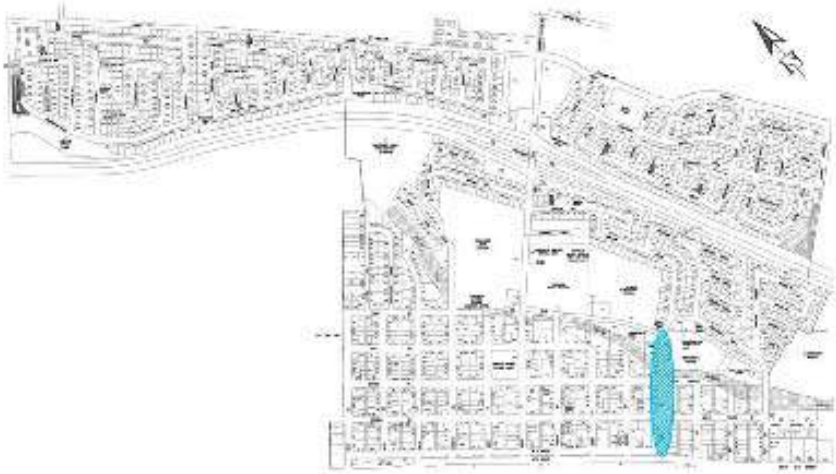
| FUNDING SOURCE(S) | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | Five-Year |
|---|---|---|---|---|---|---|
| SR2S Grant Funds | $ | $ 7,025 | $ 7,025 | $ 7,026 | $ | $ 21,076 |
| | | | | | | |
| PROJECT COST | $ | $ 7,025 | $ 7,025 | $ 7,026 | $ | $ 21,076 |

# City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: **1st Street**

**DESCRIPTION:**
This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



**JUSTIFICATION:**
To improve safety in within school routes throughout the City.

**RESPONSIBLE DEPARTMENT:**
Public Works

| Street | Remove & Replace Sidewalk ($24/SF) | Install ADA Curb Ramp ($3,500/EA) | Install Striping (Paint) ($1/LF) | Install Striping (Thermo) ($4/LF) | Install Street Signs ($200/EA) | Delineators ($50/EA) | Budgeted Cost |
|---|---|---|---|---|---|---|---|
| Fanoe | | | | | | | |
| Herold | | | | | | | |
| 5th | | | | | | | |
| Elko | | | | | | | |
| 1st | 196 SF | 7 EA | 470 LF | | | | $29,674 |
| 7th | | | | | | | |

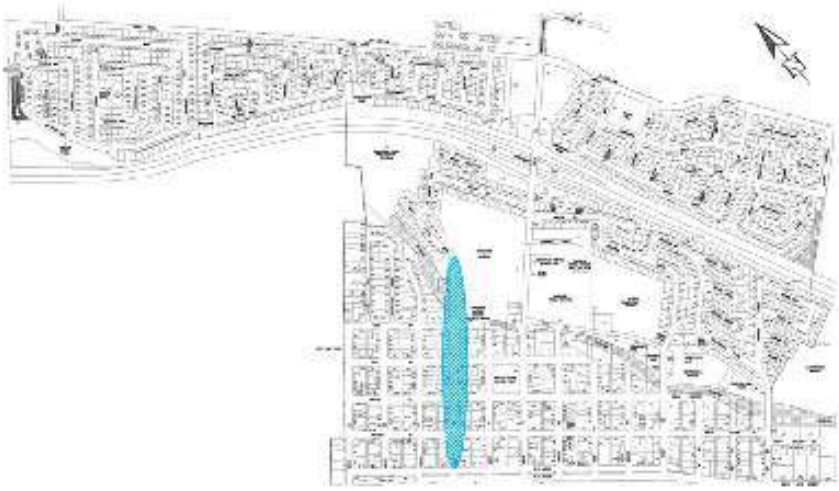
| FUNDING SOURCE(S) | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | Five-Year |
|---|---|---|---|---|---|---|
| SR2S Grant Funds | $ 470 | $ | $ | $ 29,204 | $ | $ 29,674 |
| | | | | | | |
| PROJECT COST | $ 470 | $ | $ | $ 29,204 | $ | $ 29,674 |

# City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: **7th Street**

**DESCRIPTION:**
This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.



**JUSTIFICATION:**
To improve safety in within school routes throughout the City.

**RESPONSIBLE DEPARTMENT:**
Public Works

| Street | Remove & Replace Sidewalk ($24/SF) | Install ADA Curb Ramp ($3,500/EA) | Install Striping (Paint) ($1/LF) | Install Striping (Thermo) ($4/LF) | Install Street Signs ($200/EA) | Delineators ($50/EA) | Budgeted Cost |
|---|---|---|---|---|---|---|---|
| Fanoe | | | | | | | |
| Herold | | | | | | | |
| 5th | | | | | | | |
| Elko | | | | | | | |
| 1st | | | | | | | |
| 7th | | | 280 LF | | | | $280 |

| FUNDING SOURCE(S) | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | Five-Year |
|---|---|---|---|---|---|---|
| SR2S Grant Funds | $ 280 | $ | $ | $ | $ | $ 280 |
| | | | | | | |
| PROJECT COST | $ 280 | $ | $ | $ | $ | $ 280 |

# City Wide Safe Routes to School

Category: Safe Routes to School

Project Location: **City Wide**

**DESCRIPTION:**
This project will improve existing streets and sidewalks in the City commonly used as routes to Gonzales High School, Fairview Middle School and La Gloria Elementary School.

**JUSTIFICATION:**
To improve safety in within school routes throughout the City.

**RESPONSIBLE DEPARTMENT:**
Public Works

| Roundabout Bridge Widening ($3,000,000) | Flashing Beacon ($150,000/EA) | Footprints on sidewalk (Paint) ($1/LF) | Additional Signage ($200/EA) | **Budgeted Cost** |
|---|---|---|---|---|
| 1 EA | 2 EA | 4,774 LF | 20 EA | **$3,308,774** |
| **TOTAL** | | | | **$3,308,774** |

| **FUNDING SOURCE(S)** | 2013-14 | 2014-15 | 2015-16 | 2016-17 | 2017-18 | Five-Year |
|---|---|---|---|---|---|---|
| SR2S Grant Funds | $ | $ 8,774 | $ 1,800,000 | $ | $ | $ 1,808,774 |
| Developer Funds | | | $ 1,500,000 | | | $ 1,500,000 |
| PROJECT COST | $ | $ 8,774 | $ 3,300,000 | $ | $ | $ 3,308,774 |

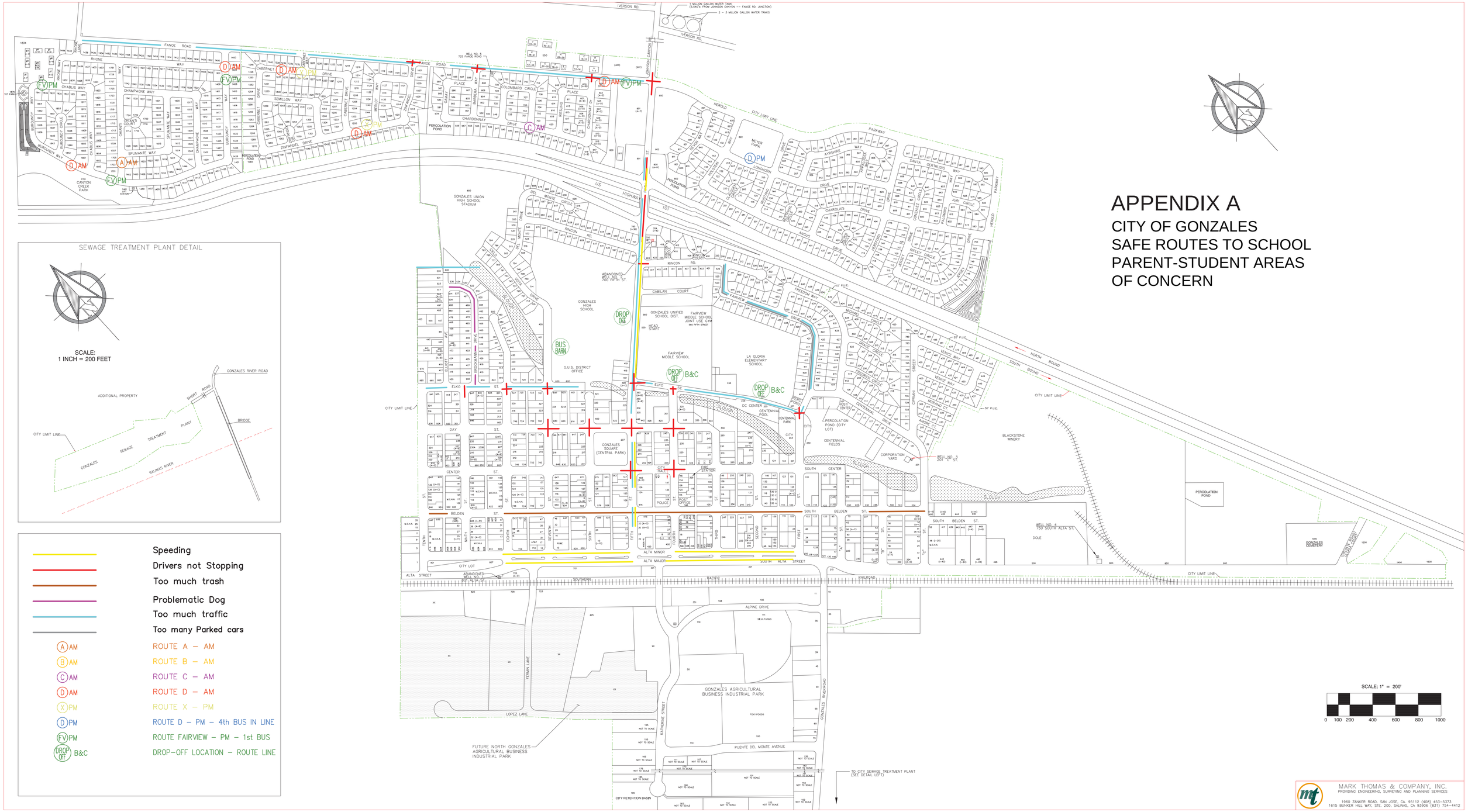
## PREPARE APPLICATIONS FOR POSSIBLE PROJECT FUNDING

In 2012 the City applied for funding to compete in several SR2S grants for various projects in the City. Unfortunately, because the City did not have an adopted SR2S program in place, the City's applications could not successfully compete with the other programs. The City took the initiative in conjunction with Caltrans Local Assistance to prepare and adopt and SR2S program prior to the next funding cycle to better position the City for funding.

For the State's Legislative Program, the current status is in Cycle 10 covering Fiscal Year 2011-2012 and 2012-2013, there are five projects in the Caltrans District 5 territory. Caltrans has not released the deadline for Cycle 11 funding so the City will need to coordinate with Caltrans State Local Assistance when the deadline is known.

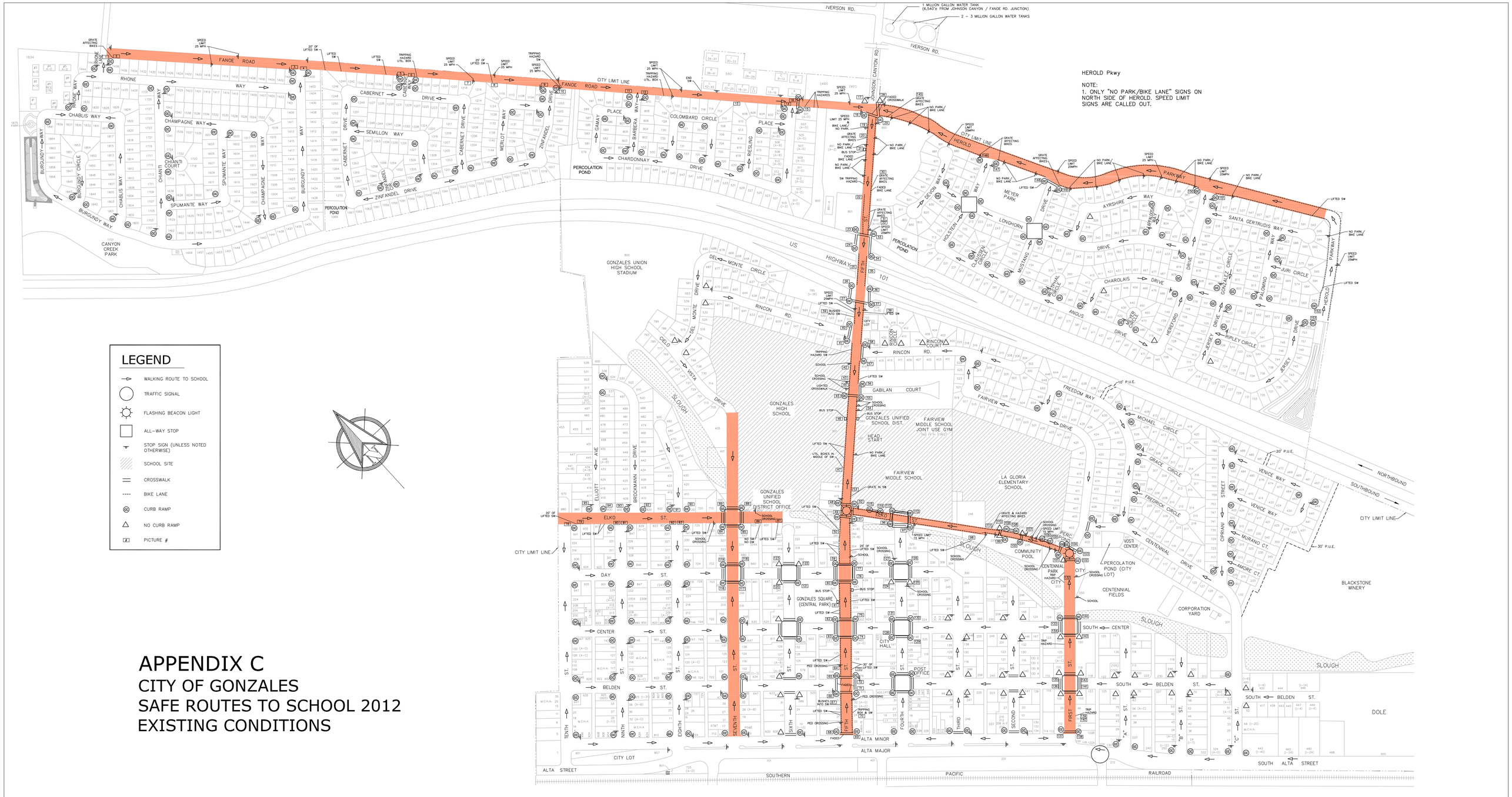
# APPENDIX A

## CITY OF GONZALES
## SAFE ROUTES TO SCHOOL
## PARENT-STUDENT AREAS OF CONCERN



# APPENDIX B
## CITY OF GONZALES
## SAFE ROUTES TO SCHOOL 2012

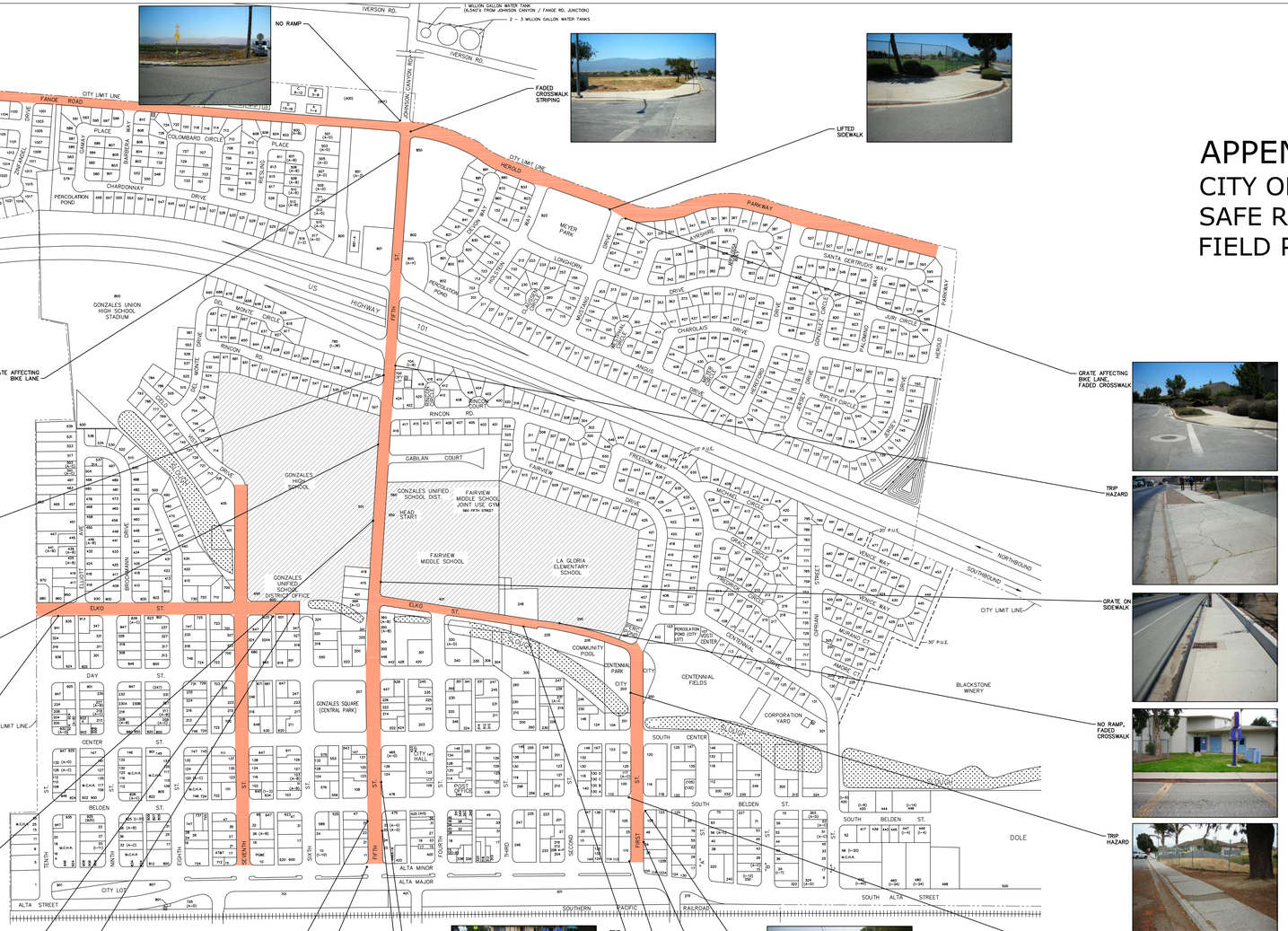
MARK THOMAS & COMPANY, INC.
PROVIDING ENGINEERING, SURVEYING AND PLANNING SERVICES
1960 ZANKER ROAD, SAN JOSE, CA. 95112 (408) 453-5373
137 CENTRAL AVENUE, STE. 5C, SALINAS, CA 93901 (831) 754-4412




# APPENDIX C
## CITY OF GONZALES
## SAFE ROUTES TO SCHOOL 2012
## EXISTING CONDITIONS


MARK THOMAS & COMPANY, INC.
PROVIDING ENGINEERING, SURVEYING AND PLANNING SERVICES
1960 ZANKER ROAD, SAN JOSE, CA. 95112 (408) 453-5373
137 CENTRAL AVENUE, STE. 5C, SALINAS, CA 93901 (831) 754-4412

# APPENDIX D
## CITY OF GONZALES
## SAFE ROUTES TO SCHOOL 2012
## FIELD PICTURES EXHIBIT




NOTE:
FOR ADDITIONAL PICTURES AND NOTES,
SEE FIELD PICTURES AND FIELD NOTES


MARK THOMAS & COMPANY, INC.
PROVIDING ENGINEERING, SURVEYING AND PLANNING SERVICES
1960 ZANKER ROAD, SAN JOSE, CA. 95112 (408) 453-5373
137 CENTRAL AVENUE, STE. 5C, SALINAS, CA 93901 (831) 754-4412

# APPENDIX E
## CITY OF GONZALES
## SAFE ROUTES TO SCHOOL 2012
## PROPOSED IMPROVEMENTS

MARK THOMAS & COMPANY, INC.
PROVIDING ENGINEERING, SURVEYING AND PLANNING SERVICES
1960 ZANKER ROAD, SAN JOSE, CA. 95112 (408) 453-5373
137 CENTRAL AVENUE, STE. 5C, SALINAS, CA 93901 (831) 754-4412

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| PARENT - P1 | 9 | X | | | | X | X | | | | | X | | | | | | |
| PARENT - P2 | 9 | X | | | X | | X | | | | | X | | | | | | |
| PARENT - P3 | 10 | | X | | | X | | X | | X | | | X | | | | X | Speeders on 5th st |
| PARENT - P4 | | X | | | X | | | X | | | | X | | X | | | | |
| PARENT - P5 | | | | | | | | | | | | | | | | | | |
| PARENT - P6 | 3 | | X | | | X | X | | | | | X | | | | | | |
| PARENT - P7 | 10 | X | | | | X | | X | | X | | | X | X | | X | | |
| PARENT - P8 | 4 | | | | | X | X | | | | | | X | X | | | | |
| PARENT - P9 | | | | | | | | | | | | | | | | | | |
| PARENT - P10 | 12 | X | | | | X | X | | | | | X | | | | | | |
| PARENT - P11 | 4 | | X | | X | | | X | | | | | X | X | | | | La Gloria driveway area. Bridge and shopping center people turning on wrong lanes |
| PARENT - P12 | 1 | | | | | X | | X | | | | | X | X | | | | Overpass |
| PARENT - P13 | 5 | | | | | X | X | | | | | X | | | | | | |
| PARENT - P14 | 6 | | X | | X | | | X | | X | | | X | X | | | | too much traffic and drivers do not yield on 5th st bridge, shopping center, Elko st, McDonalds, Fanoe Road |
| PARENT - P15 | 5 | | | X | X | | | X | | | | | | X | | | | Teenage drivers at 5th st bridge, gas station |
| PARENT - P16 | 4 | | X | | | X | | X | | X | | | X | X | | | | |
| PARENT - P17 | | | | | | | | | | | | X | | | | | | |
| PARENT - P18 | 11 | X | | | | X | X | | | | | X | | | | | | McDonalds, 5th St |
| PARENT - P19 | 3 | | X | | X | | | X | | X | | | X | X | | | | Traffic at 5th st and bridge, and Fanoe Road. |
| PARENT - P20 | 9 | X | | | X | | X | | | | | X | | X | X | | | |
| PARENT - P21 | 11 | | X | | X | | | X | | | X | X | | | | | | Traffic at Fairview and 5th. Cars stopping at bus stops. |
| PARENT - P22 | 5 | | | X | X | | | X | | | | | X | X | | | | |
| PARENT - P23 | 11 | | X | | X | | | X | | | | | X | X | | | | Fanoe Road |
| PARENT - P24 | 6 | X | | | | X | | X | | X | | X | | | | | | |

| | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| PARENT - P1 | | X | | X | | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| PARENT - P2 | | X | | X | | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| PARENT - P3 | | X | X | X | | X | | X | | | | X | X | | | | X | | | | | | | | | X | |
| PARENT - P4 | | X | X | | | | | X | X | | | | | | | X | | X | | | | | | | | X | |
| PARENT - P5 | | X | X | X | X | X | | X | X | | | X | | | X | | | X | | | | | | | | X | |
| PARENT - P6 | | X | X | X | | | X | | | | | | | | X | | | X | | | | | | | | X | |
| PARENT - P7 | | | | | X | X | | X | X | X | | | | | | X | | X | | | | | | | | X | |
| PARENT - P8 | | X | X | | | | | X | X | | | | | | | X | | X | | | | | | | | | X |
| PARENT - P9 | | X | X | | | X | | | | | | | | | | | | X | | | | | | | | X | |
| PARENT - P10 | | X | X | X | X | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| PARENT - P11 | | X | | | | X | | | | | | | | | X | | | X | | | X | | | | | | X |
| PARENT - P12 | | X | | | | X | | | | | | | | | X | | | | | | | | | | | X | |
| PARENT - P13 | X | | | | | | X | | X | | | X | | | X | | | X | | | | | | | | | X |
| PARENT - P14 | | X | X | X | | X | | X | | | | X | | | X | | | X | | | | | | X | | X | |
| PARENT - P15 | | X | X | X | X | X | | X | X | | | X | | | | X | | X | | | | | | | | X | |
| PARENT - P16 | | X | | X | X | X | | | | | | | | | | X | X | | | | | | | | | X | |
| PARENT - P17 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| PARENT - P18 | X | | | | | | | X | | X | | | X | | | | X | | | | | | | | | X | |
| PARENT - P19 | | X | | | | | | | | | | | X | | | | | | | | | | | | | X | |
| PARENT - P20 | X | | | | | | X | | | | | | | | | X | | X | | | | | | | | X | |
| PARENT - P21 | | X | | | | | | | X | | | | | | X | | | X | | | | | | | | | X |
| PARENT - P22 | | X | X | | | | | X | | | | | | | | X | | X | | | | | | | | X | |
| PARENT - P23 | X | | | | | | X | | | | | | | | | | X | | | | | | | | | | X |
| PARENT - P24 | X | | | | | | X | | | X | | | X | | | | X | | | | | | | | | | X |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| PARENT - P25 | 11 | X | | | | | X | | | | | X | | | | | | |
| PARENT - P26 | 6 | X | | | | | | X | | X | | | X | X | | | | |
| PARENT - P27 | 12 | | X | | | X | X | | | | | X | | | | | | |
| PARENT - P28 | 11 | | X | | | X | X | | | | | | X | X | | | | |
| PARENT - P29 | 4 | | X | | X | | X | | | | | | X | | | | | |
| PARENT - P30 | 10 | | X | | X | | | X | | | | | X | | | | | 5th and bridge |
| PARENT - P31 | 2 | | X | | X | | | X | | | | | X | X | | X | X | |
| PARENT - P32 | 11 | X | | | | X | X | | | | | X | | | | | | |
| PARENT - P33 | 7 | | | | | | X | | | | | | X | X | | | | Traffic at Elko St. Drivers do not yield on 4th, 5th, and Elko |
| PARENT - P34 | 6 | X | | | | | | X | | X | | | X | X | | | X | Too much traffic on 4th and Elko and drivers do not yield there |
| PARENT - P35 | 5 | | | X | | X | X | | | | | X | | | | | | |
| PARENT - P36 | 10 | X | | | | | X | | | | | X | | | | | | |
| PARENT - P37 | 12 | X | | | | | X | | | | | X | | | | | | |
| PARENT - P38 | | | | | | | | | | | | | | | | | | |
| PARENT - P39 | 3 | | X | | X | | | | | X | | | X | X | | X | X | 5th, Elliot Ave |
| PARENT - P40 | 5 | | X | | X | | | X | | | | | X | X | | | | Speeders on 5th st and shopping center |

| | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| PARENT - P25 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| PARENT - P26 | | X | | | X | X | | X | | X | | | X | | | | X | | | | | | | | | X | |
| PARENT - P27 | X | | | | | | X | | | | | | | | X | | | X | | | | | X | | | | X |
| PARENT - P28 | | | | | | X | X | | | | | | | | X | | X | | | | | | | | | X | |
| PARENT - P29 | | | X | X | | X | | X | | | | | X | | | | X | | | | | | | | | X | |
| PARENT - P30 | | X | | | | | X | | | | | | | | X | | | X | | | | | | | | X | |
| PARENT - P31 | X | | | | | | | | | | | | X | | | X | | | | | | | | | | 1 | |
| PARENT - P32 | X | | | | | | X | | | | | | X | | X | | X | | | | | | | | | | 1 |
| PARENT - P33 | | X | X | X | | | | | | | | | X | | | | X | | | | | | | | | X | |
| PARENT - P34 | | X | | | | X | | | | X | | | X | | | | X | | | | | | | | | X | |
| PARENT - P35 | | X | X | X | | | X | | | | | | | | | X | X | | | | | | | | | X | |
| PARENT - P36 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| PARENT - P37 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| PARENT - P38 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARENT - P39 | | X | X | X | | X | | X | | | | | | | X | | | X | | | | | | | | X | |
| PARENT - P40 | | X | X | X | | X | X | | | | | | | | X | | | X | | | | | | | | X | |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| PARENT - P41 | | X | | | | | | X | | X | | | X | X | | | | |
| PARENT - P42 | 3 | | X | | X | | | X | | X | | | X | X | | | X | |
| PARENT - P43 | 11 | X | X | | | X | | X | | | | X | | | | | | Drivers not yielding by the freeway and too much traffic on 5th st |
| PARENT - P44 | 11 | X | X | | | X | | X | | X | | | X | | | | | Fanoe Road sidewalks are bad with poles and trees. Speeders there too |
| PARENT - P45 | 9 | X | X | | | X | | X | | X | | | X | X | | | X | |
| PARENT - P46 | 2 | X | | X | | | | X | | | | X | | X | | X | X | |
| PARENT - P47 | K | | X | | | X | | X | | | | | X | X | | | | |
| PARENT - P48 | 11 | | X | | | | X | | | | | X | | X | | | | |
| PARENT - P49 | 4 | X | | | X | | | X | | X | | | X | X | | | | |
| PARENT - P50 | 10 | | X | | | X | X | | | | | X | | | | | | |
| PARENT - P51 | | | | | | | | | | | | | | | | | | |
| PARENT - P52 | 3 | | X | | X | | | X | | | | X | | | | | | Bridge |
| PARENT - P53 | 9 | X | | | X | | | X | | | | | X | X | | | | |
| PARENT - P54 | 5 | X | X | | | X | X | | | | | | X | | | X | | |
| PARENT - P55 | 3 | | X | | | X | | X | | | | | X | | | | | |
| PARENT - P56 | | | | | | | | | | | | | | | | | | |
| PARENT - P57 | 9 | X | | | | X | | X | | X | | | X | X | | | | Too much traffic and speeding on 5th st |
| PARENT - P58 | | | | | | | | | | | | | | | | | | |
| PARENT - P59 | 3 | | X | | | X | | X | | X | | X | | | | | | |
| PARENT - P60 | 5 | X | | X | | | | X | | | | | X | | | | | |

| | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| PARENT - P41 | | X | X | X | | X | | X | | | | X | | | | | | | | | | | | | | | |
| PARENT - P42 | | X | X | X | | | X | | | | | | | | X | | | X | | | | | | | | X | |
| PARENT - P43 | | X | X | X | | X | X | | | | | | | | | X | | X | | | | | | | X | X | |
| PARENT - P44 | | X | X | | | X | | X | | | | | | | X | X | | X | | | | | | | | | X |
| PARENT - P45 | | X | | | X | X | | X | X | | | X | | | X | | | X | | | | | | | X | | X |
| PARENT - P46 | | X | X | | X | | X | | | | | | X | | | | X | | | | | | | X | | | X |
| PARENT - P47 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | X | |
| PARENT - P48 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| PARENT - P49 | | X | | X | | | | X | | | | | X | | | | X | | | | | | | | | X | |
| PARENT - P50 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| PARENT - P51 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARENT - P52 | | X | X | X | | X | | X | | | | | | X | | X | | X | | | | | | | | X | |
| PARENT - P53 | | X | | | | X | X | | | | | | | | X | | | X | | | | | | | | X | |
| PARENT - P54 | | X | | | | X | X | | | | | | X | | | | X | | | | | | | | | X | |
| PARENT - P55 | | X | | X | | X | | | | | | | | | X | | | X | | | | | | X | | | |
| PARENT - P56 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARENT - P57 | | X | | | | X | | X | | | | | | | | X | | X | | | | | | | | X | |
| PARENT - P58 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARENT - P59 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PARENT - P60 | | X | | | | X | | | | | | | X | | | X | | X | | | | | | | | X | |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| STUDENT - S1 | 12 | | X | | | X | X | | | | | | X | | | | | |
| STUDENT - S2 | 12 | | X | | X | | X | | | | | | X | | | | | |
| STUDENT - S3 | 7 | | X | | X | | | X | | | | X | | | | | | |
| STUDENT - S4 | 7 | X | | | | | | X | | | | X | | | | | | |
| STUDENT - S5 | 7 | X | | | | | | X | | | | | | | | | | |
| STUDENT - S6 | 7 | X | X | | | X | | X | X | | | X | | | | | | |
| STUDENT - S7 | 7 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S8 | 7 | | X | | X | | | X | | X | X | | X | X | | | | too much traffic in front of La Gloria, no stop signs in middle of Fairview and High School |
| STUDENT - S9 | 7 | | | X | | | | | | X | | | X | | X | | | |
| STUDENT - S10 | 7 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S11 | 7 | X | | | | | | X | | X | | | | | | | X | |
| STUDENT - S12 | 7 | | X | | X | | | X | X | | | | X | X | | | | |
| STUDENT - S13 | 7 | X | | | | | X | | | | | X | | X | | | | |
| STUDENT - S14 | 7 | X | | | X | | X | | | | | | X | X | | | | |
| STUDENT - S15 | 7 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S16 | 7 | X | | | | X | | X | | | X | | X | | | X | | Belden St has a lot of trash and not enough stop signs |
| STUDENT - S17 | 7 | X | | | | X | X | | | | X | | X | | | X | X | La Gloria has a lot of trash. Fairview street has too many parked cars blocking visibility |
| STUDENT - S18 | 7 | X | | | X | | X | | | X | | X | | X | | | | hard to cross street because too much traffic on Street in front of McDonalds |
| STUDENT - S19 | 7 | X | | | X | | X | | | | | X | | | | | X | |
| STUDENT - S20 | 7 | X | | | X | | X | | | | | | X | X | | | | |
| STUDENT - S21 | 7 | X | | | X | | X | | | | | X | | X | | | | |
| STUDENT - S22 | 7 | X | | | X | | | X | | X | | | X | X | | X | | Not easy to cross the bridge. Not easy to cross Fairview St to Elko St. |

| | | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| STUDENT - S1 | 12 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | |
| STUDENT - S2 | 12 | X | | | | | | | X | | | | | | | X | | | X | | | | | | | | X | |
| STUDENT - S3 | 7 | | X | | | | | | X | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S4 | 7 | X | | | | | | | X | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S5 | 7 | | X | | | | | | X | X | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S6 | 7 | | X | | | | | | X | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S7 | 7 | | | | | | | X | | | | | | | | X | | | X | X | | | | | | | | X |
| STUDENT - S8 | 7 | X | | | | | | X | | | | | | | | X | | | X | | X | | | | | | | X |
| STUDENT - S9 | 7 | | X | X | | | | | X | X | | | | | | | X | | X | | | | X | | | | | X |
| STUDENT - S10 | 7 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S11 | 7 | | X | | X | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S12 | 7 | | X | | X | X | X | | X | X | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S13 | 7 | | X | | | | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S14 | 7 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S15 | 7 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S16 | 7 | | X | | | | X | | X | | X | | | | | X | | | X | | | X | | | | | | X |
| STUDENT - S17 | 7 | | X | X | X | | X | | X | | X | | | | | X | | | X | | X | | | | | X | | X |
| STUDENT - S18 | 7 | X | | | X | | X | X | | X | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S19 | 7 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S20 | 7 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | X | |
| STUDENT - S21 | 7 | X | | | | | X | X | | X | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S22 | 7 | | X | X | | | X | X | | X | | | | X | | | | X | | | | | | | | | X | |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| STUDENT - S23 | 7 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S24 | 7 | X | | | | | X | | | X | | | | | | | | 5th st sidewalks are horrible. Freeway overpass is unsafe |
| STUDENT - S25 | 7 | | X | | X | | | X | X | X | | X | | | | | X | |
| STUDENT - S26 | 7 | | X | | X | | | X | | X | | X | | | | | | 5th st sidewalks are horrible. People back out of driveways without looking on 5th st. |
| STUDENT - S27 | 7 | | X | | | | | X | X | | | X | | | | | | |
| STUDENT - S28 | 7 | X | | | | X | X | | | | | X | | | | | | |
| STUDENT - S29 | 7 | X | | | | X | | X | X | | | X | | | | | | |
| STUDENT - S30 | 7 | | | X | | | | X | X | | | X | | | | | | |
| STUDENT - S31 | 7 | X | | | | | | X | | X | | | X | X | | X | | Broken sidewalks in front of park. Too much traffic on 5th st and the bridge |
| STUDENT - S32 | 7 | X | | | | X | X | | | X | | | X | | | | X | Drivers do not yield on 7th st by Central Park and Day St |
| STUDENT - S33 | 7 | X | | | | | | X | | X | | | X | X | | | | Too much traffic in front of Fairview. Unfriendly dog on Brockmann Dr |
| STUDENT - S34 | 7 | X | | | X | | X | | | X | | X | | X | | | | |
| STUDENT - S35 | 7 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S36 | 7 | X | | | | X | X | | | | | X | | | | | | |
| STUDENT - S37 | 7 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S38 | 7 | | X | | | | X | | | | | X | | | | | | |
| STUDENT - S39 | 7 | X | | | | | | X | | | | X | | | | | X | |
| STUDENT - S40 | 7 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S41 | 7 | | | X | X | | | X | X | X | | | X | X | | | | |
| STUDENT - S42 | 7 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S43 | 7 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S44 | 7 | X | | | X | | | X | X | | | | X | | | | | |
| STUDENT - S45 | 7 | | X | | X | | | X | | X | | X | | | | | | |

| | | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| STUDENT - S23 | 7 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S24 | 7 | | X | | X | | | X | | | | | X | X | | | | X | | | | | | | | | | X |
| STUDENT - S25 | 7 | X | | | X | X | | X | | X | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S26 | 7 | | | | | X | | X | | X | | | | | | X | | | X | X | | | | | | | | X |
| STUDENT - S27 | 7 | | X | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S28 | 7 | X | | | | | | X | | | | | | X | | | | | X | | | | | | | | | X |
| STUDENT - S29 | 7 | | X | | | | | X | | | | | | | | X | | X | | | | | | | | | X | |
| STUDENT - S30 | 7 | | X | | | | | X | | | | | | | | X | | X | | | | | | | | | X | |
| STUDENT - S31 | 7 | | X | X | X | | | | X | X | X | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S32 | 7 | | X | | X | | | | X | | | X | | | | | | X | | | | | | X | | | | X |
| STUDENT - S33 | 7 | X | | | X | | | X | | X | | | X | | | | X | X | | | X | | | | | | | X |
| STUDENT - S34 | 7 | | X | | | | X | X | | X | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S35 | 7 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S36 | 7 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S37 | 7 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S38 | 7 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S39 | 7 | | X | | | | X | X | | | | | | X | | | | | | | | | | | | | | X |
| STUDENT - S40 | 7 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | |
| STUDENT - S41 | 7 | X | | X | | | | X | | | | | | X | | | | | X | | | | | | | | | X |
| STUDENT - S42 | 7 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | |
| STUDENT - S43 | 7 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | |
| STUDENT - S44 | 7 | | X | X | | | | X | | | | | | X | | | | | X | | | | | | | | | X |
| STUDENT - S45 | 7 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | X | |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| STUDENT - S46 | 7 | X | | | X | | | X | | X | | | X | X | | | | |
| STUDENT - S47 | 7 | | X | | X | | | X | X | | | | X | | | | | |
| STUDENT - S48 | 7 | | X | | | X | X | | | | | X | | | | | | |
| STUDENT - S49 | 7 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S50 | 8 | X | | | X | | | X | X | X | | X | | X | | | | |
| STUDENT - S51 | 8 | | X | | | X | X | | | | | X | | | | | | |
| STUDENT - S52 | 8 | | X | | | X | X | | | | | X | | | | | | |
| STUDENT - S53 | 8 | X | | | | X | X | | | X | | X | | | | | | |
| STUDENT - S54 | 8 | | X | | | X | X | | | X | | X | | X | X | X | X | |
| STUDENT - S55 | 8 | X | | | | X | X | | | X | | X | | | | | | |
| STUDENT - S56 | 8 | X | | | | | X | | | | | | X | | | | | |
| STUDENT - S57 | 8 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S58 | 8 | X | | | | | X | | | X | | X | | X | | | | |
| STUDENT - S59 | 8 | X | | | | X | | X | X | | | X | | | | | | |
| STUDENT - S60 | 8 | X | | | | X | | X | | | | X | | | | | | |
| STUDENT - S61 | 8 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S62 | 8 | X | | | X | | X | | | X | | | X | X | | | X | Too much traffic on 5th st, Fairview gym and 5th st has too many parents dropping off kids |
| STUDENT - S63 | 8 | | | X | | | X | | | | | | X | X | | | | |
| STUDENT - S64 | 8 | | X | | | X | | X | | X | | X | | | | | | |
| STUDENT - S65 | 8 | X | | | X | | | X | | X | | | X | | | | | |
| STUDENT - S66 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S67 | 9 | | X | | | X | | X | | | | X | | | | | | |
| STUDENT - S68 | 9 | | X | | | X | X | | X | | | X | | | | | | |
| STUDENT - S69 | 9 | | X | | | X | | X | | X | | | X | X | | | | |
| STUDENT - S70 | 9 | | X | | | X | X | | | | | X | | | | | | |
| STUDENT - S71 | 9 | X | | | | | X | | | X | | X | | X | | | | |
| STUDENT - S72 | 9 | | | X | X | | X | | | | | X | | | | | | |
| STUDENT - S73 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S74 | 9 | | X | | | X | | X | | | | | X | X | | | | |
| STUDENT - S75 | 9 | | | X | | | X | | | | | | X | | | | | |
| STUDENT - S76 | 9 | | | X | X | | X | | | | | X | | | | | | |
| STUDENT - S77 | 9 | | X | | X | | X | | | | | X | | X | | | | |

| | | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| STUDENT - S46 | 7 | | X | | | X | X | X | | X | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S47 | 7 | | X | X | | | | | X | | X | X | | | | X | | | X | | | | | | | | X | |
| STUDENT - S48 | 7 | X | | | | | | X | | | | | | | | X | | | X | | | | | | X | | | X |
| STUDENT - S49 | 7 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S50 | 8 | X | | | | | X | X | | | | X | | | | X | | X | | | | | | | | | | X |
| STUDENT - S51 | 8 | | X | | | | | X | | | | | | | | X | | | X | | | | | | X | | | X |
| STUDENT - S52 | 8 | | X | | X | | | X | | | | | | | | X | | | X | | | | | | | X | | X |
| STUDENT - S53 | 8 | | X | | X | | | | X | | X | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S54 | 8 | | X | | | | X | | X | X | | X | | | | X | | | X | | | | | | | | | X |
| STUDENT - S55 | 8 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S56 | 8 | | X | | | | X | | X | | X | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S57 | 8 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S58 | 8 | X | | | | | | X | | | | | X | | | | X | | X | | | | X | | | | | X |
| STUDENT - S59 | 8 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S60 | 8 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S61 | 8 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S62 | 8 | | X | X | X | | X | | X | | X | X | | | | X | | X | | | | | | | | | X | |
| STUDENT - S63 | 8 | X | | | | | | X | | | | | | | | | X | | X | | | | | | | | X | |
| STUDENT - S64 | 8 | | X | | | | X | X | | | | | | | | X | | | X | X | | | | | | | | X |
| STUDENT - S65 | 8 | | X | | X | | X | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S66 | 9 | | X | | X | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S67 | 9 | | X | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S68 | 9 | | X | | | | X | X | | | | | | | | X | | | X | X | | | | | | | | X |
| STUDENT - S69 | 9 | | X | | X | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S70 | 9 | X | | | | | | X | | | | | | X | | | | | X | X | | | | | | | | X |
| STUDENT - S71 | 9 | X | | | | | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S72 | 9 | X | | | | | | X | | | | | | | | | X | | X | | | | | | | X | | X |
| STUDENT - S73 | 9 | X | | | | | | X | | | | | | X | | | | | X | | | | | | | | | X |
| STUDENT - S74 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S75 | 9 | | X | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S76 | 9 | X | | | | | | X | | X | | | | X | | | | | X | | | | | | | | | X |
| STUDENT - S77 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| STUDENT - S78 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S79 | 9 | X | | | X | | X | | | | | X | | | | | X | |
| STUDENT - S80 | 9 | X | | | | X | X | | | | | X | | | | | | |
| STUDENT - S81 | 9 | | X | | X | | | X | | | | | X | | | | | |
| STUDENT - S82 | 9 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S83 | 9 | | X | | | | | X | | | | X | | | | | | |
| STUDENT - S84 | 9 | X | | | X | | X | | | X | | X | | | | | X | |
| STUDENT - S85 | 9 | X | | | X | | X | | | X | | X | | X | | | | |
| STUDENT - S86 | 9 | | X | | | X | X | | | | | X | | | | | | |
| STUDENT - S87 | 9 | X | | | X | | X | | | X | | X | | | | | | |
| STUDENT - S88 | 9 | X | | | | X | | X | X | | | | X | X | | | X | "Weirdos" by the Park |
| STUDENT - S89 | 9 | X | | | | X | | X | X | | | | X | | | | X | "Weirdos" by the Park |
| STUDENT - S90 | 9 | | X | | X | | X | | | | | X | | | | | | careless drivers on crosswalk from Fairview crossing to the legion |
| STUDENT - S91 | 9 | X | | | X | | | X | | X | | X | | | | | | Fast drivers on Alta St |
| STUDENT - S92 | 9 | | | X | X | | X | | | | | X | | X | | | | |
| STUDENT - S93 | 9 | X | | | | | | X | | X | | | X | X | | | | |
| STUDENT - S94 | 9 | | X | | X | | | X | | X | | | X | | | | | |
| STUDENT - S95 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S96 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S97 | 9 | | X | | | X | | X | | X | | X | | | | | | Broken sidewalks by the bridge |
| STUDENT - S98 | 9 | X | | | X | | | X | | X | | | X | | | | X | |
| STUDENT - S99 | 9 | X | | | | X | | X | | X | | X | | X | | | | |
| STUDENT - S100 | 9 | X | | | X | | | X | | X | | | X | | | X | | |
| STUDENT - S101 | 9 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S102 | 9 | | X | | | X | | X | | X | | | X | X | | | | Drivers do not yield by the school and by McDonalds |
| STUDENT - S103 | 9 | X | | | | X | X | | | | | | X | | | | | |
| STUDENT - S104 | 9 | X | | | | X | X | | | | | X | | | | | | |
| STUDENT - S105 | 9 | X | | | X | | X | | | X | | | X | | | X | | |
| STUDENT - S106 | 9 | X | | | | X | X | | X | | | X | | | | | | |
| STUDENT - S107 | 9 | X | | | X | | X | | | | | X | | | | | | |

| | | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| STUDENT - S78 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S79 | 9 | X | | X | | | X | X | | | | | X | | | X | | X | | | | | | | | | | X |
| STUDENT - S80 | 9 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S81 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S82 | 9 | | X | | | X | X | X | | | | | | | | X | | | X | X | | | | | | | X | |
| STUDENT - S83 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S84 | 9 | X | | | | X | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S85 | 9 | X | | | | | X | X | | X | | | | X | | | | | | | | | | | | | | X |
| STUDENT - S86 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S87 | 9 | X | | | X | | | X | | | X | | | X | | | | | | | | | | | | | | X |
| STUDENT - S88 | 9 | | X | | X | | X | | X | | | | X | | | X | | X | | | | | | | | | X | |
| STUDENT - S89 | 9 | | X | | | | X | X | | | | | X | | | X | | X | | | | | | | | | X | |
| STUDENT - S90 | 9 | | X | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S91 | 9 | | X | | | | X | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S92 | 9 | X | | | | | | X | | | | | | | | | X | | X | | | | | | | | | X |
| STUDENT - S93 | 9 | | X | X | X | | X | | X | X | | | X | X | | | | X | | | | | | | | | | X |
| STUDENT - S94 | 9 | | X | | | | | X | | | | | X | | | X | | | X | | | | | | | | X | |
| STUDENT - S95 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S96 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S97 | 9 | X | | | | | | X | | | | | | | | X | | | X | X | | | | | | | X | |
| STUDENT - S98 | 9 | | X | | X | | | | X | X | | | | | | X | | X | | | | | | | | | X | |
| STUDENT - S99 | 9 | | X | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S100 | 9 | | X | | | | X | X | | | | | X | | | X | | X | | | | | | | | | | X |
| STUDENT - S101 | 9 | X | | | | | | X | | | | | | | | X | | | X | X | | | | | | | | X |
| STUDENT - S102 | 9 | | X | | X | | | | X | | X | | | | | X | | | X | X | | | | | | | X | |
| STUDENT - S103 | 9 | X | | | | | | | X | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S104 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S105 | 9 | X | | | X | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S106 | 9 | | X | | | | | | X | | X | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S107 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| STUDENT - S108 | 9 | X | | | X | | X | | | X | | X | | | | | X | |
| STUDENT - S109 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S110 | 9 | | | X | X | | | X | | X | | | X | X | | | | |
| STUDENT - S111 | 9 | | | X | X | | | X | | X | | X | | X | | | | |
| STUDENT - S112 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S113 | 9 | | | X | X | | X | | X | | | | X | | | | | |
| STUDENT - S114 | 9 | X | | | | X | X | | | X | | | X | X | | | | |
| STUDENT - S115 | 9 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S116 | 9 | X | | | X | | X | | | X | | X | | | | | | |
| STUDENT - S117 | 9 | | X | | X | | | X | | | | X | | | | | | |
| STUDENT - S118 | 9 | X | | | | X | X | | | | | | X | X | | X | | |
| STUDENT - S119 | 9 | | X | | | X | | X | | X | | | X | | | X | X | |
| STUDENT - S120 | 9 | X | | | X | | | X | | | | | X | X | | | | |
| STUDENT - S121 | 9 | X | | | X | | X | | | X | | | X | X | | | | |
| STUDENT - S122 | 9 | X | | | | | X | | | | | | X | X | | | | |
| STUDENT - S123 | 9 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S124 | 9 | | X | | | X | X | | | | | X | | | | | | |
| STUDENT - S125 | 9 | X | | | | X | | X | | | | | X | X | | | | |
| STUDENT - S126 | 9 | X | | | | X | | X | | | | X | | | | | | |
| STUDENT - S127 | 9 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S128 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S129 | 9 | | | X | X | | | X | | X | | | X | X | | | X | |
| STUDENT - S130 | 9 | | X | | | X | X | | | | | X | | | | | X | |
| STUDENT - S131 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S132 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S133 | 9 | X | | | | X | X | | | | | X | | | | | | |
| STUDENT - S134 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S135 | 9 | | | | | X | X | | | | | X | | | | | | |
| STUDENT - S136 | 9 | | X | | X | | X | | | | | | X | X | | | | |
| STUDENT - S137 | 9 | | | X | | | X | | | | | X | | X | | | | |
| STUDENT - S138 | 9 | X | | | X | | | X | | | | | X | X | | | | |
| STUDENT - S139 | 9 | X | | | X | | X | | | X | | X | | | | | | |
| STUDENT - S140 | 9 | | | X | X | | X | | | | | | X | X | | | | |
| STUDENT - S141 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S142 | 9 | X | | | X | | | X | | X | | X | | | | | X | |

| | | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| STUDENT - S108 | 9 | X | | | | X | | X | | | | X | | X | | | | X | | | | | | | | | | X |
| STUDENT - S109 | 9 | | X | | | | X | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S110 | 9 | X | | | | | X | | X | X | X | | | | | | X | | | | X | | | | | | | X |
| STUDENT - S111 | 9 | X | | | | | X | X | | X | | | | X | | | | | X | | | | | | | | | X |
| STUDENT - S112 | 9 | X | | | | | | | X | X | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S113 | 9 | | X | | | | | | X | | | | | | | | | | | | | | | | | | | X |
| STUDENT - S114 | 9 | | X | | X | | | | X | | X | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S115 | 9 | X | | | | | | X | | | | | | | | X | | | X | X | | | | | | | | X |
| STUDENT - S116 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S117 | 9 | X | | | | | | X | | | | | | | | X | | | X | X | | | | | | | | X |
| STUDENT - S118 | 9 | | X | X | X | | X | | X | X | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S119 | 9 | | X | X | X | X | X | X | | X | | | | | | X | | | X | | | | | | | | X | |
| STUDENT - S120 | 9 | X | | | | | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S121 | 9 | X | | | | X | | X | | | X | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S122 | 9 | | X | | | | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S123 | 9 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S124 | 9 | | X | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S125 | 9 | X | | | | | | X | | X | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S126 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S127 | 9 | | X | | | | X | X | | | | | | | | X | | | X | | | | | | X | | | X |
| STUDENT - S128 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S129 | 9 | X | | | | | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S130 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S131 | 9 | | X | | X | | X | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S132 | 9 | | X | | | X | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S133 | 9 | | X | | | X | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S134 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S135 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S136 | 9 | | X | | | | X | X | | | | | | X | | | | | X | X | | | | | | | X | |
| STUDENT - S137 | 9 | | X | | X | | X | X | | X | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S138 | 9 | | X | | X | | | | X | X | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S139 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S140 | 9 | | X | | | | X | | X | X | X | X | X | | | X | | | X | | | | | | | | | X |
| STUDENT - S141 | 9 | | X | X | X | | X | X | | | | | | | | X | | | X | X | | | | | | | X | |
| STUDENT - S142 | 9 | X | | | | | | X | | | | | | | | | X | | | X | | | | | | | | X |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| STUDENT - S143 | 9 | | | X | X | | X | | | | | X | | | | | | |
| STUDENT - S144 | 9 | | X | | X | | X | | | | | | X | X | | | | |
| STUDENT - S145 | 9 | X | | | | X | X | | | | | X | | | | | | |
| STUDENT - S146 | 9 | | X | | | X | X | | | X | | | X | X | | | | bad drivers right in front of high school. 9th st |
| STUDENT - S147 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S148 | 9 | X | | | X | | X | | | | | | X | | | | X | parked cars block visibility in La Gloria and Fairview area |
| STUDENT - S149 | 9 | X | | | | X | X | | | | | | X | X | | | | |
| STUDENT - S150 | 9 | | X | | | X | X | | | | | X | | | | | | |
| STUDENT - S151 | 9 | X | | | X | | X | | | X | | X | | | | | | |
| STUDENT - S152 | 9 | | X | | | X | | X | | | | X | | | | | | |
| STUDENT - S153 | 9 | X | | | X | | | X | | | | | X | | X | | | |
| STUDENT - S154 | 9 | X | | | X | | X | | | | | | X | X | | | | Too much traffic at La Gloria |
| STUDENT - S155 | 9 | | | X | | | X | | | X | | X | | | | | | |
| STUDENT - S156 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S157 | 9 | X | | | | X | X | | | | | X | | | | | | |
| STUDENT - S158 | 9 | X | | | | | X | | | X | | X | | | | X | | |
| STUDENT - S159 | 9 | X | | | | | | X | | X | | X | | | | | | |
| STUDENT - S160 | 9 | X | | | | X | | X | | X | | | | | | | | Gonzales |
| STUDENT - S161 | 9 | | X | | | | X | | | X | | X | | | | | X | |
| STUDENT - S162 | 9 | X | | | X | | | | | | | X | | | | | | |
| STUDENT - S163 | 9 | | X | | | X | X | | | | | | X | X | | | | |
| STUDENT - S164 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S165 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S166 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S167 | 9 | X | | | | X | | X | | X | | | X | X | | | X | Too much traffic at La Gloria and Fairview. Cars block crosswalk and do not yield at Fairview and 5th st |
| STUDENT - S168 | 9 | | X | | | X | X | | | X | | X | | X | | | | |
| STUDENT - S169 | 9 | X | | | X | | | X | | X | | | X | | | | | |

| | | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| STUDENT - S143 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S144 | 9 | X | | | | | | X | | | | | | | | X | | | X | | X | | | | | | | X |
| STUDENT - S145 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S146 | 9 | | X | X | X | X | X | | X | X | | | | | | X | | | X | | | | | | X | | | X |
| STUDENT - S147 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S148 | 9 | | X | | X | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S149 | 9 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S150 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S151 | 9 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S152 | 9 | X | | | | | | | X | X | | | | | | X | | | X | | | | | | X | | | X |
| STUDENT - S153 | 9 | | X | | X | | | | X | | | | | | | X | | | X | | | | | | | | X | |
| STUDENT - S154 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S155 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S156 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S157 | 9 | | X | | X | | | | X | | X | | X | X | | | | X | | | | | | | | | | X |
| STUDENT - S158 | 9 | X | | X | X | X | X | X | | X | X | X | X | X | | | | X | | | | | | | | | X | |
| STUDENT - S159 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S160 | 9 | X | | | | | X | | X | X | | | | X | | | | X | | | | | | X | | X | | X |
| STUDENT - S161 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S162 | 9 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S163 | 9 | X | | | | | | | X | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S164 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S165 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | X | |
| STUDENT - S166 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S167 | 9 | | X | X | X | | | | X | X | | X | | X | | | | X | | | X | | | | | | X | |
| STUDENT - S168 | 9 | X | | | | | X | X | | | X | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S169 | 9 | | X | X | | | | X | | | | | | | | X | | | X | | | | | | | | | X |

| | | MODE TO SCHOOL | | | If by car, driver usually | | Is walking safe? | | Reason for walking is not safe | | | Easy to cross streets? | | Why not easy to cross st? | | | | location of problems |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | PED | DRIVE | BUS | only goes to school | Travels somewhere else also | Yes | Not always | Abduction | Poor Sidewalk conditions. Ex: They start and stop; Blocked with parked cars, Poles, Signs, Dumpsters, No space, cracks, broken | no stop signs | Yes | Not always | Too much traffic | Roads too wide | Need crosswalks | Cars block visibility | |
| STUDENT - S170 | 9 | | | X | X | | | X | | X | | X | | | X | | | |
| STUDENT - S171 | 9 | X | | | | X | | X | | | | X | | | | | | |
| STUDENT - S172 | 9 | | X | | X | | X | | | | | | X | X | | | | |
| STUDENT - S173 | 9 | | X | | X | | X | | | | | X | | | | | | |
| STUDENT - S174 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S175 | 9 | X | | | X | | | X | | | | | X | | | | | |
| STUDENT - S176 | 9 | | X | | | | X | | | X | | X | | X | | | | |
| STUDENT - S177 | 9 | | X | | X | | X | | | | | X | | | | | | McDonalds |
| STUDENT - S178 | 9 | | | X | X | | X | | | | | | X | X | | | | |
| STUDENT - S179 | 9 | X | | | X | | X | | | | | X | | | | | | |
| STUDENT - S180 | 9 | | X | | | X | X | | | | | X | | X | | | | |
| STUDENT - S181 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S182 | 9 | | X | | | X | | X | | | | X | | | | | | |
| STUDENT - S183 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S184 | 9 | | X | | | X | X | | | X | | | X | X | | | | |
| STUDENT - S185 | 9 | | X | | X | | X | | | | | X | | | | | X | |
| STUDENT - S186 | 9 | | X | | | | | X | | | | | X | | | | | |
| STUDENT - S187 | 9 | | | X | X | | | X | | | | X | | X | | | | |
| STUDENT - S188 | 9 | X | | | | | | X | | X | | | X | | | X | | |
| STUDENT - S189 | 9 | X | | | X | | X | | | X | | X | | | | | | |
| STUDENT - S190 | 9 | X | | | | X | X | | | | | | X | | | | | |
| STUDENT - S191 | 9 | X | | | | X | X | | | | | X | | X | | | | |
| STUDENT - S192 | 9 | | | X | X | | X | | | X | | | X | X | | | | |
| STUDENT - S193 | 9 | | X | | X | | | X | | | | X | | | | | | |
| STUDENT - S194 | 9 | X | | | X | | | X | | X | | X | | | | | | |
| STUDENT - S195 | 9 | | X | | X | | X | | | | | X | | X | | | | |
| STUDENT - S196 | 9 | | | X | X | | X | | | | | X | | | | X | | |
| STUDENT - S197 | 9 | X | | | | | X | | | | | X | | | | | | |
| STUDENT - S198 | 9 | X | | | | | X | | | | | | X | | | | | |
| STUDENT - S199 | 9 | | | X | X | | X | | | | | X | | | | | | |
| STUDENT - S200 | 9 | | | X | | | X | | | | | | X | X | | | | |
| STUDENT - S201 | 9 | | | X | X | | X | | | X | | X | | | | | | |
| STUDENT - S202 | 9 | | | | | | | | | | | | | | | | | |

| | | Drivers behave well? | | Why don't they behave? | | | | Is your walk pleasant? | | Reason for not always pleasant walk | | | | PREFFERED MODE | | | | Plan to walk? | | Reason for not always walking | | | | | | | Need for X-ing Guard Program? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | GRADE | Yes | Not always | Roll through stop signs | They don't yield to people | Back out of driveway without looking | Speeding | Yes | Not always | Stranger Danger | Too much trash | Noise | unfriendly dogs | PED | BIKE | DRIVE | BUS | Yes | Not Always | Car is an option | Might be late to school | Too much traffic | Takes bus | Fatigue | Live too far | Poor weather | Yes | No |
| STUDENT - S170 | 9 | | X | | | | X | X | | | | | X | | | | X | | X | | X | | | | | | | X |
| STUDENT - S171 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S172 | 9 | | X | | X | | X | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S173 | 9 | X | | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S174 | 9 | X | | | | | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S175 | 9 | | X | | | X | | | X | | | | X | X | | | | X | | | | | | | | | X | |
| STUDENT - S176 | 9 | | X | | | | X | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S177 | 9 | | X | X | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S178 | 9 | X | | | | | | | X | | | | | | | X | | | X | | | | | | | X | | X |
| STUDENT - S179 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S180 | 9 | | X | X | X | | | X | | | | | | | X | | | | X | | | | | | | | | X |
| STUDENT - S181 | 9 | | X | | | X | | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S182 | 9 | X | | X | X | | X | X | | X | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S183 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S184 | 9 | X | | | | | X | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S185 | 9 | X | | | | | X | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S186 | 9 | | X | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S187 | 9 | X | | | | | X | X | | X | | | | | | X | | X | | | | | | | | | X | |
| STUDENT - S188 | 9 | | X | | | | X | X | | | | X | | | | X | | | X | | | | | | | | | X |
| STUDENT - S189 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S190 | 9 | | X | X | | | X | | X | | X | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S191 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S192 | 9 | X | | | X | | | X | | | X | | | | | | X | X | | | | | | | | | X | |
| STUDENT - S193 | 9 | | X | | | | | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S194 | 9 | X | | | | | X | X | | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S195 | 9 | | X | | | | | | X | | | | | | | X | | | X | | | | | | | | | X |
| STUDENT - S196 | 9 | X | | | | | | X | | | X | | | | | | X | | X | | | | | | | | X | |
| STUDENT - S197 | 9 | | X | | | | X | X | | | | | | | | X | | X | | | | | | | | | | X |
| STUDENT - S198 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S199 | 9 | X | | | | | | X | | | | | | X | | | | X | | | | | | | | | | X |
| STUDENT - S200 | 9 | X | | | | | | X | | | | | | X | | | | | X | | | | X | | | | | X |
| STUDENT - S201 | 9 | X | | | | | | X | | X | | | | X | | | | | X | | | | | | | | | X |
| STUDENT - S202 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

# CHAPTER 3

# CIRCULATION ELEMENT

## INTRODUCTION

Greenfield's history and past development patterns have been closely tied to the City's location on Highway 101. Greenfield's future development will similarly depend on and be affected by its circulation system. The Circulation Element provides an overview of the existing and planned transportation network along with the City's policies and implementation program within Greenfield for all major transportation modes. These include motor vehicles, pedestrians, public transit, and bicycles. An introductory section provides a context for the Circulation Element, followed by a section on Goals, Policies and Implementation Programs. The circulation plan section documents planned circulation improvements at build-out of this General Plan, and the setting section provides current conditions.

## OVERVIEW

The Circulation Element outlines Greenfield's plan for the provision of convenient and efficient travel within the community and between Greenfield and the region. Key circulation issues for Greenfield include:

- Prioritization and construction of roadway improvements necessary to improve circulation and levels of service;
- Establishment of a minimum Level of Service (LOS) standard for the community;
- Agreement on street design standards that will foster optimal living environments;
- Standardization of streetscape elements on major public streets;
- Identification of measures necessary to enhance pedestrian and bicycle safety;
- Development of minimum emergency access standards;
- Support for increased public transit use;
- Encourage increased bicycle usage;
- Enforcement of traffic laws; and
- Assurance of adequate funding for necessary circulation improvements

These issues are addressed in the Circulation Element sections that follow.

### Organization of the Element

The Circulation Element is organized into four main sections; 1) an Introduction section that includes an overview of the

Element and its consistency with State law; 2) a Goals, Policies, and Implementation Programs section addressing all modes of travel and the relationship between transportation and land use; 3) a Circulation Plan; and 4) a setting section that describes current conditions.

## CONSISTENCY WITH STATE LAW

### Minimum Requirements

The Circulation Element is one of the seven mandated general plan elements identified in State planning and zoning law. Section 65302(b) of the California Government Code specifies that each general plan must include "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan." The Greenfield Circulation Element meets these requirements.

California Government Code Section 65401 specifies that public works projects must be in conformity with the General Plan. In practice, this will require that the City, during adoption of the Capital Improvement Program (CIP), make findings that the proposed City of Greenfield CIP is in conformance with the General Plan, including the Circulation Element.

### Relationship to Other General Plan Elements

According to state planning law, the Circulation Element must be consistent with the other General Plan Elements, which are all interrelated to a degree. Certain goals and policies of one Element may address issues that are primary subjects of other Elements. This integration of issues throughout the General Plan creates a strong basis for the implementation of plans and programs and achievement of community goals. The Circulation Element is most directly related to the Land Use, Growth Management, and Economic Development Element.

## CONSISTENCY WITH COUNTYWIDE PROGRAMS

Since the intent of a circulation system is to link not only different parts of a community, but also the community with the surrounding region, consistency of the Circulation Element with County and State transportation plans and programs is important.

# GOALS, POLICIES AND PROGRAMS

## I. GENERAL

**Goal 3.1**
**Provide a safe, efficient, and balanced transportation system that accommodates the circulation of vehicles, bicycles, and pedestrians.**

**Policy 3.1.1**
New development shall be consistent with the scale, appearance, and rural community character of Greenfield's neighborhoods.

**Policy 3.1.2**
Develop and maintain convenient linkages for both vehicular and non-vehicular transportation modes between Greenfield and the surrounding region.

**Policy 3.1.3**
During project planning and design, developments shall recognize streets as multi-modal transportation corridors and as an interactive community space.

**Policy 3.1.4**
During the planning and development review process, encourage the incorporation of bicycle, pedestrian, and public transit modes where appropriate.

Program 3.1.A
Prepare and adopt engineering and design standards for circulation facilities, including streets; pedestrian, transit, and bicycle facilities; and multi-modal linkages.

Program 3.1.B
Prepare and adopt design standards for residential streets that balance vehicular movement and safety with slower speeds and avoid the creation of hazards for bicyclists and pedestrians.

Program 3.1.C
Develop and maintain a multi-model circulation and transportation system through regular updates of the Capital Improvement Program.

## II. ROADWAYS

**Goal 3.2**
**Ensure that future road development and maintenance of existing roads provides safe pedestrian and vehicle access and movement along City streets.**

**Policy 3.2.1**
Ensure that the City's roadway facilities are maintained with a focus on aesthetics and functionality.

**Policy 3.2.2**
New development shall include construction or in-lieu fees of new roadways or roadway improvements prior to or concurrent with new development and as deemed appropriate by the City.

**Policy 3.2.3**
Strive to maintain Level of Service C as the minimum acceptable service standard for intersections and roadways during peak periods and accept an LOS D only when unavoidable and at identified locations.

**Policy 3.2.4**
Address future roadway needs through both new road construction and management of existing and planned roadway capacity.

**Policy 3.2.5**
Provide truck routes for large capacity trucking as required for industry and commerce and direct trucks to said routes.

**Policy 3.2.6**
Encourage and promote vehicle pools, use of public transportation, and incentives to reduce single-occupant vehicle trips.

Program 3.2.A
Establish and adopt a street classification system that identifies the functions of different types of streets for future planning.

Program 3.2.B
Restrict driveway access on streets where the City has 82-foot rights of way or greater.

Program 3.2.C
Regularly revise the Capital Improvement Program budget to include planned transportation maintenance and upgrades.

Program 3.2.D
Update and implement traffic impact fee programs and other programs as necessary to assure sufficient financing and right of way to maintain and achieve prescribed Levels of Service.

Program 3.2.E
Monitor intersection Levels of Service on a biannual basis at key reporting intersections identified by the Public Works Department.

Program 3.2.F
Prepare and adopt City standards for prioritizing roadway improvement projects using the following criteria: traffic volume, traffic safety, pedestrian and bicyclist safety, availability of funding, and other measures of need as appropriate.

Program 3.2.G
Install and maintain truck route signing and marking to direct truck traffic onto designated truck routes that bypass residential neighborhoods and higher density areas.

## III. BICYCLES AND PEDESTRIANS

**Goal 3.3**
**Promote walking and bicycling for recreation and transportation by residents and visitors to Greenfield.**

**Policy 3.3.1**
Provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities.

**Policy 3.3.2**
Incorporate convenient bicycle and pedestrian access and facilities in new public and private development projects where appropriate.

**Policy 3.3.3**
Create a bicycle and pedestrian system that provides connections throughout Greenfield and within the region designed to serve both recreational and commuter users.

**Policy 3.3.4**
Design new roadway facilities to accommodate bicycle and pedestrian traffic.

Program 3.4.A
Develop and implement a Bicycle and Pedestrian Master Plan, which includes design standards for bicycle and pedestrian facilities, evaluation of current bicycle promotion programs, analysis of bicycle and pedestrian accidents, and a capital improvement program to ensure adequate maintenance of bicycle and pedestrian facilities.

Program 3.4.B
Prepare and adopt guidelines for new development to incorporate design features that support bicycling and walking, including bicycle racks, lockers, and other support facilities; continuous sidewalks; an internal pedestrian circulation plan; walkways for pedestrians and bicyclist between cul-de-sacs; and at least one major entrance adjacent to a sidewalk, particularly in those areas that could provide access to and between major destinations.

Program 3.4.C
Develop a strategic approach to pursuing funding opportunities for bicycle and pedestrian improvement projects, working closely with other agencies and neighboring jurisdictions.

Program 3.4.D
Coordinate with the local school districts to create well-designed safe routes to schools, maps for bicyclists and pedestrians, and to provide adequate facilities for bicycle parking.

Program 3.4.E
Prepare and adopt development standards that require the inclusion of Class I, II, or III bicycle facilities on new roadways as appropriate.

Program 3.4.F
Prepare and adopt development standards that require sidewalks on all roads, except in cases where very low pedestrian volumes and/or safety considerations warrant elimination or reduction of sidewalks.

## IV. PUBLIC TRANSPORTATION

**Goal 3.4**
**Work with transportation agencies to provide adequate, convenient, and affordable public transportation.**

- El Camino Real north of Walnut Avenue and south of Elm Avenue.
- Third Street south of Elm Avenue and north of Apple Avenue.

These routes would be signed as truck routes and enforced as such.

## BICYCLE AND PEDESTRIAN CIRCULATION

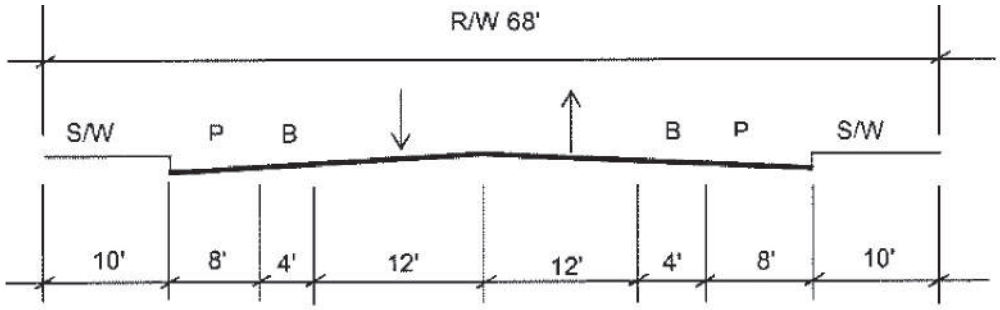
Bicycles are a promising mode of transportation in Greenfield because of the relatively flat terrain and generally favorable climate. Development of a comprehensive bikeway system within Greenfield would encourage the use of bicycles as a regular mode of transportation, which is a goal of this General Plan. Another goal of the General Plan is to support pedestrian activity by providing pedestrian facilities within existing and new development areas, and to eliminate both physical and perceived barriers that prevent or discourage pedestrians from walking between destinations.

To further the objective of providing a well-designed and convenient bicycle and pedestrian circulation system, a Bicycle and Pedestrian Master Plan will be developed, including design standards for bicycle and pedestrian facilities, evaluation of current bicycle promotion programs, analysis of bicycle and pedestrian accidents, and a capital improvement program to ensure adequate maintenance of bicycle and pedestrian facilities. The City will also maintain an inventory of bicycle and pedestrian facilities, which will allow identification of gaps in the bicycle/pedestrian system and will contribute to the development of the Bicycle and Pedestrian Master Plan. A map of proposed bicycle lanes is included as **Figure 7-5** in the Conservation, Recreation and Open Space Element.

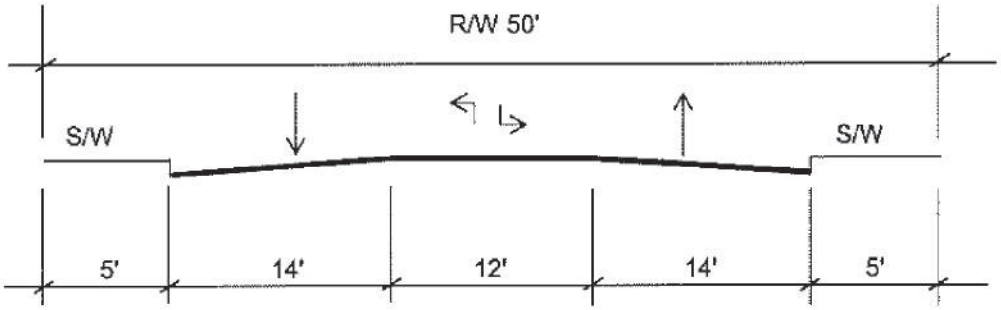
## TRANSIT

Future transit needs in Greenfield include both internal circulation and commute services. The City should continue to coordinate with Monterey-Salinas Transit to improve service within Greenfield, and between Greenfield and other Monterey County destinations. Improvements to longer-distance commute routes could include service between Greenfield and major employment centers on the Monterey Peninsula. The City should work with regional transit agencies to coordinate this type of service, and should identify locations for additional park-and-ride facilities that could contribute to the success of commute-oriented transit services.

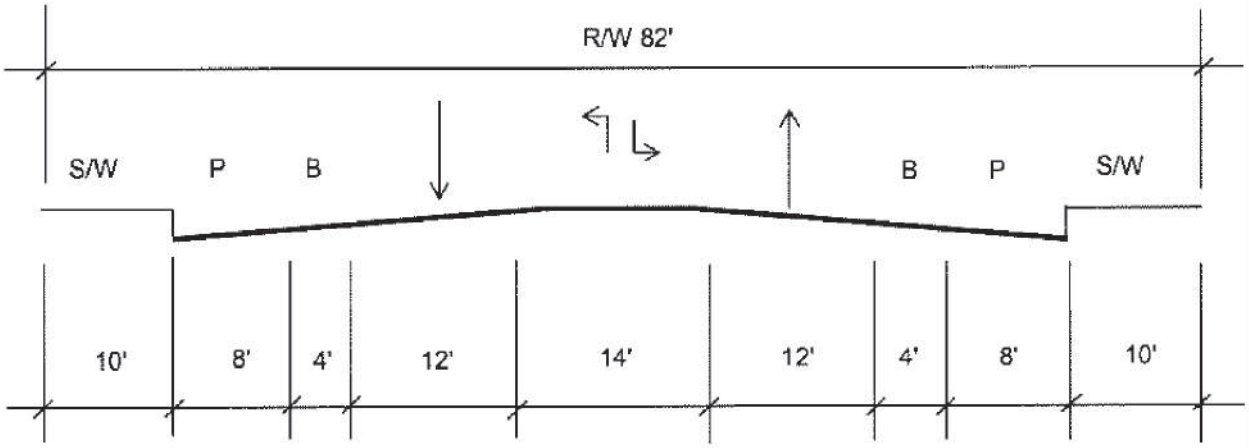
The policies in the General Plan support the use and expansion of transit services in Greenfield. Some policies call for the City to work with Monterey Salinas Transit and major developers to ensure that new roads and development projects include appropriate facilities for transit service, such as bus stops and shelters. Others encourage land use patterns that minimize vehicle trips and support transit usage.




2- Lane Local street with Parking and Bike Lane




2- Lane Divided Collector, no Parking or Bike Lane




2-Lane Divided Collector with Parking and Bike Lane

CROSS SECTION 1.CDR 09/3/04

Source: Higgins Associates January 2005

NO SCALE

FIGURE 3-2

STREET CROSS SECTION 1

PMC

PACIFIC MUNICIPAL CONSULTANTS

http://www.mst.org/routes/23/1_new_route_23.html

Other transit services in Greenfield are provided by Greenfield Autolift, a demand responsive system for intra city trips, rural rides, and Greyhound lines for inter-city trips.

## Bike Lanes

Greenfield does not have a Bikeway Master Plan. The City does however adopt the Caltrans description for bikeways (i.e., bicycle facilities) for bicycle facilities in the city. Types of bikeways are described by Caltrans in the Highway Design Manual as follows:

- Class I Bikeway - Referred to as a "bike path" or "multi-use trail". Provides for bicycle travel on a paved ROW completely separated from any street or highway.
- Class II Bikeway - Referred to as a "bike lane". Provides striped lane for one-way travel on a street or highway.
- Class III Bikeway – Referred to as a "bike route". Provides for shared use with pedestrians or motor vehicle traffic and is identified only by signing.

Bike lanes are provided on both sides of El Camino Real between Walnut and Elm Avenues. The remaining sections of El Camino Real are designated as Bike Routes in the General Plan. However, no signing or striping is provided. A new bike plan is being established as part of the General Plan update as a separate document. Cognizance was taken of the provision of bike lanes in the street classification in this report.

## Pedestrian Facilities

Pedestrian Facilities in Greenfield include sidewalks and crosswalks. Sidewalks are constructed along El Camino Real and the majority of collector streets. Crosswalks are provided at all intersections along El Camino Real south of Cherry. Additionally, four mid-block crosswalks are provided at various locations on El Camino Real between Apple and Elm Avenues as well as on Oak Avenue between El Camino Real and Ninth Street.

## Parking

Parking is permitted on most streets in the City. Additional off-street parking facilities are provided by the private developments based on the off-street parking requirements set forth in the Zoning Ordinance. No public off-street facility is currently available in the City.

Certain sections of El Camino Real and Oak Avenue allow diagonal parking. The advantages of this type of configuration are the proximity of the parked vehicles to their destination of choice and the increased on street capacity. The disadvantages of diagonal parking are the space required (width of the street) and safety concerns as outgoing parking maneuvers may conflict with through traffic. Given the low volumes forecasted on El Camino Real, the only argument for replacing the diagonal parking is a safety versus capacity issue. As the speed limit is very low (25 MPH) and no significant off street parking lots exist, it is not recommended to remove the diagonal parking.

CHAPTER

# 7

# CONSERVATION, RECREATION, AND OPEN SPACE ELEMENT

## INTRODUCTION

The Conservation, Recreation, and Open Space Element focuses on the protection and enhancement of community resources to ensure a high quality living environment in Greenfield. Valuable resources in the City of Greenfield include agricultural resources, biological resources, historic and cultural resources, recreation and open space resources, and scenic resources.

Availability of parks and the opportunity for varied forms of recreation are key components in maintaining the quality of life within Greenfield. The Parks and Recreation portion of this Element provides the policy level foundation for providing these important facilities and programs within the community. A subsequent Parks and Recreation Master Plan, anticipated to be adopted by the City in 2005-2006, will provide detailed and specific standards for achieving the park and recreation vision established in this element.

A fundamental component of creating a desirable community is the availability of a variety of parks, recreational facilities, and open spaces. In Greenfield, recreational opportunities range from traditional active sports such as organized softball and soccer to passive recreation such as nature observation and simply spending time outdoors. Between these two extremes falls a range of activities enjoyed by many residents including picnicking in parks, walking and bicycling, and playground activities.

The provision of a variety of recreational opportunities is a goal of the City of Greenfield. The City will pursue various strategies and funding sources to achieve this goal. Park and recreation funding may come from local, state, and federal grants; developer dedications; and user fees.

The Conservation, Recreation, and Open Space Element also includes goals to protect environmental resources, open space, and scenic resources. Specifically, resources addressed in this element include:

- Agricultural resources including quantity and quality of agricultural lands within the Planning Area.
- Park and recreational resources including future park spaces;
- Biological resources including significant habitat areas and special status plant and animal species;

## TRAILS

Trails and trail connections are a very important element to the parks and recreation infrastructure of Greenfield. People use trails for many reasons, but probably the most common are:

- Transportation (walking, jogging or biking as a substitute for the car).
- Exercise (walking jogging, riding or biking as forms of physical fitness).
- Connection to nature and adventure (pedestrian and non-motorized users linking to regional parks and preserves).
- Leisure (out for a stroll and leisurely bike ride).

Generally speaking, the development of a trail system in Greenfield must take into account a variety of users and reflect safe resolution of potential conflict between users and vehicles. In addition, trails need to be as "accessible" as possible, considering terrain and topography. "Accessible" trails and paths provide for all users extending benefit to older adults and children, families with strollers and people with disabilities.

The local trail system will provide interconnections within the local community and linkages to the regional trail system. The bicycle lanes will serve as a functional adjunct to the local traffic circulation system. **Figure 7-2** *Existing and Proposed Trails* depicts a system of trails, generally providing for bicycle transportation, that extends through the City. The City will pursue construction of this system of trails in conjunction with local advocacy groups, neighboring communities, and regional and state entities.

### Trails Guidelines

The following are general development guidelines for typical trail elements:

- New plans for residential and commercial development should provide access and feeder trail systems that are consistent with the intent of the trails plan.
- Careful consideration of some important design criteria is necessary in the general layout and design of a trail system.
- The functional and aesthetic qualities must be considered and balanced against the long-term fiscal impacts and transportation and recreation considerations.
- A trail system should provide a variety of experiences by emphasizing existing natural features and including areas of special interest.
- The design should take advantage of and preserve existing natural features such as scenic views, open spaces, tree covered areas, and existing plant material.
- The design should allow the trail system to flow with the contours and grade changes of the land in order to maintain harmony with the surroundings. It should also make logical connections to other facilities, for example: parks, trails, schools and libraries, and commercial areas, etc.

### Pedestrian Trails

Short local feeder trails should connect a regional trail system with the community. Trail design should consider utilizing public rights of way, connections through cul-de-sacs, emergency vehicle accessibility, width, surfaces, drainage, fencing and security.

### Bicycle Trails

A system of bicycle trails should be provided through the Greenfield Area, interconnecting schools, parks, commercial centers, and the planned trail system. The

local bicycle trails will probably need to be accommodated on the street system.

Bike lanes exist on some streets in the downtown area of the City. Currently, a contiguous bike lane exists on Oak Avenue, between San Antonio Drive to Second Street. This route extends over Route 101, linking areas of the community both east and west of the Highway.

Bike lane also exists on Walnut Avenue, from 12th Street to 10th Street, and again from El Camino Real to the Route 101 overpass. This trail does not extend over the Highway, but does connect with another bike lane on El Camino Real, which extends from Walnut Avenue to Apple Avenue.

Future trails within the City of Greenfield will interconnect existing trails and provide safer bicycle access to areas that currently lack trail infrastructure. The local trail system could additionally provide linkages to the regional system. The Greenfield Parks and Recreation Master Plan will include a study of the local trails system and incorporate results to determine future trail types and locations. **Figure 7-5** shows existing and proposed bikeways.

*Bicycle Trail Classifications*

Class I Bike Route (Bike Path, Bike Trail). A bike path is completely separated from vehicular traffic for the exclusive use of bicycles. It is separated from vehicular facilities by space, plant materials, or physical barriers such as guardrails or curbing. This class of bicycle trail is often located in parks, schools or areas of scenic interest.

Class II Bike Route (Bike Lane). A bike lane is a lane on the paved area of a road reserved for preferential use by bicycles. It is usually located along the edge of the paved area or between the parking lane and the first motor vehicle lane. It is identified by "Bike Lane" or "Bike Route" guide signs and marked by special lane lines and other pavement markings. Bicycles have exclusive use of a bike lane for longitudinal travel, but must share it with motor vehicles and pedestrians at crossings.

Class II Bike Routes are often preferred where pavement width is adequate to accommodate a separate lane, or where speeds of auto traffic are in excess of 30 M.P.H.

Some controversy exists over the need for striping bike-lanes on a street, as opposed to simply identifying a route along an existing street with adequate lane widths. Before a route is striped, careful consideration should be given to simply designating the street as a route with just directional and destination signs. The decision regarding whether or not to stripe the bike lane must be made in cooperation with the traffic engineers of the jurisdiction involved.

Class III Bike Route (Shared Route). A shared route is a street identified as a bicycle facility by "Bike Route" signing only. A white shoulder line may or may not be provided. There are no special lane markings, and bicycles share the roadway with motor vehicles.

The local system will consist of Class II and III bike routes incorporated into the local roadway system throughout the community. By providing bike lanes or extra wide streets with shoulders sufficient to meet the design standards, these trails can be provided without adding to the operations and maintenance cost burden of the City. In areas where the roadway is dangerous, 8-feet wide sidewalks are used for local routes (Class I).

See also the Circulation Element for information regarding alternative transportation modes.

**Greenways, Trails and Bike Routes**

Greenways should be linear open space that either connects Greenfield's recreation facilities or protects scenic or biotic resources. Wherever possible, the greenways should provide recreational opportunity and/or preserve habitat. Greenways should not be leftover pieces of land that have no connection to other components of Greenfield's trail and park system or habitat areas. Greenways should be dedicated along drainage corridors and as agricultural buffers.

### REGIONAL AND STATE PARKS

Trail facilities also exist in surrounding regional and state parks, including San Lorenzo Park, Pinnacles National Monument, and Arroyo Seco Gorge.

A waling trail in the San Lorenzo park is located along the banks of the Salinas River. Arroyo Seco Campgrounds, part of the Los Padres National Forest recreational area, contain approximately 15.5 miles of pedestrian and horse trail. Additionally, these trails link to the Ventana Wilderness network of trails. Arroyo Seco is located approximately 17 miles west of Greenfield. The Pinnacles National Monument lies approximately 25 miles northeast of the City of Greenfield. This facility contains over 30 miles of pedestrian trail.

EXISTING AND PROPOSED BIKEWAYS.CDR (FROM LAND USE.APR) 03/04/05

FIGURE 7-5
EXISTING AND PROPOSED BIKEWAYS

PMC
PACIFIC MUNICIPAL CONSULTANTS

# 2010 Monterey County Regional Transportation Plan

**Transportation Agency for Monterey County**

# 2010 Monterey County Regional Transportation Plan

Prepared by:

Transportation Agency for Monterey County

# Transportation Agency for Monterey County

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***"Develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic vitality for Monterey County."***

DRAFT

# 2014

# MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN

ROADWAYS

MASS TRANSIT

CYCLING

COMPLETE STREETS

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

*The preparation of this report was financed in part through grants from the United States Department of Transportation (DOT) and facilitated by the Metropolitan Planning Organization, the Association of Monterey Bay Area Governments. Additional financial assistance was provided by the California State Department of Transportation.*

# DRAFT

# 2014 Monterey County

# Regional Transportation Plan

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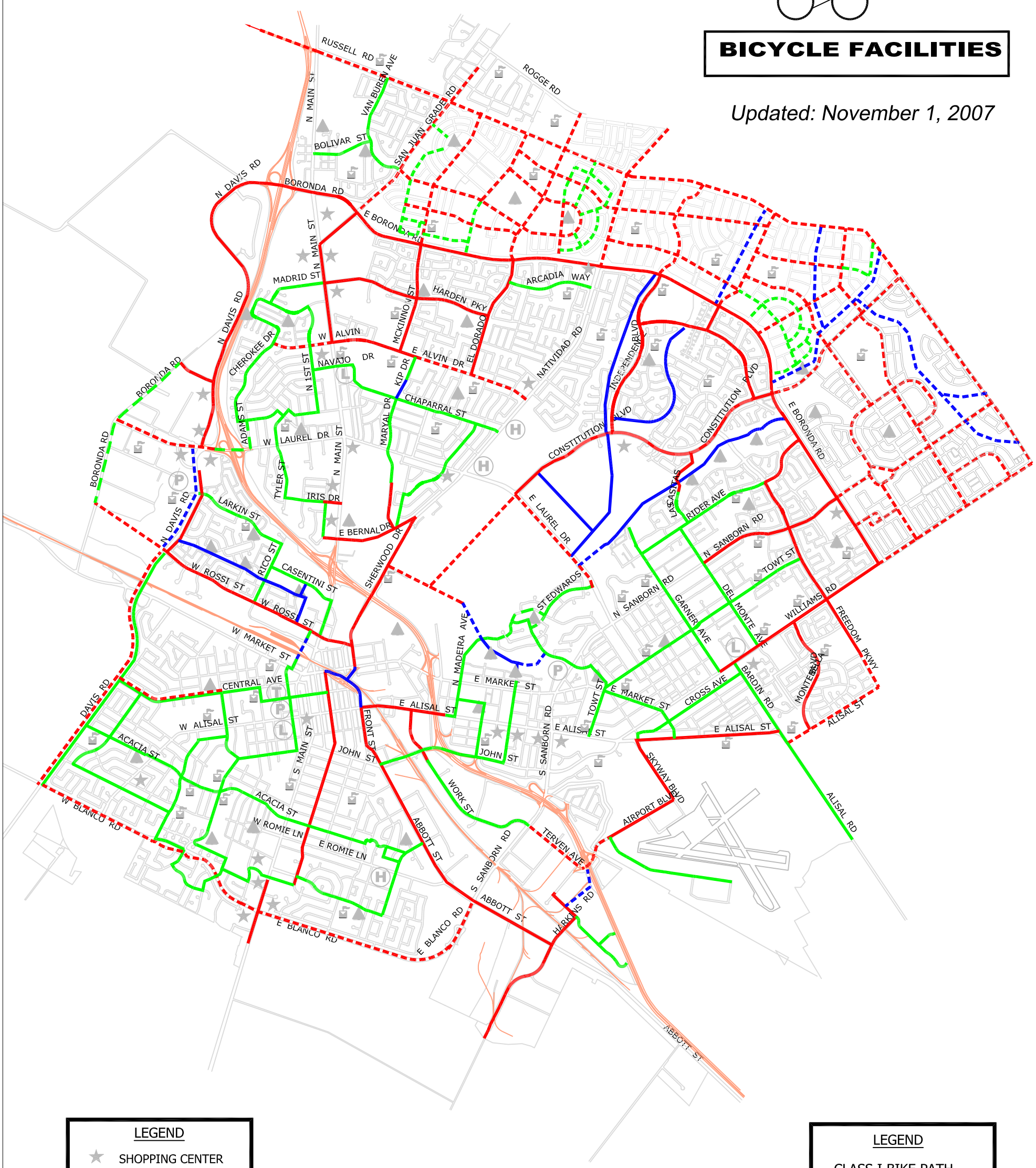
*Updated: November 1, 2007*




## LEGEND

- SHOPPING CENTER
- SCHOOL SITE
- PARKS
- HOSPITAL
- POST OFFICE
- LIBRARY
- TRANSIT CENTER

## LEGEND

**CLASS I BIKE PATH**
- = EXISTING
- = PROPOSED

**CLASS II BIKE LANE**
- = EXISTING
- = PROPOSED

**CLASS III BIKE ROUTE**
- = EXISTING
- = PROPOSED

Transportation Agency for Monterey County

# Bicycle and Pedestrian Master Plan

December 2011

PREPARED BY:
Alta Planning + Design

PREPARED FOR:
Transportation Agency for Monterey County

FUNDED IN PART BY:
Monterey Bay Unified Air Pollution Control District

# Transportation Agency for Monterey County

# Bicycle and Pedestrian Master Plan

December 2011

Prepared for:

Transportation Agency for Monterey County

Funded in part by:

Monterey Bay Unified Air Pollution Control District

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# Executive Summary

This 2011 Transportation Agency for Monterey County Bicycle and Pedestrian Plan identifies existing and proposed bicycle and pedestrian facilities in Monterey County and the communities therein. As the administrator of bicycle and pedestrian related funding, the Agency will use this Plan to prioritize project funding.

The Agency developed this Plan with help from the Transportation Agency for Monterey County Bicycle and Pedestrian Facilities Advisory Committee (BPC), County of Monterey Public Works Department, bicycling community representatives and representatives from each of the incorporated cities in Monterey County. The input from these stakeholders helped update and refine the 2005 countywide bicycle network and identify specific pedestrian projects submitted by local cities and those within geographic focus areas based on the Associations of Monterey Bay Area Government's Priority Development Areas.

## Vision

The following vision statement sets the foundation on which this Plan's goals and subsequent policies and objectives were developed.

***This Plan envisions Monterey County with a transportation system that supports sustainability, active living and community where bicycling and walking are an integral part of daily life. The system will include a comprehensive, safe, and convenient bicycle and pedestrian network that will support bicycling and walking as a viable, convenient, and popular travel choice for residents and visitors.***

## Recommended Projects and Prioritization

The projects identified in this Plan were submitted by the cities within Monterey County, the County of Monterey, Caltrans, California State Parks and California State University Monterey Bay. Projects identified in the 2005 Bicycle Master Plan that have not been implemented are also included in the project list.

Goals

1. Increase and improve bicycle and pedestrian mobility across Monterey County.
2. Maintain and improve the quality, operation and integrity of bikeway and walkway network facilities.
3. Improve bicycle and pedestrian safety.
4. Increase the number of commute, recreation and utilitarian bicycle and pedestrian trips.
5. Increase the number of high quality support facilities to complement the bicycle network and walkway facilities.
6. Increase education and awareness of the value of bicycle and pedestrian travel for commute and non-commute trips.

### Bikeways

To help the Agency identify the bikeway projects that best satisfied the goals of this Plan, each project was scored against criteria measuring connectivity to multi-modal centers, schools and community activity centers, in addition to the ability of the project to close gaps in the existing network and provide safety benefits based on historical collision occurrences.

**Table ES-1** lists the priority bikeway projects. The recommended "Class" of each bikeway is described in Caltrans bikeway terminology. Class I bikeways are multi-use paths that are physically separated from roadways; Class II bikeways are striped bike lanes; and Class III bikeways are signed bicycle routes where bicyclists and motorists share the outside travel lane. The costs provided in **Table ES-1** are planning level estimates and as projects are implemented, detailed cost estimates will be developed. **Appendix D** presents the complete bikeway project list and ranking.

Table ES-1: Priority Bikeways

| Rank | Name | Class | Start | End | Miles | Jurisdiction | Cost |
|---|---|---|---|---|---|---|---|
| **1** | Imjin Rd/12th St | 2 | Imjin Rd | Reservation Rd | 2.72 | Marina | $2,200,000 |
| **2** | Canyon del Rey Blvd | 2 | General Jim Moore Blvd | Hwy 68 | 0.76 | Del Rey Oaks | $32,500 |
| **3** | Castroville Bicycle Path and Railroad Crossing | 1 | Axtell St | Castroville Blvd | 0.31 | County | $5,995,000 |
| **4** | Blanco Rd | 2 | Research Dr | Luther Way | 5.16 | County | $221,880 |
| **5** | Davis Rd | 2 | Blanco Rd | Rossi St | 1.75 | County | $3,411,000 |
| **6** | Blanco Rd | 2 | Luther Way | Abbott St | 2.50 | County | $107,300 |
| **7** | Broadway | 2 | Del Monte Blvd | Mescal St | 1.58 | Seaside | $67,900 |
| **8** | Hwy 68 Segment | 2 | Joselyn Canyon Rd | San Benancio Rd | 8.17 | Caltrans | $351,300 |
| **9** | Sanctuary Scenic Trail Segment 15 | 1 | Moss Landing Rd | Elkhorn Bridge (N) | 0.74 | County | $5,082,000 |
| **10** | San Juan Grade Rd | 2 | Russell Rd | Boronda Rd | 0.91 | Salinas | $39,200 |
| **10** | San Juan Grade Rd | 2 | Herbert Rd | Rogge Rd | 2.05 | County | $88,300 |
| **10** | San Juan Grade Rd | 3 | Russell Rd | Rogge Rd | 0.40 | County | $1,200 |
| **11** | Gabilan Creek Path | 1 | Danbury St | Constitution Blvd | 0.88 | Salinas | $569,300 |
| **12** | Central Ave | 2 | Davis Rd | Hartnell College | 0.45 | Salinas | $19,200 |
| **13** | Hwy 68 | 2 | San Benancio Rd | Salinas Creek Bridge (S) | 4.40 | County | $189,300 |
| **14** | Hatton Canyon Path | 1 | Carmel Valley Rd | Hwy 1 | 2.60 | County | $1,689,600 |
| **15** | Aguajito Rd | 3 | Hwy 1 | Monhollan Rd | 2.53 | County | $7,600 |
| **16** | Hwy 68 Bridge Widening at Salinas River Segment | 3 | Hwy 68 | Salinas River | 0.25 | Caltrans | $15,800,000 |
| **17** | Ocean View | 2 | Asilomar Blvd | 17 Mile Dr | 2.31 | Pacific Grove | $99,100 |
| **18** | General Jim Moore | 2 | Del Rey Oaks City Limit | Canyon Del Rey Blvd | 0.43 | Del Rey Oaks | $18,300 |
| **19** | Del Monte Blvd | 2 | Canyon del Rey Blvd | Broadway | 0.20 | Seaside | $8,700 |
| **20** | 2nd Ave | 2 | 3rd St | 1st St | 0.26 | CSUMB | $11,400 |
| **21** | Sanctuary Scenic Trail Segment 4B | 1 | Tioga Ave | Monterey Peninsula Recreational Trail | 0.42 | Sand City | $292,600 |
| **22** | 15th Ave | 2 | Bay View Ave | Rio Rd | 0.80 | County | $34,300 |
| **23** | Prunedale North Rd | 2 | San Miguel Canyon Rd | 300' S of Hwy 156 overpass | 1.06 | County | $45,700 |

### Pedestrian Facilities

Cities within Monterey County, County of Monterey, Caltrans, California State Parks and California State University also submitted pedestrian projects they identified in their jurisdictions. The top five Class I multi-use paths were identified as the priority pedestrian projects because they accommodate the widest range of users while best satisfying the goals of this Plan.

Table ES-2: Priority Pedestrian Projects

| Project | Class | Start | End | Miles | Jurisdiction | Cost |
|---|---|---|---|---|---|---|
| Castroville Path and Railroad Crossing | 1 | Axtell St | Castroville Blvd | 0.31 | County | $5,995,000 |
| Sanctuary Scenic Trail 15 | 1 | Moss Landing Rd | Elkhorn Bridge (N) | 0.74 | County | $5,082,000 |
| Gabilan Creek Path | 1 | Danbury St | Constitution Blvd | 0.88 | Salinas | $569,300 |
| Hatton Canyon Path | 1 | Carmel Valley Rd | Hwy 1 | 2.60 | County | $1,689,600 |
| Sanctuary Scenic Trail Segment 4B | 1 | Tioga Ave | Monterey Peninsula Recreational Trail | 0.42 | Sand City | $292,600 |

## Implementation

The Agency's primary role regarding bicycle and pedestrian facility implementation is to distribute funding to local agencies for projects. Ultimately, Cities, the County and other agencies are responsible for implementing projects. The highest priority projects are estimated to cost $48 million as shown in **Table ES-3**.

**Chapter 9** provides a comprehensive list of funds available for bicycle and pedestrian projects and is intended to assist local agencies identify funding sources for the projects in this Plan. The information in this Plan can be used by local agencies to qualify for and strengthen funding applications.

Table ES-3: Priority Project Costs

| Project Type | Cost |
|---|---|
| **Priority Bikeways** | $36,282,680 |
| **Priority Pedestrian Projects** | $13,628,500 |
| **Total** | **$47,752,280*** |

**** Gabilan Creek and Hatton Canyon Paths are both bicycle and pedestrian priority projects and their costs are counted only once in the total cost.***

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# 1. Introduction

This Plan presents recommended countywide bicycle and pedestrian projects for Monterey County. The Transportation Agency for Monterey County (Agency) is the County's Transportation Commission, the Regional Transportation Planning Agency, the Congestion Management Agency and the Service Authority for Freeways and Expressways and is responsible for distributing regional, state and federals funds related to bicycle and pedestrian projects. The Agency, in coordination with member agencies, developed this Plan to identify bikeways of countywide significance and focused areas for pedestrian improvements in order to prioritize funding and facilitate implementation of the countywide network.

The Monterey County region has consistently implemented safe and efficient bikeways and pedestrian facilities as part of its goal to reduce traffic volumes and enhance traffic safety. In 2005, the Transportation Agency for Monterey County adopted a Bicycle Master Plan. This Plan included a set of goals, objectives, and policies to guide the development in implementation of bikeway projects in Monterey County. Since then, a number of incorporated cities have adopted or updated their bicycle master plans, new regional policy documents were adopted and bicycling and walking increased in importance to the County's overall transportation system. This updated Bicycle Plan and appended Pedestrian Plan reinforces the region's goals for bicycle and pedestrian oriented projects and programs.

This 2011 Transportation Agency for Monterey County Bicycle and Pedestrian Plan identifies all existing and proposed bicycle projects and facilities of jurisdictions within the Monterey County region; and satisfies the General Bikeways Plan requirements set by the California Department of Transportation (California Streets and Highways Code Section 891.2). Many bicycle grants require applicants to have a state-approved Bikeways Plan. Without this plan, project applications may not be eligible.

The following member agencies are represented in this Plan and those with an asterisk have adopted bicycle and/or pedestrian plans:

- Carmel
- Del Rey Oaks
- Gonzales
- Greenfield
- King City
- Marina*
- Monterey*
- Pacific Grove
- Salinas*
- Sand City
- Seaside*
- Soledad
- County of Monterey*

This plan identifies regionally significant bicycle and pedestrian projects that will help guide the allocation of Transportation Agency for Monterey County (Agency) administered funds towards the regionally significant projects. These funds include the Transportation Development Act (TDA) Article 3 funds, which sets aside two percent per year for bicycle and pedestrian projects, Transportation Enhancement (TE) funds, and Congestion Mitigation and Air Quality (CMAQ) funds. The Agency developed this plan with help from the following agencies, departments and organizations.

- Transportation Agency for Monterey County Bicycle and Pedestrian Facilities Advisory Committee (BPC)
- County of Monterey Department of Public Works
- Bicycling community representatives
- Representatives from each of the incorporated cities in Monterey County

This plan contains a discussion of the benefits of bicycling and the state-mandated elements of the bikeways plan, including land use maps, existing and proposed bikeways, the priority listing of bicycle projects, and population information for the Monterey County region.

## 1.1. Plan Purpose

This Plan addresses the planning, design, funding, and implementation for a variety of bicycle and pedestrian infrastructure projects and programs in three ways:

- This Plan provides a new policy framework to guide the implementation and evaluation of this Plan's recommendations.
- The Plan updates and refines the countywide bicycle network. To maximize funding for bikeway projects, this plan prioritizes projects that close network gaps, improve high collision areas, and make connections to cities and activity centers.
- The Plan establishes geographic focus areas for countywide investment in pedestrian infrastructure, based on the Association of Monterey Bay Area Government's Priority Development Areas and need throughout the County. To assist jurisdictions with identifying specific pedestrian projects, the Plan describes minimum design guidelines for these focus areas.

## 1.2. Vision, Goals, Objectives and Policies

This section presents the vision, goals, objectives and policies to support bicycling and walking in Monterey County for years to come. The vision is a broad inspirational statement that presents desired future conditions. Goals and objectives direct the way the public improvements are made, including the allocation of resources, operation of programs, and determination of countywide priorities. Policies identify specific action areas to achieve this Plan's objectives. This Plan presents a framework of how to create and expand programs and improvements to increase bicycling and walking in Monterey County

### 1.2.1. Vision

The following vision statement expresses the desired bicycling and walking environment in Monterey County.

> *This Plan envisions Monterey County with a transportation system that supports sustainability, active living and community where bicycling and walking are an integral part of daily life. The system will include a comprehensive, safe, and convenient bicycle and pedestrian network that will support bicycling and walking as a viable, convenient, and popular travel choice for residents and visitors.*

### 1.2.2. Goals

The six goals presented are broad statements of purpose; each addresses a topic designed to support the vision for bicycling and walking in Monterey County. These goals identify a strategy for improving non-motorized transportation.

1. Increase and improve bicycle and pedestrian mobility across Monterey County.
2. Maintain and improve the quality, operation and integrity of bikeway and walkway network facilities.
3. Improve bicycle and pedestrian safety.
4. Increase the number of commute, recreation and utilitarian bicycle and pedestrian trips.
5. Increase the number of high quality support facilities to complement the bicycle network and walkway facilities.
6. Increase education and awareness of the value of bicycle and pedestrian travel for commute and non-commute trips.

### 1.2.3. Objectives

Objectives are specific measurable action items that evaluate progress towards a goal. The following objectives identify actions developed to help the Plan's goals to be achieved.

1. Increase the mileage of transportation related bicycle facilities miles in Monterey County by 10 percent from 175 miles to 192 miles by the year 2015.
2. Complete the Monterey Bay Sanctuary Scenic Trail by the year 2025.
3. Implement the Bicycle and Pedestrian Master Plan over the next twenty (20) years.
4. Increase the number of trips made by bicycle from the existing 0.8 percent to three (3) percent by the year 2015.
5. Increase the number of walking trips from the existing 3.8 percent to 5 percent by the year 2015.
6. Reduce the number of bicycle and pedestrian related collisions, injuries and fatalities.
7. Provide maintained bikeways and walkways that are clean, safe, and encourage use.
8. Increase the number of bicycle and pedestrian support facilities.
9. Work with local agencies to institutionalize and promote education, encouragement and outreach bicycle and pedestrian programs.

### 1.2.4. Policies

The following policies identify specific action areas to achieve this Plan's objectives.

**Policy 1.** Update the Agency Bikeways and Pedestrian Master Plan and Monterey County Bicycle Map in concert with the 5-year update schedule for the Regional Transportation Plan to document gaps on the regional bicycle and pedestrian facilities network and set priorities for funding projects.

**Policy 2.** Implement the 2011 Bikeways and Pedestrian Master Plan over the next twenty (20) years.

**Policy 3.** Prioritize the top ten Bikeways and Pedestrian Master Plan projects for funding.

**Policy 4.** Identify gaps in the countywide regional bicycle facilities network and needed improvements to and within key pedestrian activity centers and county community areas, and define priorities for eliminating these gaps by making needed improvements.

**Policy 5.** Support and encourage local efforts to require the construction of bicycle and pedestrian facilities and amenities, where warranted, as a condition of approval of new development and major redevelopment projects as part of Agency's goal to coordinate land use decision-making with regional transportation planning.

**Policy 6.** Accommodate, and encourage other agencies to accommodate, the need for mobility, accessibility, and safety of bicyclists and pedestrians when planning, designing, and developing transportation improvements. Such accommodations could include:

a. Reviewing capital improvement projects to make sure that needs of non-motorized travel are considered in planning, programming, design, reconstruction, retrofit, maintenance, construction, operations, and project development activities and products.

b. Accommodating the needs of all travelers through a "complete streets" approach to designing new transportation improvements that includes sidewalks, bicycle lanes, crosswalks, pedestrian cut-throughs, or other bicycle and pedestrian improvements.

c. Designation of low-traffic bicycle boulevards incorporating traffic calming features to facilitate safe, direct, and convenient bicycle travel within jurisdictions.

**Policy 7.** In order to facilitate regional travel by bicycle, encourage member agencies to construct bicycle facilities on new roadways as follows:

a. In coordination with regional and local bikeways plans,

b. According to the specifications in Chapter 1000 of the Department of Transportation Highway Design Manual,

c. With consideration of bicycle lanes (Class 2 facilities) on all new major arterials and on new collectors with an Average Daily Traffic (ADT) greater than 3,000, or with a speed limit in excess of 30 miles per hour, and

d. With special attention to safe design where bicycle paths intersect with streets.

**Policy 8.** Work to have some of the County's bike routes incorporated into the United States Bicycle Route System, administered by the Adventure Cycling Association.

**Policy 9.** Work with agencies with jurisdictions over actuated intersections to:

a. Conform with Caltrans requirements for bicycle detection at all new and modified actuated intersections, and

b. Encourage Caltrans conforming bicycle detection at all existing actuated intersections on designated bikeways.

**Policy 10.** Continue to administer the Bike Protection Program to subsidize the cost of bike racks and lockers in locations most heavily used by bicyclists.

**Policy 11.** Work with local agencies to develop a coordinated approach to bicycle signage, the system for which could include:

a. Directional and destination signs along bikeways and shared use trails,

b. Location maps in downtown areas and other major pedestrian districts

c. A route identification system and common set of signs for the regional bicycle network identified in this Bicycle and Pedestrian Master Plan.

**Policy 12.** Determine funding needs for expanding and improving bicycle and pedestrian facilities, and seek funding for those needs.

**Policy 13.** Encourage routine maintenance of bikeway and walkway network facilities, as funding and priorities allow, including regular sweeping of bikeways and shared-use pathways. Programs to support these maintenance efforts could include:

a. Sidewalk repair programs, including incentive to property owners to improve adjoining sidewalks beyond any required maintenance,

b. Continued administration of the Bicycle Service Request Form Program to alert public works departments to bicycle-related hazards,

c. Develop and administer a Pedestrian Service Request Form Program similar to the Bicycle Service Request Form,

d. "Adopt a Trail" programs that involve volunteers for trail clean-up and other maintenance,

e. Enforcement of sweeping requirements of towing companies following automobile accidents,

f. Encourage those who drive from fields onto highways and roads to minimize the transfer of mud, dirt, gravel and sand from fields and dirt roads to the public roadways,

g. Encourage the removal of mud, dirt, gravel and sand that is transferred to the public roadways as soon as possible, and

h. Encourage active identification of funding for bikeway maintenance from potential sources including the Bicycle Transportation Account and prioritizing street sweeping on roadways with bikeways.

**Policy 14.** Support the development and implementation of effective safety programs for adults and children to educate drivers, bicyclists, and pedestrians as to their rights and responsibilities, and adult and youth pedestrian and bicycle education and safety programs, including:

a. Enforcement of pedestrian- and bicycle-related laws by local police departments,

b. Teaching of bicycle and pedestrian safety to school children and drivers, and

c. Informing interested agencies and organizations about available education materials and assistance such as those programs administered by the National Bicycle Safety Network and the National Safe Routes to School Partnership.

**Policy 15.** Support programs being developed, or in place in Monterey County, that encourage and promote bicycle and pedestrian travel. These programs could include:

a. Producing and distributing the Agency's Monterey County Bicycle Map as resources allow,

b. Supporting programs that would encourage more students to walk or bicycle to school,

c. Continuing the encouragement of bicycling and walking as part of transportation demand management and commute alternatives programs, and

d. Continuing to work with local jurisdictions and partner agencies to sponsor Monterey County Bike Week as a mechanism for promoting bicycle travel and bicycle safety.

**Policy 16.** The Agency's Bicycle and Pedestrian Facilities Advisory Committee (Committee) will continue to review development proposals from local agencies and provide comments to public works staff to help resolve bicycle and pedestrian issues of concern and make sure that the proposed facilities are practical, safe and usable. The committee will develop countywide or sub-regional approaches that would help overcome obstacles standing in the way of achieving Agency's bicycle and pedestrian planning goals.

**Policy 17.** Minimize trail impacts to private lands including agricultural, residential and other land uses.

**Policy 18.** Avoid trail development on private lands when a feasible alternative alignment exists on adjacent public properties.

**Policy 19.** Provide amenities such as restrooms, drinking fountains, benches, lighting and others at major trailheads to enhance user experience.

### 1.2.5. Performance Measures

Performance measures monitor the progress made towards achieving the goals of the Bicycle and Pedestrian Master Plan, as listed on page 1-3. The measures outlined below should be reviewed and updated on a regular basis. Many of the performance measures include target dates. The 2015 target dates are those identified in the 2010 Regional Transportation Plan and have not been changed for consistency purposes. The 2016 target dates assume a five year time frame from Plan adoption and the expected time until the next Plan update.

Table 1-1: Performance Measures

| Goal | Performance Measure |
|---|---|
| Goal 1. Increase and improve bicycle and pedestrian access across Monterey County. | Measure 1.A – Complete on average five percent of the regional system every year; system completion by 2031. |
| Goal 2. Maintain and improve the quality, operation and integrity of bikeway and walkway network facilities. | Measure 2.A - Encourage the development and administration of maintenance programs and service request forms. |
| Goal 3. Improve bicycle and pedestrian safety. | Measure 3.A - Reduce bicyclist and pedestrian related injuries and fatalities by five (5) percent by 2016. |
| Goal 4. Increase the number of commute, recreation and utilitarian bicycle and pedestrian trips. | Measure 4.A - Increase the number of bicycle trips from the existing 0.8 percent to three (3) percent by the year 2015.<br>Measure 4.B - Increase the number of walking trips from the existing 3.8 percent to five (5) percent by the year 2015. |
| Goal 5. Increase the number of high quality support facilities to complement the bicycle network and walkway facilities. | Measure 5.A - Increase the number of public bicycle parking spaces by twenty-five (25) percent by 2016.<br>Measure 5.B - Develop a coordinated bicycle and pedestrian wayfinding system and implement by 2021. |
| Goals 6. Increase education and awareness of the value of bicycle and pedestrian travel for commute and non-commute trips. | Measure 6.A - Increase distribution of the Agency Monterey County Bicycle Map by fifty (50) percent by 2016.<br>Measure 6.B - Increase the number of Monterey County Bike Week participants by ten (10) percent by 2016.<br>Measure 6.C - Increase the number of employers participating in Monterey County Bike Week Team Bike Challenge by fifty (50) percent by 2016. |

## 1.3. Public Involvement

The Agency Board appoints representatives to the Committee from each of the twelve cities, the five supervisory districts and from area agencies including:

- Monterey Bay Unified Air Pollution Control District (MBUAPCD)
- Monterey-Salinas Transit (MST)
- Association of Monterey Bay Area Governments (AMBAG)
- County of Monterey Department of Public Works
- Salinas Bicycle and Pedestrian Advisory Committee
- The Velo Club of Monterey and the Pebble Beach Company

Figure 1-1: Agency Bicycle and Pedestrian Facilities Advisory Committee

This Committee provides input to Transportation Agency for Monterey County and its member agencies on key bicycle issues and projects. The BPC also helps build widespread community awareness, understanding and support for the bicycle and pedestrian transportation planning process, and continually seeks to encourage citizen participation in this process. The BPC has the ongoing task of recommending ways to implement the General Bikeways Plan as well as the Regional Transportation Plan's goals and objectives.

The Agency has forwarded the General Bikeways Plan to each of its member agencies for their review and public comment. Each local agency that adopts the plan will include public comment as part of their adoption process. The Agency Bicycle and Pedestrian Facilities Advisory Committee and the Agency Technical Advisory Committee have also reviewed and commented on the plan, providing public involvement from all the member agencies within Monterey County.

# 2. Existing Conditions

This chapter presents a review of existing conditions for bicycling and walking in Monterey County. The examination of the County's setting, land use, transit connections, existing bicycle and pedestrian facilities and support programs and barriers to multimodal travel in Monterey County identifies key opportunities and constraints.

## 2.1. Setting

Located at the northern end of California's central coast, Monterey County offers an ideal setting for bicycling and walking. Topography varies from flat lands near the coast to Fremont Peak at 3,169 feet of elevation.[1] Monterey County has a moderate climate, with temperatures typically falling between 55 and 70 degrees Fahrenheit year round. The Mediterranean climate is characterized by dry summers and wet winters.

Agriculture is a main industry in Monterey County, representing vast areas of potential bike routes through scenic landscapes. In 2004, the Agency began working with agricultural industry representatives and the bicycle community to develop policies that would support bicycle and pedestrian friendly facilities in agricultural land.

Monterey County's communities have concentrated populations that offer employment, shopping and entertainment destinations for commuting bicyclists and pedestrians. **Table 2-1** lists the communities in Monterey County and their populations. Salinas, located in the northern county, is the most populated community with 150,724 residents.

Table 2-1: Population by Community

| Community | Population |
|---|---|
| Salinas | 142,880 |
| Unincorporated County | 100,163 |
| Seaside | 33,531 |
| Monterey | 28,114 |
| Marina | 17,853 |
| Pacific Grove | 14,608 |
| Greenfield | 14,428 |
| Soledad | 27,663 |
| King City | 11,293 |
| Gonzales | 8,481 |
| Carmel-by-the-Sea | 3,874 |
| Del Rey Oaks | 1,781 |
| Sand City | 253 |
| Total | 404,922 |

*Source: American Community Survey 2005-09*

Monterey County's diversity in communities and geography lends itself to being one of the most popular destinations in California. The County offers the following tourist attractions:

- Monterey Bay Aquarium
- Laguna Seca Raceway
- 25 golf courses, including Pebble Beach
- Salinas California Rodeo
- Monterey Jazz and Blues Festivals
- California International Air Show
- 368,000 acres of National Wilderness Forest Areas
- National Marine Sanctuary

[1] http://www.waymarking.com/waymarks/WM2YHW_Fremont_Peak_Top_of_Monterey_County_CA

In addition to the tourist attractions listed above, Monterey County hosts the following bicycling events.

- Sea Otter Classic
- 24-hours of Adrenaline
- AIDS Life Cycle

## 2.2. Land Use, Development and Activity Centers

Monterey County has a diverse range of land uses including resource conservation areas, agriculture, and cities with commercial areas and residential densities of five to 20 units per acre. The majority of development is in the north, near the Monterey Bay Peninsula. To the east and south are agriculture and smaller communities. Employment centers and transit hubs are in the County's larger cities in the north such as in Salinas and Monterey. Smaller activity centers also exist in the more rural parts of the County along Highway 101.

**Figure 2-1** through **Figure 2-3** present maps of existing land use in north county, the Greater Monterey Bay Area and the south county from the Monterey County General Plan.

The County's wide range of development patterns, from urban to rural, preclude a one-size-fits-all approach to bicycle and pedestrian planning. This Plan prioritizes regionally significant improvements that close network gaps, improve high collision areas, and make connections to cities and activity centers.

The diversity in landscapes attracts bicyclists of all trip purposes and skill levels. Recreational bicyclists likely ride in open and scenic landscapes. Commuter bicyclists likely ride in developed areas near activity centers near employment, shopping and entertainment.

The intensity and type of development influence pedestrian activity levels in Monterey County. Typically, people walk up to a quarter mile to a destination if a route has a modest level of pedestrian accommodations, e.g. sidewalks and safe crossings. Most pedestrian activity in Monterey County is concentrated in activity centers near transit, retail and places of employment. Cities with compact commercial districts e.g. Carmel-by-the-Sea and the City of Monterey, have high pedestrian activity levels for shopping and commute purposes.[2]

This Plan considers the County's land uses and setting as they relate to existing and potential bicyclist and pedestrian demand, focusing to improve regional bikeway connections and pedestrian conditions around regional attractions, i.e. commercial and employment centers.

[2] Carmel-by-the-Sea and the City of Monterey have 10 percent and 16 percent walk to work mode shares, respectively. (US Census, 2000)

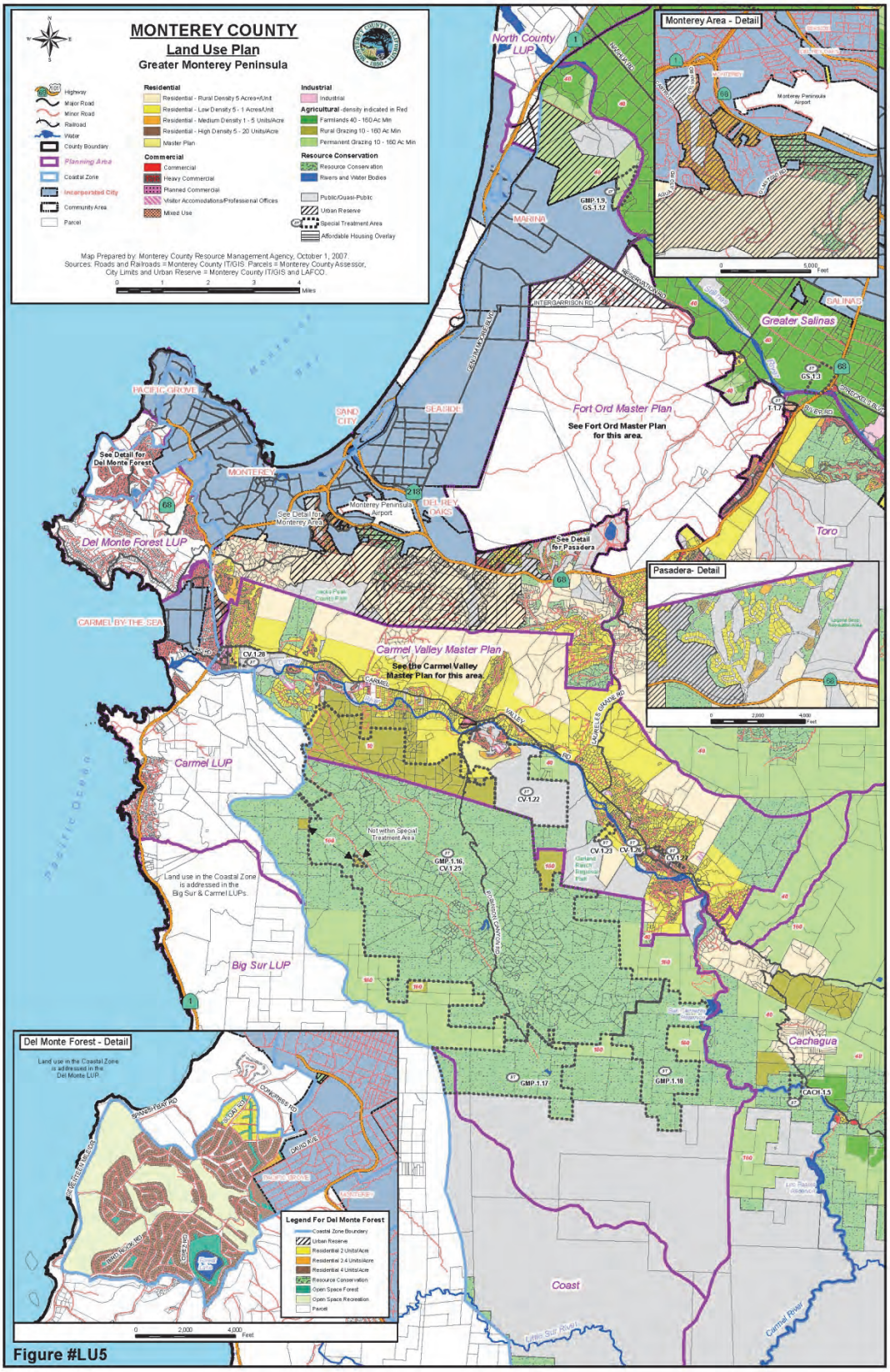



Figure 2-1: Greater Monterey Peninsula Land Use Map

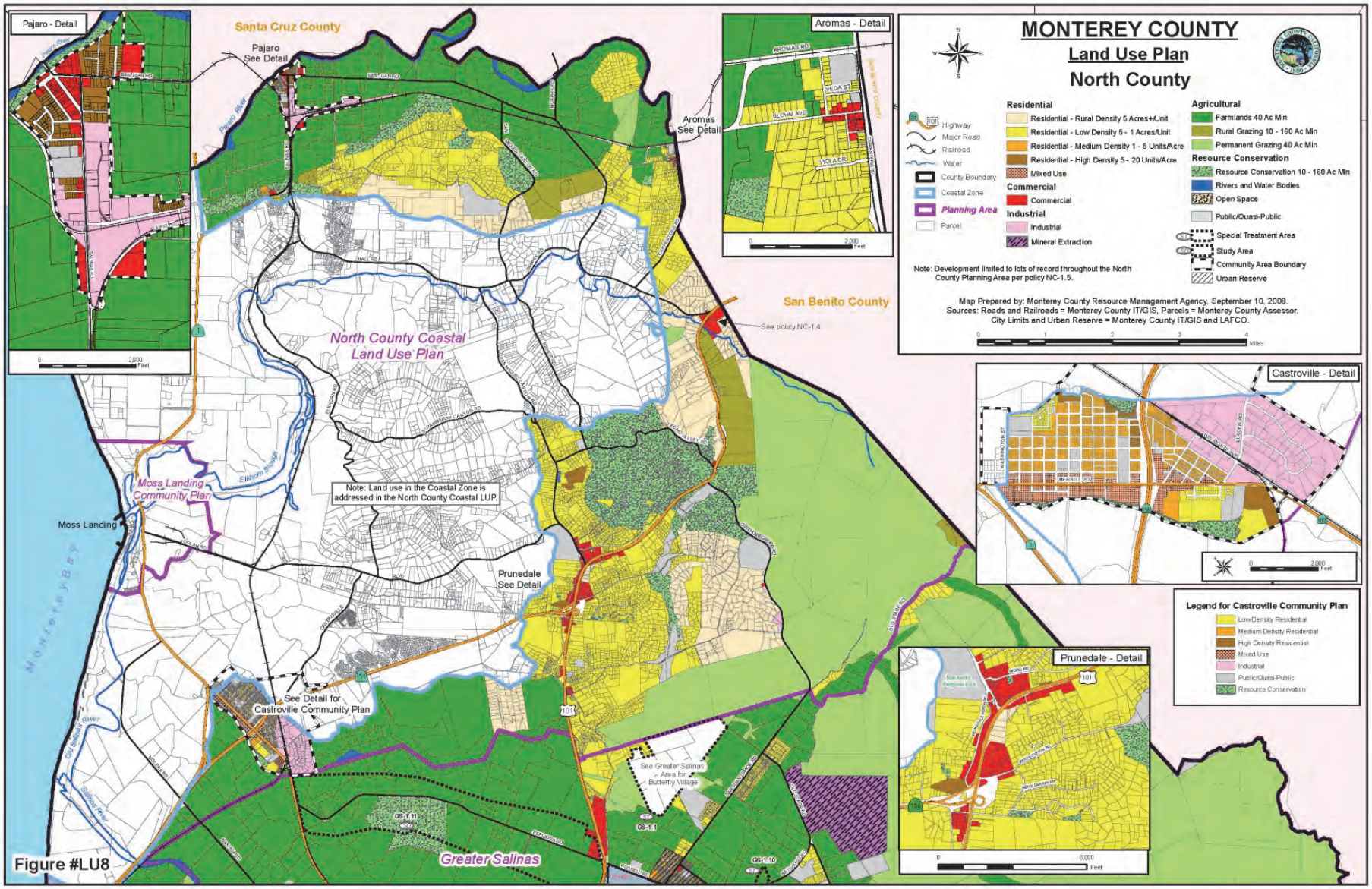



Figure 2-2: North County Land Use Map

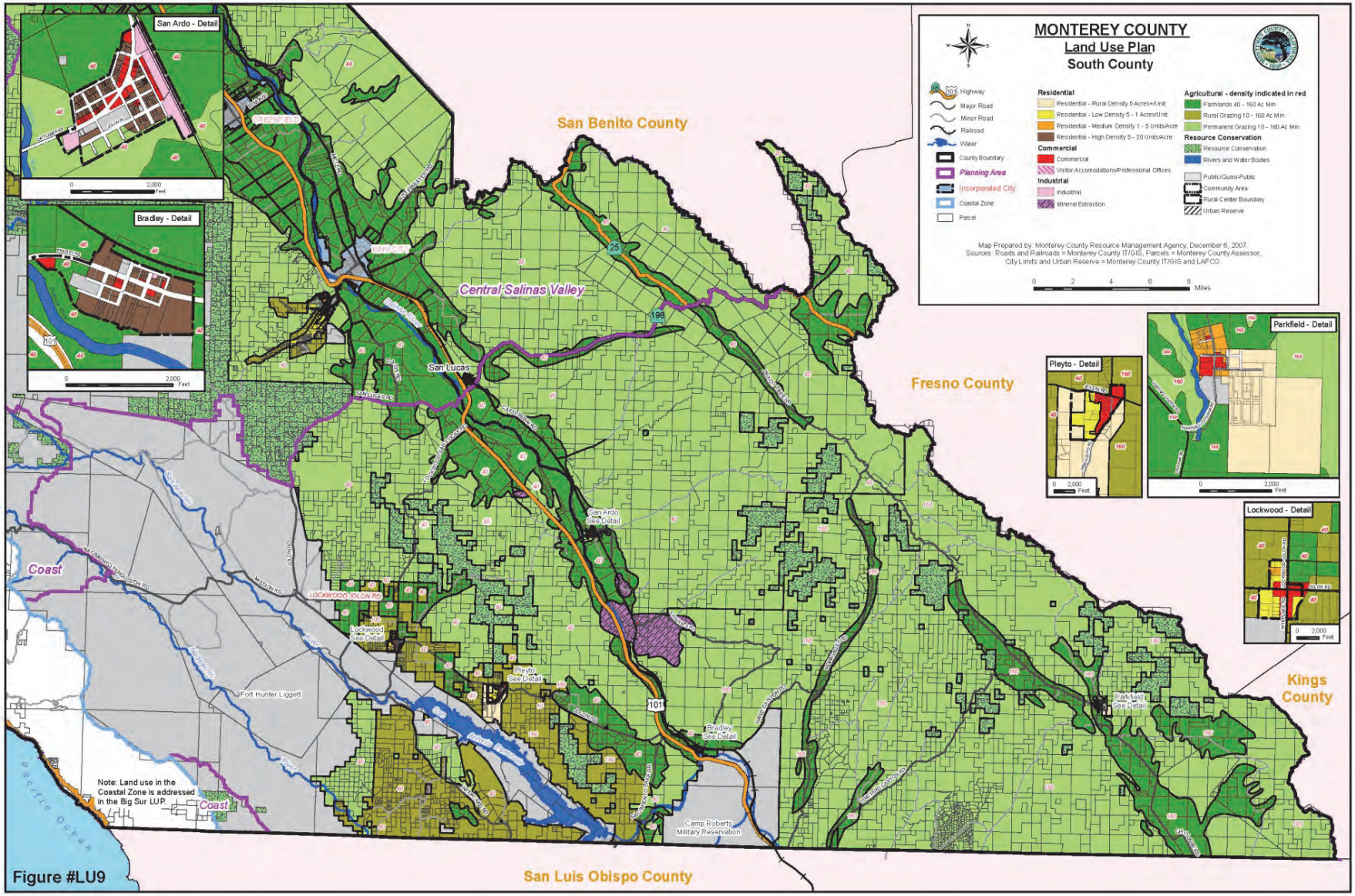



Figure 2-3: South County Land Use Map

## 2.3. Transportation System

Monterey County's transportation system is based largely two highways and County roadways connecting local roadway networks, which vary by community.

Highway 101 runs the length of the Monterey County, linking the cities of Salinas, Gonzales, Soledad, Greenfield and King City. Within these cities, Highway 101 creates barriers for bicyclists and pedestrians. Highway over- and under-crossings constrict roadway width and limit potential bicycle and pedestrian improvements. At-grade crossings commonly have multiple lanes and are challenging to cross by foot or bike.

Highway 1 runs the length of Monterey County's coastline. Much of Highway 1 runs through rural and rugged landscapes and provides two travel lanes with shoulders. As Highway 1 runs through the Monterey Bay Area, it becomes a freeway with two separated travel lanes in both directions. The highway's scenic views of the Pacific Ocean and access to beaches attract recreational motorists and bicyclists.

County roads such as Old Stage Road and Crescent Bluff Road outside of Salinas and Metz Road outside of Greenfield are potential regional bicycle connections. County roads vary in geometry, but commonly have two travel lanes with narrow shoulders. Farm equipment operators have the right to use county roadways and their needs were considered in developing bicycle facility recommendations.

Local roadways are where most bicycle and pedestrian activity occurs. The type and connectivity of roadways influence bicyclist and pedestrian travel patterns and levels of activity. Most communities in Monterey County have gridded roadway networks, which increases bicycle and pedestrian access to community destinations. Typically, gridded networks also disperse traffic over many roadways. This dispersion generally increases bicyclist and pedestrian comfort by avoiding concentrated areas of heavy traffic volumes. While many factors influence pedestrian activity, grid street networks connecting residents to compact commercial districts in Carmel-by-the-Sea and the City of Monterey are potential factors to these cities' high walk to work rates. Marina and Salinas, by comparison, have disconnected street networks that channel users onto arterial roadways and have low walk and bicycle to work rates. The roadway network types were considered in developing bicycle and pedestrian recommendations for communities.

## 2.4. Transit

Transit provides long distance mobility for bicyclists and pedestrians. Transit accommodations for pedestrians focus on transit station and stop access, i.e. ensuring pedestrians can walk comfortably to transit stops. Accommodations for bicyclists also focus on station and stop access. However, it also includes accommodations for transit riders to securely store their bicycles at transit stops and on or in transit vehicles. **Figure 2-5**, **Figure 2-6** and **Figure 2-7** show the major transit stations in Monterey County.

### 2.4.1. Monterey-Salinas Transit

Monterey-Salinas Transit (MST) is the major bus transit provider in Monterey County and provides 1,322 stops along 58 routes.

*MST gave away pedestrian strobe lights October 27, 2010 to promote walking safely at night.*

#### 2.4.1.1.Bicycle Accommodations

MST bicycle transport service began in 1991. Two bicycles fit on the front mounted rack, and two inside the bus in the wheelchair locked area. The space inside the bus is available as passenger loads permit. Maximum bicycle size is 80" long by 40" high. Motorized bicycles are not allowed on MST buses. According to the 1996 Monterey Peninsula Airport Passenger Survey, MST currently carries more than 2,200 bicycles on buses every month. MST staff note that bus bike racks are often at capacity; however, California Highway Patrol concerns and regulations prohibit expanding rack capacity.

#### 2.4.1.2.Pedestrian Accommodations

Pedestrian accommodations at transit stops include engineering treatments that improve pedestrian access and support facilities and programs that make stations and stops more attractive and comfortable to walk to.

MST offers an Adopt-a-Spot program for volunteers to maintain stops. Maintenance includes regular clean up and red curb painting.

In an effort to promote safe pedestrian access to transit stops, MST gave away pedestrian strobe lights in October 2010. Pedestrians wear the lights at night to increase their visibility.

### 2.4.2. Amtrak

Amtrak provides passenger rail and bus service throughout California and the United States. It has one rail station in Salinas and bus stops in Prunedale, Monterey, Seaside and Carmel.

Its Coast Starlight route from Seattle to Los Angeles stops at the Salinas Station on West Market Street at Lincoln Avenue. The Salinas Station provides one bicycle rack that accommodates seven bicycles. Amtrak permits passengers to check bicycles in and stow in the undercarriage or bring folding bicycles in train cars.

Amtrak provides detailed information about traveling with bicycles on the website below.

http://www.amtrak.com/servlet/ContentServer?c=AM_Content_C&pagename=am%2FLayout&cid=1241267294303

## 2.5. Bicycle Planning and Existing Bikeways in Monterey County

General Plans for the Monterey County region include goals to provide for a safe, convenient bicycle transportation system integrated with other modes, and policies to encourage bicycle use. In addition, the plans include policies to consider the needs of bicyclists and, where appropriate, provide for bicycles in the public right of way. Chapter 3 presents a review of relevant planning and policy documents.

Transportation Agency for Monterey County's Regional Transportation Plan (RTP) includes goals for maximizing the effectiveness of the transportation system to include better facilities for alternative

transportation modes. Facilities pertinent to cycling include bikeways, Bike and Ride service (racks on buses), and bicycle racks and lockers.

Local, regional, and state bicycling programs have become stronger in recent years, due in part to:

- Increased funding available for bicycle programs
- Environmental concerns
- Limits of nonrenewable resources (fuel)
- Health and exercise trends

Most bicycle use occurs on streets and roads shared with motor vehicles and are not designated bikeway facilities, as described below. **Figure 2-4** presents cross-sections of each Caltrans bikeways classification.

**Class 1**: Dedicated bicycle/pedestrian path

**Class 2:** Striped and signed bicycle lane

**Class 3**: Signed bike route without lanes

Caltrans District 5, the district that includes Monterey, emphasizes alternative transportation modes, including bicycling, transit, and park and ride lots. Caltrans District 5 has worked with local and regional levels to promote safe access for commuter cyclists by improving bicycle facilities on state routes and responding to issues raised by Agency staff and the Bicycle and Pedestrian Facilities Advisory Committee.

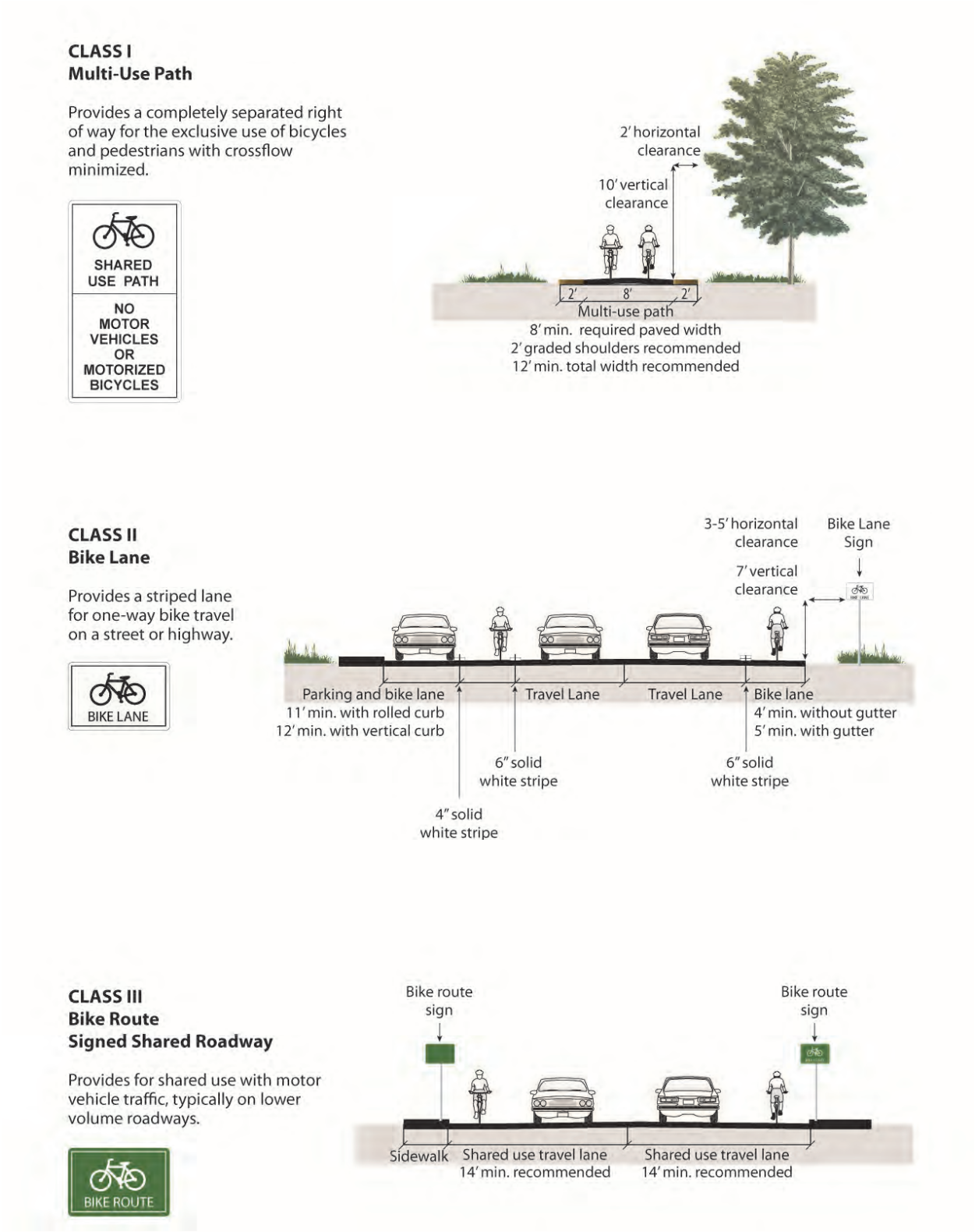



Figure 2-4: Caltrans Bikeway Classifications

### 2.5.1. Existing Bikeways

**Table 2-2** presents the bikeway mileage by location in Monterey County. In total, Monterey County has 204.2 miles of bikeways. Class 2 bike lanes make up roughly half of the total bikeway network mileage.

Geographically, most bikeways are concentrated in developed communities. Salinas has the most bikeway miles of Monterey Communities with 74.4 miles followed by Marina with 15.9 miles and the City of Monterey with 11.7 bikeway miles. Within in Monterey County, but outside of cities, there are 45.6 bikeway miles. Region-wide, Class 3 bike routes on Caltrans Highways connect communities. These routes run along two lane and four lane separated highways typically with at least four-foot wide shoulders.

**Figure 2-5** through **Figure 2-7** present the existing bikeway network, illustrating where bikeways are concentrated and gaps exist in the regional network.

Table 2-2: Existing Bikeway Mileage by Location

| Jurisdiction | Class 1 | Class 2 | Class 3 | Total |
|---|---|---|---|---|
| County | 8.1 | 25.8 | 11.7 | 45.6 |
| Carmel | -- | -- | 1.5 | 1.5 |
| Del Rey Oaks | -- | 2.3 | -- | 2.3 |
| Gonzales | -- | 1.5 | -- | 1.5 |
| Greenfield | -- | 2.2 | 2.3 | 4.6 |
| King City | 0.5 | -- | -- | 0.5 |
| Marina | 4.1 | 10.4 | 1.4 | 15.9 |
| Monterey | 2.2 | 8.8 | 0.7 | 11.7 |
| Pacific Grove | 1.0 | 2.3 | 3.6 | 6.9 |
| Salinas | 7.2 | 33.6 | 33.6 | 74.4 |
| Sand City | -- | 0.3 | -- | 0.3 |
| Seaside | 3.3 | 7.0 | -- | 10.3 |
| Soledad | -- | 10.4 | -- | 10.4 |
| Caltrans | 18.0 | 0.3 | -- | 18.2 |
| **Grand Total** | **44.5** | **96.9** | **52.6** | **204.2** |

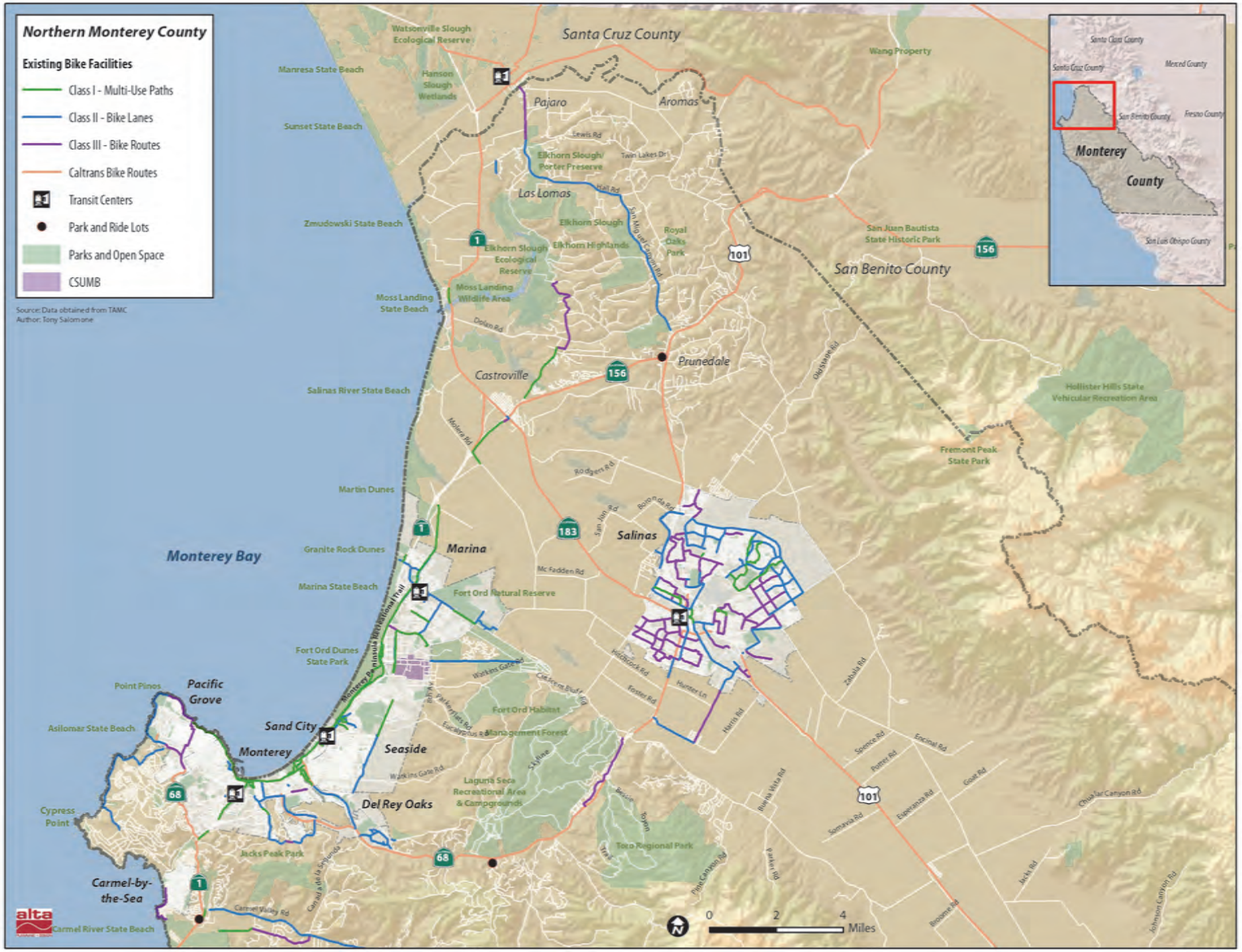



Figure 2-5: Existing Bicycle Network Northern Monterey County

Figure 2-6: Existing Bicycle Network Monterey Bay Area

Figure 2-7: Existing Bicycle Network Southern Monterey County

## 2.5.2. Existing Bicycle Support Facilities

Bicycle support facilities provide additional accommodations for bicyclists at the end of bicycle trips and include bicycle parking, showers and changing rooms. Bicycle support facilities are critical to make bicyclists feel that bicycling is encouraged and accepted.

*Signage directs bicyclists in Salinas.*

*Photo: Mari Lynch*

### 2.5.2.1.Signage

Guide signage is a required for all Caltrans standard bikeways. Class 1, 2, and 3 bikeways shall have signs at the beginning of the bikeway and at major changes in direction. The County of Monterey and jurisdictions therein have installed bikeway guide signs that meet CA MUTCD standards, such as at the intersection of South Main Street and San Joaquin Street in Salinas.

Signage is also used to guide, warn and regulate roadway and path users, including bicyclists. Caution Watch for Bicyclists signs are used to warn motorists of potential bicyclist activity, such as where the Monterey Recreational Trail intersects Sand Dunes Road in Monterey. California Vehicle Code permits parking in bike lanes unless otherwise restricted, such as along Canyon Del Rey.

*Signage restricts parking in the bike lane.*

*Photo: Mari Lynch*

### 2.5.2.2.Bicycle Parking

Currently some developers will provide bicycle-parking facilities in conjunction with new residential, commercial or industrial projects. Agency staff recommends that local jurisdictions make bicycle parking facilities a formal requirement by the zoning code (parking requirements) and condition of discretionary permits by each city's Planning Department where bicycle facilities will serve either employees or customers. Bicycle parking facilities include bike racks and bike lockers.

Bike lockers are enclosed facilities that provide a high level of safety for bicycles. Their use should be encouraged throughout the cities in Monterey County, but especially in locations where bicycles could be left without the owner's attention for extended periods of time (two hours or more), or at intermodal transportation links. Such locations may include, but are not limited to: transit centers, intermodal centers, park and ride lots, and bus stations. Bike lockers require more space and cost more than other available parking facilities, but provide the benefit of a high level of protection for bicycles that may outweigh the costs.

**Appendix C** provides a list of bicycle parking locations, type and capacities.

#### 2.5.2.3.Bicycle End of Trip Facilities

Bicycle end of trip facilities include showers and changing rooms. Bicyclists value these facilities because they can freshen up after a bike ride into work. The following employers provided discounted memberships to nearby gyms for employees that bicycle to work.

- Salinas Valley Memorial Hospital (1,400 employees)
- City of Salinas (592 employees)
- Hartnell Community College (250 employees)
- Monterey Peninsula Community College (300 employees)
- YMCA (four branches countywide) (200 employees)

#### 2.5.2.4.Bike Rentals

Bicycle rentals in Monterey County primarily serve tourists interested in exploring the Monterey Bay area. Tourism represents a large portion of Monterey County's economy and a large number of bicyclists. Most bicycle rentals are located in the City of Monterey and surrounding areas.

### 2.5.3. Existing Bicycle Programs

#### 2.5.3.1.Transportation Agency for Monterey County Bicycle Protection Program

Encouraging increased bicycle use for commuting purposes is a major goal of the Agency. The possibility of bicycle theft is a strong deterrent to bicycle use, and the Agency believes that provision of adequate numbers of secure bicycle parking facilities countywide is necessary to encourage bicycle use.

To help increase the number of secure bicycle facilities, the Agency initiated the Bicycle Protection Program, funded by AB2766 grant funds to help private businesses, local jurisdictions, school districts, and other public agencies in Monterey County acquire bicycle parking racks, and lockers with the intent of reducing air pollution associated with vehicle emissions. The program provides bicycle-parking facilities to businesses and agencies that agree to install them securely in a convenient location for use by patrons and/or employees and to monitor the usage of these facilities.

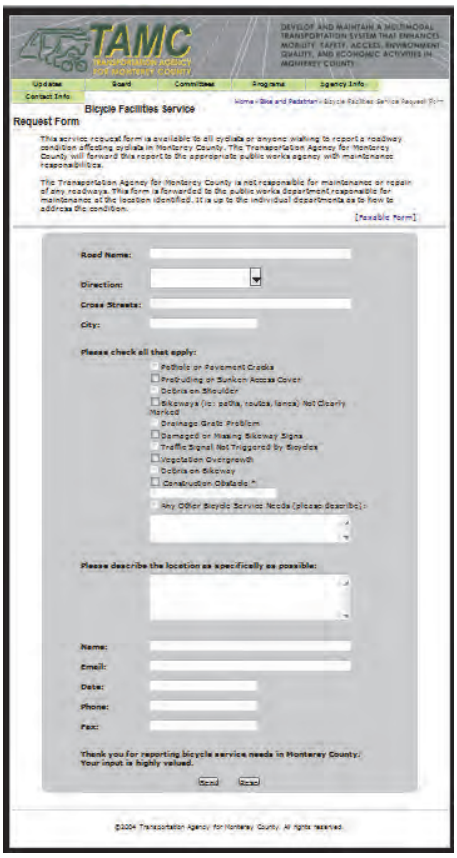
Having received grant funding during the years 2002, 2006 and 2007, the Agency provided agencies and businesses throughout Monterey County with 185 bike racks and lockers, with the total capacity to store 506 bikes. The vast majority of bicycle parking facilities provided under this program have taken the form of a variety of bike racks. These racks include wave, sidewinder and/or ribbon-type racks. Bicycle users and planners prefer these racks because they: do not cause wheel damage, require less space, are reasonably priced, come in sizes to meet each particular development's needs, offer better bicycle security, and are more aesthetic (they can be painted to match the development's color scheme). See **Appendix C** for a complete listing of bicycle parking facilities within Monterey County.

#### 2.5.3.2.Bicycle Violator Safety Program

Monterey County Health Department provides bicycle safety classes for bicyclists cited for not wearing helmets. The classes cost 45 dollars (2011) and are held in Marina. Instructors teach the classes in English. Individuals interested in learning about bicycle safety, but were not cited for a helmet violation, are also welcome.

#### 2.5.3.3.Bicycle Facilities Maintenance Request Form

The Transportation Agency for Monterey County provides an online form for the public to request the maintenance of bicycle facilities and forwards the requests to the appropriate department. The Agency is not responsible for the maintenance or operation of roadways.




*TAMC provides an online form for the public to request maintenance of bicycle facilities.*

#### 2.5.3.4.Bike to School Day

In 2010, the Transportation Agency for Monterey County promoted bicycling to school by providing school staff and parents with "Bike to School Day! A Resource Guide," which provided strategies to encourage children to bike to school. This promotional effort built on the year 2009's result of 3,300 children bicycling to school.

The Agency provides more information at:

http://www.tamcmonterey.org/bikeweek/kids.html

#### 2.5.3.5.Bicycle Rodeos

Bicycle rodeos use police officers and instructors proficient in bicycling to teach bicycle skills and rules of the road to children. Salinas Valley Criterium and the City of Monterey have hosted bicycle rodeos in recent years.

## 2.6. Pedestrian Planning in Monterey County

Much like bicycle planning, the Transportation Agency for Monterey County Regional Transportation Plan and General Plans for Monterey County and the communities therein initiate the implementation of pedestrian facilities. Unlike bicycle planning, pedestrian planning is at a more local level, concentrating on improved pedestrian access to community destinations. Some of these destinations, including shopping centers and downtowns, are also accessed by those who drive, creating potential for pedestrian and motorist conflict.

This Bicycle and Pedestrian Plan supports the pedestrian-oriented goals set forth in previous regional and local transportation plans. **Chapter 3** presents a review of regional and local planning documents. The purpose of this review is to ensure that the recommendations in this Plan are consistent with regional and local agency goals and objectives regarding pedestrian travel.

The Agency and the Bicycle Pedestrian Facilities Advisory Committee will use this Plan to provide support for pedestrian issues presented to Caltrans District 5 staff for review and implementation.

### 2.6.1. Existing Pedestrian Facilities

Existing pedestrian infrastructure varies widely in Monterey County from urban sidewalks to unpaved roadway shoulders in rural areas. The purpose of this Plan is to provide a summary of high-level pedestrian design and safety needs for Monterey County pedestrian place types, which include:

- **AMBAG Blueprint Priority Areas** – where local agencies should focus growth to achieve a "Sustainable Growth Scenario". AMBAG defines these areas as within one half mile of a proposed Monterey Salinas Transit rapid bus line or light rail line or are zoned with at least 15 dwelling units per acre or as high density commercial and industrial.
- **Major Barrier Crossings** - where crossings inhibit pedestrian mobility and design barriers such as blocked or unprotected crossings of State routes, railroads, and large arterial roadways.
- **Safe Routes to School Areas** – where pedestrian and bicycle improvements are needed within one mile of a school.
- **Safe Routes to Transit** – should focus on the areas around the Monterey-Salinas Transit Regional Fixed Route service lines as determined in the Regional Transportation Plan, in addition to the Monterey-Salinas Bus Rapid Transit and Light Rail projects captured under 8.1.1 AMBAG Blueprint.
- **Regional Trails and Trail Access** - will consist of pathway construction, trailhead amenities, and crossing improvements along the Monterey Bay Sanctuary Trail and other trails of regional significance.

These pedestrian environments capture the majority of pedestrian trips in Monterey County. **Chapter 7** introduces typical improvement strategies to apply to these place types.

### 2.6.2. Existing Pedestrian Programs

#### 2.6.2.1. Walk to School Day

International Walk to School Day is typically the first Thursday in October. In 2009, the County Sheriff's Department teamed up with Safe Kids Monterey to teach students at Castroville and McKinnon Elementary Schools safe pedestrian behaviors and hazard avoidance.

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# 3. Planning and Policy Review

This Plan builds on and supports a number of plans and policies of other agencies. These planning efforts were conducted by a variety of public agencies at the local, regional, state and federal level. The following chapters review these plans and policies documents relevant to this Bicycle and Pedestrian Master Plan to ensure this Plan's recommendations are consistent with adopted planning policies. Additionally, many of the reviewed documents identify bicycle and pedestrian improvements, which this Plan considers.

In addition to the documents reviewed in this section, this Plan is coordinated with many existing plans dealing with transportation:

- Monterey County General Plan and Area Plan
- Monterey County Local Coastal Development Plan
- Monterey-Salinas Transit Short Range Transit Plan
- North Monterey County Parks and Recreational Trails Plan
- Monterey Bay Unified Air Pollution Control Districts' Clean Air Plan and the Air Quality Management Plan
- Regional Transportation Plan for the Transportation Agency for Monterey County
- Local Circulation elements for each of the following member agencies:
    - Cities of Carmel, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad and the County of Monterey
- Transportation Report for State Routes in Monterey County
- Congestion Management Program Model Trip Reduction Ordinance
- California Transportation Plan

These plans address the need to provide transportation connections between residential areas and activity centers. Goals of these plans emphasize promoting alternate modes of transportation, such as bicycling and walking, and greater interconnectedness between transportation modes: for example, providing bicycle racks on buses to allow people to use both buses and bicycles to reach their final destination. These plans emphasize funding constraints and environmental problems associated with increasing vehicle congestion. Additionally, they recognize the benefits of maximizing the efficiency of the existing transportation system by promoting alternate modes of transportation. The intention of this Plan is to highlight the importance of promoting bicycling and walking as an integrated part of the transportation system.

## 3.1. Regional Planning Documents

Regional bikeway planning documents address bikeways access and connections to regionally significant destinations. In the Monterey Bay Area, the Agency and County of Monterey are responsible for bikeway planning. In addition to the documents reviewed in this section, the County of Monterey General Plan and Area Plan set forth policies that support bicycle and pedestrian travel. These policies were reviewed and informed the development of this Plan's policies and recommendations. The review of these documents

ensures this Plan is consistent with regional planning goals, policies, and objectives. In addition, these regional documents identify regionally significant bicycle and pedestrian facilities, which are included in this Plan.

### 3.1.1. AMBAG's Blueprint Report (2011)

The Association of Monterey Bay Area Government's (AMBAG) Blueprint Report presents guidelines for communities in the Monterey Bay Area to grow in a sustainable fashion over the next 25 years. The Blueprint Report offers high-level guidance relative to this Countywide Bicycle and Pedestrian Plan by defining "Priority Areas" for sustainable growth. Priority areas are locations where implementing agencies should focus growth around transit and job centers. This focused growth includes improved bicycle and pedestrian access to transit, job centers and commercial areas. The Blueprint Report priority areas characteristics include:

- Coordinated regional plan for sustainable growth
- Medium to high residential and employment densities in Blueprint Priority Areas while maintaining existing average densities across the region
- New development with mix of different land uses
- More access to affordable/workforce housing in cities with large employment bases
- Multimodal focused transportation (streets for cars, buses, rail, bike and pedestrians)
- Most employment growth takes places in existing employment clusters
- Far less leapfrog development, mostly compact development
- Fiscal variances are tempered by some tax base sharing

The Blueprint priority areas informed the pedestrian recommendations in this Countywide Bicycle and Pedestrian Plan. Recommendations focus on access to schools, transit and regional destinations.

### 3.1.2. Transportation Agency for Monterey County's Regional Transporation Plan (2010)

The Transportation Agency for Monterey County is responsible for periodically updating the Regional Transportation Plan (RTP) for Monterey County. The RTP provides a basis for local, state and federal transportation programming and planning funds over the next 25 years. The RTP sets forth bicycle and pedestrian supporting goals that inform the recommendations of this Countywide Bicycle and Pedestrian Plan.

The RTP sets forth the following goal and objectives that support bicycling and walking.

- Expand, improve, and maintain facilities for pedestrians and bicyclists that accommodate safe, convenient, and accessible bicycle and pedestrian transportation across Monterey County.
    - **Objective 1:** Increase the number of bicycle facility miles in Monterey County by 10 percent from 246 miles to 271 miles by the year 2015.
    - **Objective 2:** Increase the number of bicycle facility miles on the Monterey Bay Sanctuary Scenic Trail from the existing 14 miles to 30 miles, completing the trail by the year 2025.

- **Objective 3**: Increase the number of trips made by bicycle from the existing .8 percent to 3 percent by the year 2015.
- **Objective 4:** Update and distribute a revised copy of the Monterey County Bike Map by 2010.
- **Objective 5:** Annually administer Monterey County Bike Week, and preserve or increase public and private sponsorships for Bike Week activities.

The RTP identifies the following improvement opportunities.

- Expansion and integration of bicycle and pedestrian facilities in the Fort Ord area
- Bicycle lanes on Lighthouse Avenue between David Avenue and Lighthouse Avenue
- Bicycle lanes on Carmel Valley Road between Carmel Rancho Boulevard and State Route 1

The Bicycle and Pedestrian Travel Chapter of the RTP identifies the following improvement opportunities.

- Portions of the Monterey Bay Sanctuary Scenic Trail, from Pacific Grove to the Santa Cruz County line
- Pajaro River at the Thurwachter-McGowan Bridge
- Route 68, between Monterey and Salinas
- Route 183, between Castroville and Salinas
- Route 218, between Route 68 and the Coastal Trail
- Crossing the Union Pacific Railroad tracks to connect the town of Castroville with North Monterey County High School
- Castroville Boulevard and Highway 156
- Portions of the Pacific Coast Route (generally along Highway 1)
- Blanco Road, between Salinas and Marina

### 3.1.3. Transportation Agency for Monterey County's 2005 General Bikeways Plan

The Agency adopted its first Bikeways Master Plan in 2005. Its purpose was to identify existing and new bike facilities within the Monterey County region and prioritize the new facilities.

This Plan updates the 2005 Bikeways Master Plan, fulfilling Caltrans' requirement to update bicycle plans every five years to maintain eligibility for Bicycle Transportation Account funding. This update also adds a Pedestrian Master Plan component.

This Plan also builds on the goals, objectives and policies set forth in the 2005 Bikeways Master Plan to ensure consistency with superseding Plans, address current goals and to include provisions for pedestrians. The goals of the 2005 Bikeway Master Plan are listed below.

1. Expand, improve, and maintain facilities for bicyclists that accommodate safe, convenient, and accessible bicycle transportation across Monterey County.
2. Increase number of commute trips by bicycle.
3. Increase number of recreation and non-commute trips by bicycle.
4. Increase number of shopping and errand trips by bicycle.
5. Increase education and awareness of the value of using bicycles for commute and non-commute trips.

The 2005 Bikeways Master Plan sets the following objectives, which are also set forth in the RTP.

- Increase the number of bikeway miles by 10 percent from 246 to 271 by 2015
- Increase the number of Sanctuary Scenic Trail miles from 14 to 30 by 2025
- Increase the number of trips made by from 0.8 percent to three percent by 2015

The proposed projects identified in the 2005 Bikeways Master Plan that have been constructed are listed below.

- 5th Avenue Class III, Alta to Winery, Gonzales
- Carmel Valley Class I Phase III, County
- Monterey Bay Scenic Trail, County (the Moss Landing segment is under environmental review; a section parallel to Highway 1 from Elkhorn Slough bridge to Jetty Road has been constructed)
- Beach Range Road Multi-UseTrail in Fort Ord Dunes State Park

The 2005 Bikeways Master Plan projects not yet constructed were considered for this Plan's recommendations.

### 3.1.4. Monterey Bay Sanctuary Scenic Trail Master Plan (2008)

The Agency produced the Monterey Bay Sanctuary Scenic Trail Master Plan to identify a continuous trail alignment from Pacific Grove to the Pajaro River to the Santa Cruz County Boundary along the Monterey coastline. This trail alignment is a section of the California Coastal Trail, the establishment of which is set forth by California legislation.

The Monterey Bay Sanctuary Scenic Trail will consist of a variety of bikeway types dependent on existing opportunities and constraints. The planned primary route will largely consist of paved and unpaved trails separated from roadways. Spurs and connector trails will consist of on and off-street facilities.

The Monterey Bay Sanctuary Scenic Trail Master Plan identifies a host of constraints including Caltrans ROW, agricultural and private lands and lands owned by the State. Agricultural lands are not only identified as constraints but opportunities as well. The Plan identifies opportunities for users to learn about some of the most fertile land in the nation and about the risks of sharing land with farming equipment.

The 2005 Bikeways Master Plan sets forth the objective of "Monterey County and the cities therein plan to increase the number of bicycle facility miles on the Monterey Bay Sanctuary Scenic Trail from the existing 14 miles to 30 miles, completing the trail by the year 2025."

Planning and construction of the Monterey Bay Sanctuary Scenic Trail requires the coordination of the Agency, local jurisdictions and the Santa Cruz Transportation Commission.

### 3.1.5. Monterey County General Bikeways Plan (2008)

The Monterey County General Bikeways Plan identifies bicycle facility improvements in the unincorporated county. The General Bikeways Plan lists a number of goals to make bicycling in Monterey County safer, more convenient and pleasurable. The goals of special interest to this Plan are listed below.

- Provide opportunities and incentives to create a 10 percent mode shift from vehicles to bicycles.
- Bicycling shall be encouraged as a viable mode of transportation in all visitor-serving areas.
- Trails adjacent to agricultural areas should consider fencing and agricultural buffers and/or buffers that include plantings that prevent public access where agricultural products are grown.

In addition, inclusion of all projects identified in the 2005 General Bikeways Plan, the 2008 Monterey County General Bikeways Plan identifies the following priority bikeway projects.

- Carmel Valley Class I Project Phases I-IV
- Moss Landing Road Class II from South Highway 1 to North Highway 1
- Castroville Railroad Crossing Bicycle/Pedestrian Path
- Monterey Bay Sanctuary Scenic Trail- Moss Landing Segment (MBSST)
- Hall Road/Tarpey Road
- San Miguel Canyon Road

### 3.1.6. North County Land Use Plan and Moss Landing Community Plan

In 1972, the California State Legislature passed the Coastal Act to establish a framework for resolving competing land use along the coast. The Act prioritizes preservation and protection of natural habitat and directed local municipalities to develop coastal land use plans. The Monterey Board of Supervisors adopted the North County Land Use Plan in 1976 and last updated the plan in 1999.

The North County Land Use Plan emphasizes preservation of highway capacity for coastal access and coastal dependant-land uses. Accommodation of bicyclists is included in this effort. The plan calls for the improvement of bicycle paths by improving clarity of route markings, separating bicycle and heavy motorist traffic, and providing access to major coastal destinations. The plan sets for the following policies specific to bicycling in Monterey County. Action plans follow each policy.

- Bicycle shoulders should be provided and routes signed along Maher Road, Castroville Boulevard, and Dolan Road.
    - The County shall evaluate options for providing bicycle shoulders along Maher Road, Castroville Boulevard, and Dolan Road.

- The Bicentennial Bicycle Route should be improved by separating the bicycle path from Highway 1 traffic between the Pajaro River and Molera Road.
    - The State Department of Transportation shall initiate a study for the widening of the existing Highway 1 alignment. During evaluation of alignment adjustments for expansion, attention should be given to minimizing encroachment on agricultural uses, environmentally sensitive habitats and commercial uses. Alternative alignments for the Bicentennial Bicycle Route in this area should be considered in the study.

The North County Land Use Plan includes a community plan for Moss Landing, which plans land use for the community at full build out. Regarding bicycling, the Moss Landing Community Plan identifies the need for bicycle parking at Moss Landing State Beach.

## 3.2. City Plans

This Bicycle and Pedestrian Master Plan identifies bicycle and pedestrian facilities for the entire Monterey Bay County, including the cities therein. The following review of city plans relative to bicycle and pedestrian travel ensures this Plan is consistent with local policies, design guidelines, existing conditions and identified proposed facilities.

### 3.2.1. City of Salinas Bikeways Plan (2002)

Updated three times since 1991, the Salinas 2002 Bikeways Plan reports 64 miles of existing bikeways and 26 miles proposed bikeways. The plan identified the following priority bikeways that the City has yet to install.

- Natividad Creek/Gabilan Creek (Class I)
- Bridge Street from Rossi Street to North Main Street (Class II)
- Front Street from John Street to East Alisal Street (Class II)
- Terven Avenue from Sanborn Road to Airport Boulevard (Class II)

The goals set forth by the Salinas Bikeways Plan most relevant to this Plan are:

- Work with the Agency to develop a bikeway from southwest Salinas to the Monterey Peninsula
- Improve bikeway connections between north, south and east Salinas

### 3.2.2. City of Salinas Pedestrian Plan (2004)

In 2004, the City of Salinas adopted a Pedestrian Plan to satisfy its General Plan goals of becoming more pedestrian friendly and implementing New Urbanism principles.[3] The Pedestrian Plan sets forth the following goals.

- Promote the development and design of pedestrian facilities that are convenient, safe, attractive, comfortable, interesting, and interconnected to provide continuity of travel
- Reduce the number of pedestrian-related accidents in Salinas

[3] New Urbanism is an urban design movement that promotes pedestrian movement, drawing from traditional neighborhood designs popular before the rise of the automobile.

- Condition New Development to install appropriate streets, sidewalks, pedestrian access ramps, traffic calming measures, lighting and related facilities to encourage walking
- Develop a Traffic Calming Policy to address vehicular speeds in residential and commercial areas
- Develop a Suggested Routes to School Program for all elementary schools in Salinas
- Educate the general public to increase the number of overall walking trips within Salinas
- Identify needs of walking districts or areas to increase walking trips

To further develop a strategy for traffic calming, the Salinas adopted a Neighborhood Traffic Management Program, which outlines strategies for residents and the City to slow traffic on local roadways with the intent of increasing pedestrian safety.

Navajo Drive/Main Street intersection had eight pedestrian related collisions in 1999-2001, the most of any location in Salinas. East Market Street and Pajaro Street had the second most collisions with six. Neither intersection had a traffic signal at the time of the plan's development.

The 2004 Pedestrian Plan also identifies the following roadways as high-pedestrian activity areas.

- North Main Street at Harden Shopping Center, Sherwood Community Sports Complex, and Downtown
- Constitution Boulevard and Laurel Drive
- Hartnell College area
- North Sanborn Road and Garner Avenue
- Hospital area

The 2004 Pedestrian Plan provides a prioritized list of improvements, many of which are traffic signal installation, ADA ramp updates and sidewalk maintenance. These improvements are included in this Plan's pedestrian related improvements in **Section 7.2.8**.

### 3.2.3. City of Marina Pedestrian and Bicycle Master Plan (2010)

In 2010, the City of Marina adopted its Pedestrian and Bicycle Master Plan to achieve three purposes: provide guidelines for facilities improvements, position the City for grant and financing opportunities, and reduce the City's greenhouse gas emissions. The Plan prioritizes a range of bicycle and pedestrian facilities in an effort to meet the Complete Streets Act of 2011 and highlights policies from the City's General Plan to ensure consistency. The Plan envisions:

- A city within which the majority of the residences, businesses and community facilities are served by frequent cost effective transit.
- A city designed for attractive, comfortable, convenient, welcoming and secure walking for people of all ages and abilities, in which most housing, shops, businesses, plazas, civic buildings and other community facilities are within easy walking distance of each other.
- A balanced land use/transportation system minimizing induced traffic congestion, noise, excessive energy consumption, and air pollution.
- Physically and socially cohesive communities in which existing and future land uses, transportation facilities, and open spaces are well integrated.

- Ample opportunities for outdoor recreation for all residents, both within their immediate neighborhoods, elsewhere in the city, and in the immediate environs.

The Pedestrian and Bicycle Plan identifies the following priority projects, all of which are Class II bicycle lanes that the City has yet to install.

- Crescent Road
- Palm Avenue
- Bostick Avenue
- De Forest Road
- Carmel Avenue
- Beach Road
- Lake Drive
- Cardoza Avenue
- Seacrest Avenue

### 3.2.4. City of Monterey Bicycle Transportation Plan (2009)

The City of Monterey's Bicycle Transportation Plan supersedes the City's previous adoption of the 2005 Agency General Bicycle Plan. Their Plan also helps the City comply with the Urban Environment Accords and the U.S. Mayors Climate Agreement, both of which the Mayor of Monterey signed. The Urban Environment Accords holds Cities responsible to reduce the number of single-occupancy commuter trips and the U.S. Mayors Climate Agreement holds Cities responsible to reduce greenhouse gas emissions. The goal of the plan is to provide for efficient and safe bicycle travel, while increasing opportunities for bicycle ridership through bikeway interconnectedness and education for cyclists and motorists.

The plan identifies the following priority bikeways that have yet to be installed.

- North Fremont from Canyon Del Rey to Casa Verde (Class II)
- 3rd Street from Sloat to Aquajito (Class III)
- Pearl Street from Aquajito to Alvarado (Class III)
- Alvarado from Pearl Street to Monterey Peninsula Recreation Trail (Class III)
- Polk Street from Hartnell to Alvarado (Class II)
- Madison from Pacific to Harnell (Class II)
- Lighthouse Avenue from Line to Resside (SB Class II)
- Olmsted Road from Garden to Highway 68 (Class II)
- Casanova from Montecito to Euclid (Class III)
- Laine Street from David to Reeside (Class III)

The City also identifies two bicycle boulevard routes. The East Downtown Bicycle Boulevard would be installed on Jefferson Street, Pearl Street and Third Street from Van Buren Street to Camino Aguajito, at which point the bicycle boulevard would continue towards Monterey Peninsula College and under Highway 1, continuing east on Mark Thomas Drive and onto North Fremont.

The New Monterey Bicycle Boulevard would be installed on Laine Street from David Street to Reeside Street, following Reside Street to Hawthorne to the Presidio.

### 3.2.5. City of Seaside Bicycle Transportation Plan (2007)

In 2007, the City of Seaside adopted its Bicycle Transportation Plan with the intent to increase regional bikeway connectivity and meet the demand of growth at Fort Ord and the California State University Monterey Bay Campus. Seaside's Bicycle Transportation Plan goals with regional significance include linking bikeways to the Intermodal Transit Center at Del Monte Boulevard and Broadway Avenue and develop bikeways that link Fort Ord and the CSU campus to Seaside proper.

In addition to complying with Caltrans Highway Design Manual and the California Manual on Uniform Traffic Control Devices design guidelines, Seaside provides for modified bike facility standards, which are listed below.

- Bikeway sign intervals shall not exceed 1,500 feet
- Thermoplastic shall be used for all roadway markings at a thickness of 90 millimeters and with adequate abrasive material
- Drop lanes at intersections shall be 100 long, and 200 feet long when both roadways are arterials

Regarding new facilities, the Seaside Bicycle Transportation Plan recommends new developments install bicycle boulevards. The plan identifies the following priority bikeways that the City has yet to install.

- Canyon Del Rey from Del Monte to Fremont (Class II)
- Coe Avenue from Pacific Crest to General Jim Moore Boulevard (Class II)
- Del Monte Boulevard from Broadway to Canyon Del Rey (Class II) and from Broadway to Fremont (Class III)
- California State University links on General Jim Moore Boulevard, First, Second and Third Streets (Class II)
- Monterey Bay Trail connections on First Street, Monterey Road/Fremont Boulevard, Del Monte Boulevard/Canyon Del Rey (bikeway type not identified)
- West Broadway from Del Monte to Fremont (Class II feasibility study)

### 3.2.6. City of Del Rey Oaks General Plan (1997)

The City of Del Rey Oaks last updated its General Plan in 1997. The Circulation Element sets forth the following policies regarding the accommodation of bicyclists and pedestrians:

- In order to provide or promote a safe, interconnected network of bicycle and pedestrian routes linking homes with places of work, school, recreations, shopping, transit centers and other activity centers both within the City and nearby, four Class II City Bike Routes are herby designated and adopted:
    - Highway 218 within City limits; (City has installed this route)
    - North/South Road from City limit to Highway 218 (requested Fort Ord annexation area)
    - Carlton Drive from highway 218 to the City limit; (this Countywide Bicycle and Pedestrian Plan recommends Class II bicycle lanes on General Jim Moore Boulevard, which is parallel to Carlton Drive)

  - South Boundary Road (requested Fort Ord annexation area)

- Any improvement, repavement or signalization on the three designated City Bike Routes permitted by the City shall include Type II bike lanes on both sides of the affected segment of those routes.
- New non-residential land uses which generate significant adverse traffic impacts shall dedicate an easement or make a monetary contribution, if appropriate, toward the completion of adopted Bicycle Routes.
- For all proposed new land uses in the City, provision for bicycle circulation, sidewalks and pedestrian-friendly design will be required.

## 3.3. State Policies

State planning and policy documents set forth policies and goals for Regional Transportation Planning Agencies and Metropolitan Planning Organizations to implement. These policies begin as Senate and Assembly Bills that the governor later signs to become Acts. This section reviews three bills that have recently become law governing bicycle and pedestrian accommodations and greenhouse gas emissions.

### 3.3.1. State Assembly Bill 32: Global Warming Solutions Act (2006)

Signed into law in 2006, the Global Warming Solutions Act sets discrete actions for California to reduce greenhouse gas emissions. The discrete actions focus on reducing emissions by increasing motor vehicle and shipyard efficiency and other strategies involving refrigerants, landfills and consumer products. While encouraging bicycling will help California to reach 1990 greenhouse gas emission levels in 2020, AB 32 does not identify it as a strategy.

### 3.3.2. State Assembly Bill 1358: Complete Streets Act (2008)

AB 1358 requires the legislative body of any City or County to, upon revision of a general plan or circulation element, ensure that streets accommodate all user types, e.g. pedestrians, bicyclists, transit riders, motorists, children, persons with disabilities and elderly persons. Beginning January 1, 2011, Cities and Counties must include accommodation of all street users in Circulation Element revisions.

### 3.3.3. State Senate Bill 375: Sustainable Communities (2009)

Signed into law in 2008, SB 375 links land use planning with greenhouse gas emissions, first requiring the State Air Resources Board to set emission reduction goals for metropolitan planning organizations (Association of Monterey Bay Area Governments AMBAG is the metropolitan planning organization for the Monterey Bay Area) and then requiring AMBAG to develop a land use scenario to meet that goal. AMBAG must make transportation funding decisions consistent with their new plan, namely by developing a Sustainable Communities Strategy (SCS) in the Regional Transportation Plan. The SCS must also be consistent with the Regional Housing Needs Assessment (RHNA) allocation. Aspects relevant to this County Bicycle and Pedestrian Master Plan are listed below.

- Air Resources Board (ARB) creation of regional targets for greenhouse gas emissions reduction tied to land use.
- Regional planning agencies must create a plan, including a Sustainable Communities Strategy, to meet those targets.
- Regional transportation funding decisions must be consistent with this new plan.
- RHNA guiding local housing efforts that are informed by efficient use of the transportation system.

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# 4. Needs Analysis

This chapter presents factors that influence bicycling and walking, which include:

- Bicyclist general needs and preferences
- Pedestrian general needs and preferences
- Land uses that attract bicyclists and pedestrians
- Estimated daily bicycle and pedestrian trips made in Monterey County
- Safety as measured by bicycle and pedestrian related collisions

Each of the needs listed above inform the recommendations presented in **Chapters 7** and **8**. The following analysis also satisfies Caltrans Bicycle Transportation Account (BTA) requirements ensuring the recommendations in this plan eligible for BTA funding. This needs analysis also provides supporting data for other funding applications.

## 4.1. Bicyclists' General Needs and Preferences

This Plan seeks to address the needs and preferences of all bicyclists and potential bicyclists and therefore it is important to understand their diverse needs in order to develop a successful plan. Bicyclists' needs and preferences vary between skill levels and their trip types. In addition, the propensity to bicycle varies from person to person, providing insight into potential increases in bicycling rates. Generally, bicycling propensity levels can be classified into four categories:[4]

- *Strong and Fearless* people will ride on almost any roadway despite the traffic volume, speed and lack of bikeway designation and are estimated to be less than one percent of the population.
- *Enthused and Confident* people will ride on most roadways if traffic volumes and speeds are not high. They are confident in positioning themselves to share the roadway with motorists and are estimated to be seven percent of the population.
- *Interested but Concerned* people will ride if bicycle paths or lanes are provided on roadways with low traffic volumes and speeds. They are typically not confident cycling with motorists. Interested but Concerned people are estimated to be 60 percent of the population and the primary target group that will bicycle more if encouraged to do so.
- *No Way No How* are people that do not consider cycling part of their transportation or recreation options and are estimated to be 33 percent of the population.

**Figure 4-1** presents a bicyclist typology scale.

[4] Source: Roger Geller, Bicycle Coordinator, City of Portland, Oregon. Note: The categories are provided to inform the reader of different bicyclist types and not intended to be a strict categorization. The percentage of each bicyclist type may vary by locale. The percentage of each bicyclist type is of the population as a whole and not just of the bicycling population.

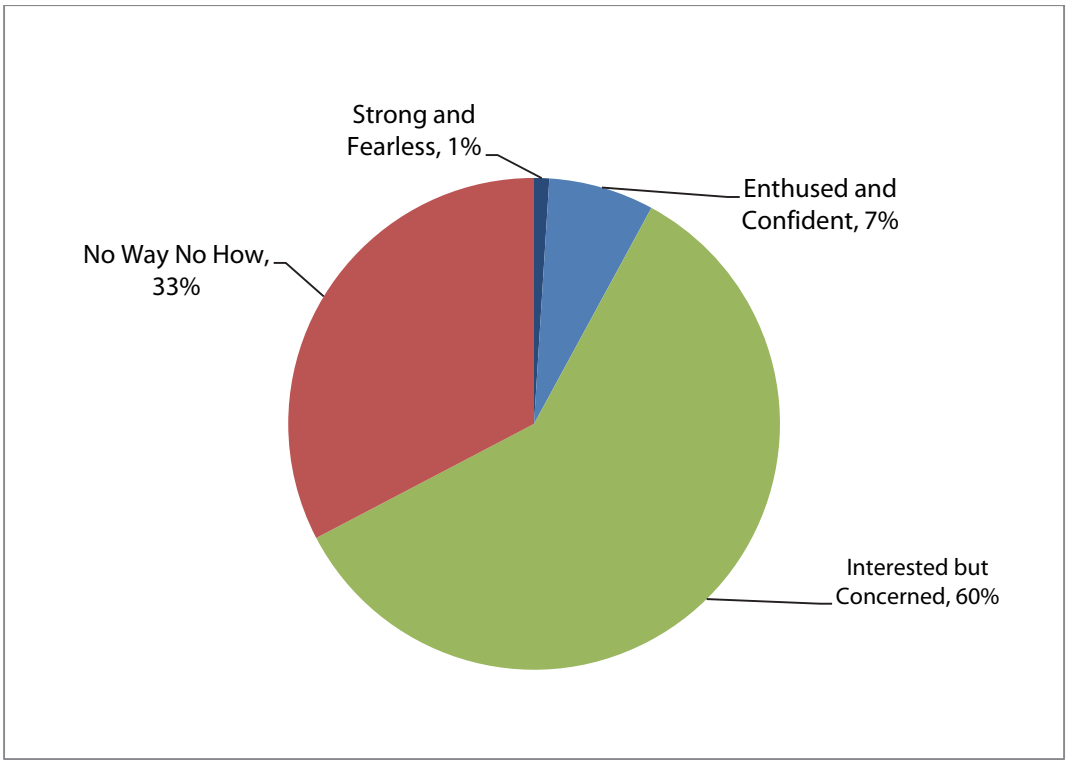


Figure 4-1: Bicyclist Typology Scale

## 4.2. Pedestrians' General Needs and Preferences

This Plan seeks to address the needs and preferences of all current and potential pedestrians. Pedestrian needs are more local than bicyclist needs because walking trips tend to be shorter.

Pedestrian needs include considerations for block length and roadway crossing distance as well as the presence of well designed facilities including sidewalks, curb ramps, crosswalks and support facilities. Support facilities include countdown signals, warning signage, street furniture, lighting and wayfinding signage.

Generally, pedestrian preferences include:

- Short block lengths
- Direct connections to destinations
- Wide sidewalks
- Pedestrian scaled lighting
- Street furniture
- Curb ramps
- Crosswalks
- Pedestrian countdown signals

## 4.3. Land Use and Demand for Bicycling and Walking

Land use types influence demand for bicycling and walking. Schools and major employers (commercial areas) are land uses that typically attract the majority of bicyclists and pedestrians. Major transit stations and parks also attract bicyclists and pedestrians. This section presents an overview of these land uses that provides support improving bicycle and pedestrian access to them. **Figure 4-2** and **Figure 4-3** present maps of school and employer locations as well as major transit stations and parks.

### 4.3.1. Schools

There are over 112,000 students enrolled in schools in Monterey and schools can be major bicyclist and pedestrian attractors. The majority of schools in Monterey County are in urbanized areas and can improve rates of walking and biking. Each school has unique opportunities and challenges that can either prevent or encourage students from walking or biking. Safely walking and bicycling to school requires a multi-disciplined approach including engineering improvements and education and encouragement programs. The first step to accommodate bicycling and walking to school is to identify how many students are in Monterey County and where they are enrolled. **Table 4-1** presents the number of students enrolled in Monterey schools by grade. **Figure 4-2** and **Figure 4-3** present school locations. While is it unknown how many students walk and bike to school, improved safety and accessibility to schools can increase the number of students who walk or bike to school and encourage fewer automobile trips,

Table 4-1: School Enrollment by Grade Level

| Grade Level | Estimate |
|---|---|
| Nursery school, preschool | 6,981 |
| Kindergarten | 6,119 |
| Grade 1 to grade 4 | 22,680 |
| Grade 5 to grade 8 | 22,196 |
| Grade 9 to grade 12 | 25,426 |
| College, undergraduate years | 24,276 |
| Graduate or professional school | 4,727 |
| **Total** | **112,405** |

*Source: American Community Survey, 2005-09*

### 4.3.2. Major Employers

This Plan works to improve bicycle and pedestrian commuting to work. **Table 4-2** presents the major employers in Monterey County that have more than 500 employees. While some employer industries and locations may not be suitable for bicycle or pedestrian commuting due to distance and topography, other employer industries, such as hospitals and schools, are typically located in communities that have existing or potential bicycle and pedestrian facilities. Outreach to these employers to promote bicycling and walking to work could induce substantial mode shifts away from automobile commuting, which could potentially reduce traffic and automobile emissions.

Table 4-2: Major Employers in Monterey County

| Employer Name | Location | Industry |
|---|---|---|
| Azcona Harvesting | 44 El Camino, Greenfield | Harvesting-Contract |
| Bud Of California, Dole Fresh Vegetables | 32655 Camphora Road, Soledad | Fruits & Vegetables-Growers & Shippers |
| California State Monterey Bay* | 100 Campus Drive, Seaside | Schools |
| Community Hospital | 23625 Holman Highway, Monterey | Mental Health Services |
| D'Arrigo Brothers Co | 383 West Market Street, Salinas | Fruits & Vegetables-Growers & Shippers |
| Fresh Express | 900 East Blanco Road, Salinas | Salads (Whls) |
| Hilltown Packing Co | 375 West Market Street, Salinas | Harvesting-Contract |
| Hsbc Card Svc Inc | 1441 Schilling Place, Salinas | Credit & Debt Counseling Services |
| Mann Packing Co | 1250 Hanson Road, Salinas | Fruits & Vegetables-Growers & Shippers |
| Mc Graw-Hill Co | 20 Ryan Ranch Road, Monterey | Publishers-Book (Mfrs) |
| Misionero Vegetables | 33155 Gloria Road, Gonzales | Fruits & Vegetables-Growers & Shippers |
| Monterey Cnty Social Svc | 713 La Guardia Street, Salinas | County Government-Social/Human Resources |
| Natividad Medical Ctr | 1441 Constitution Boulevard, Salinas | Hospitals |
| Naval Postgraduate School | 1 University Avenue, Monterey | Schools-Universities & Colleges Academic |
| Pebble Beach Resorts | 2700 17 Mile Drive, Pebble Beach | Resorts |
| Salinas Valley Memorial | 450 East Romie Lane, Salinas | Hospitals |
| Special Education School | 901 Blanco Circle, Salinas | Schools |
| Taylor Farms California Inc | 1207 Abbott Street, Salinas | Fruits & Vegetables-Growers & Shippers |
| US Defense Dept | 400 Gigling Road, Seaside | Federal Government-National Security |

*Source: California Department of Finance, 2010*

*http://www.labormarketinfo.edd.ca.gov/majorer/countymajorer.asp?CountyCode=000053*

** California State University Monterey Bay was not included in the California Department of Finance 2010 report of major employers. However, it is a major employer with approximately 700 total faculty and staff (http://www.calstate.edu/as/stat_abstract/stat0809/pdf/z7a09.pdf)*

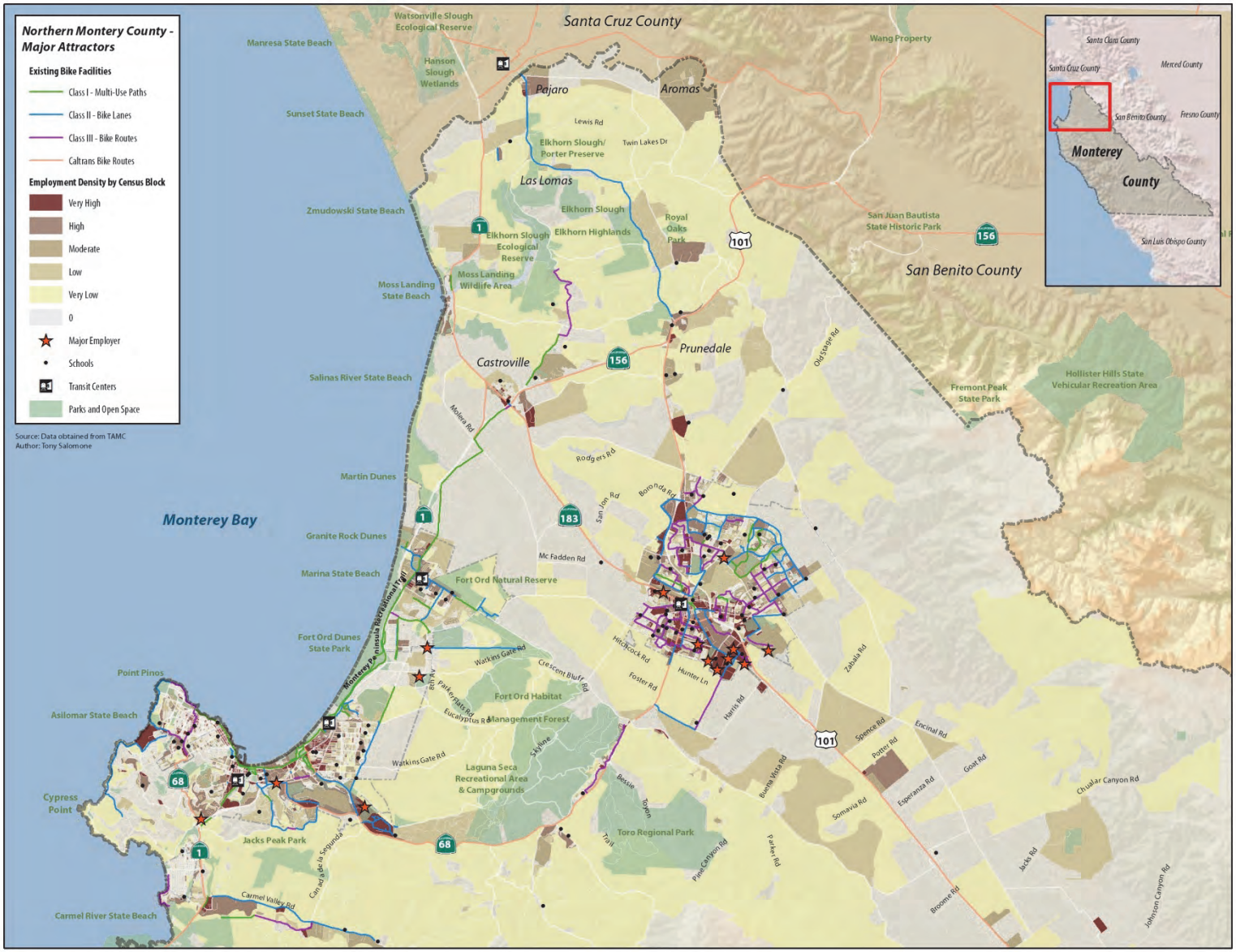


Figure 4-2: Bicycle and Pedestrian Attractors (North County)

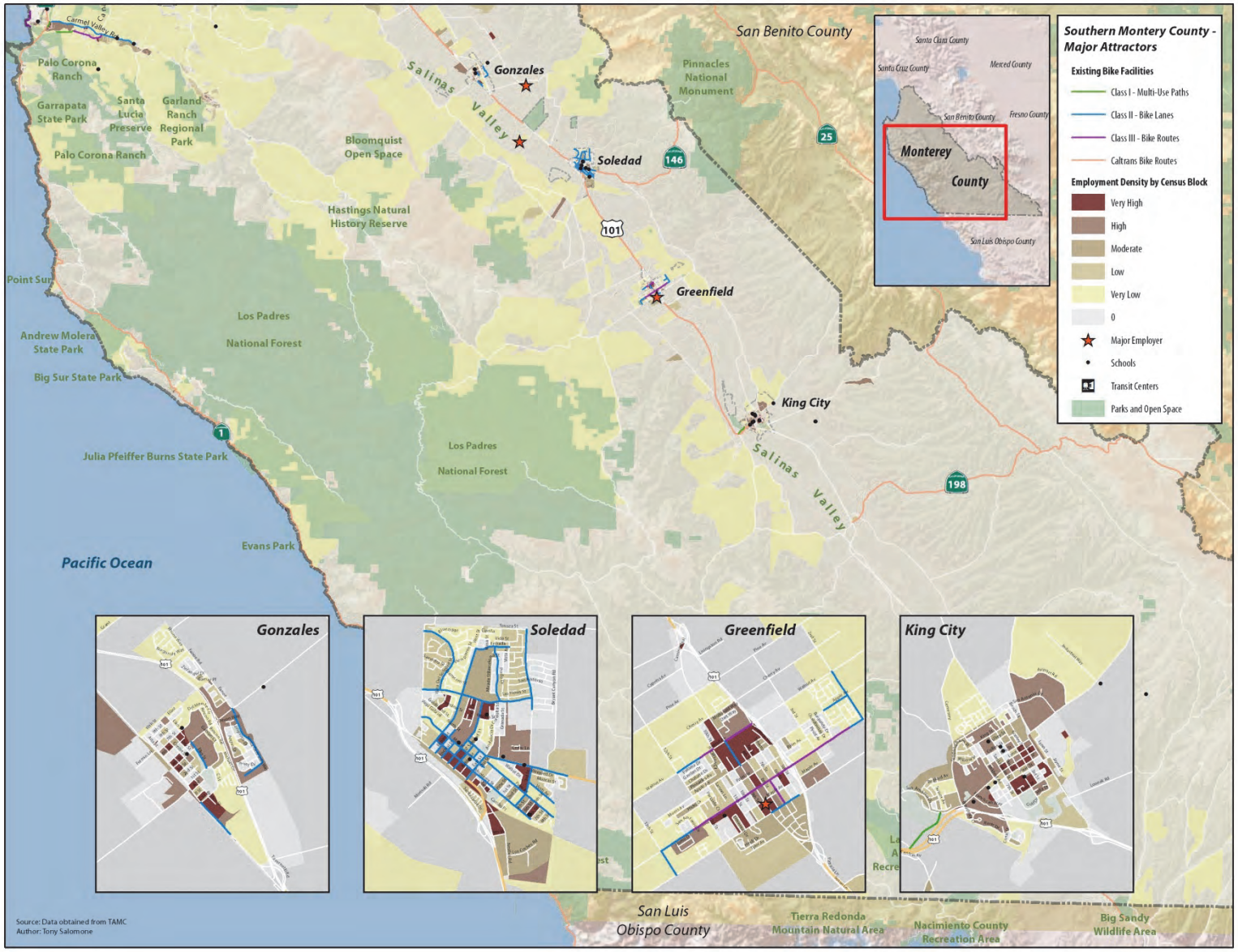


Figure 4-3: Bicycle and Pedestrian Attractors (South County)

## 4.4. Existing Bicycle and Pedestrian Activity

Bicycle and pedestrian daily trip estimates provide support for facility construction and program implementation. Policy makers can use the estimates provided in this Plan to inform their decisions to increase the integration of non-motorized modes into the transportation system. Agencies and departments that initiate project implementation can use the estimates to provide support for facility construction.

Bicycle and pedestrian data comes from a variety of sources. The US Census collects "Journey to Work" data, which is useful for comparing locations but is only one component in an estimate that considers other trip purposes. This section concludes with an estimated daily bicycle and pedestrian trips made in Monterey using additional data sources.

### 4.4.1. Journey to Work

The US Census data includes information for comparing bicycling rates in different locations. The Census only collects the primary mode residents use when commuting to work and not for other purposes, like school trips and shopping, thus many existing bicycle trips are not captured or represented. **Table 4-3** presents journey to work data for the communities in Monterey County and, for comparison, data for California and the United States.

According to the US Census American Community Survey 2005-09, approximately 1,518 Monterey residents bicycle to work and 7,378 walked. Compared to California and the United States, the percentage of residents in the County of Monterey and communities therein that bicycle and walk are about the same.

The City of Monterey and Carmel-by-the-Sea residents walk to work more than other cities in the County. Potential reasons for high walk to work rates are that these cities have compact downtown shopping districts surrounded by walkable neighborhoods.

Table 4-3: Journey to Work Mode Share by Community

| Place | Drove alone | Carpooled | Transit | Bicycle | Walked | Other means | Worked at home |
|---|---|---|---|---|---|---|---|
| Carmel-by-the-Sea | 54% | 12% | 2% | 1% | 17% | 0% | 14% |
| Del Rey Oaks | 82% | 10% | 2% | 0% | 1% | 1% | 2% |
| Gonzales | 74% | 19% | 2% | 0% | 2% | 2% | 1% |
| Greenfield | 72% | 19% | 1% | 0% | 3% | 4% | 1% |
| King City | 50% | 40% | 0% | 1% | 7% | 2% | 1% |
| Marina | 76% | 14% | 3% | 0% | 3% | 1% | 2% |
| Monterey | 57% | 9% | 4% | 3% | 18% | 2% | 8% |
| Pacific Grove | 75% | 9% | 1% | 2% | 5% | 0% | 6% |
| Salinas | 70% | 18% | 3% | 0% | 2% | 4% | 3% |
| Sand City | 55% | 14% | 0% | 4% | 5% | 0% | 21% |
| Seaside | 67% | 14% | 7% | 2% | 5% | 1% | 3% |
| Soledad | 71% | 22% | 2% | 0% | 2% | 1% | 2% |
| Unincorpo-rated | 75% | 14% | 1% | 0% | 2% | 1% | 7% |
| California | 76% | 11% | 5% | 0% | 3% | 1% | 4% |
| United States | 73% | 12% | 5% | 1% | 3% | 1% | 5% |

*Source: American Community Survey, 2005-09*

US Census data reports commute time, which can be used as to identify locations where bicycle and walk to work rates have the potential to increase. US Census does not provide the data necessary to determine the commute times of residents that do not already bike or walk to work. However, most 10 minute or less commutes by motor vehicle can be assumed to be within biking distance. **Table 4-4** presents the percent of residents with drive alone and carpool commute times of 10 minutes or less by community. The communities with the highest percent of residents with 10 minute or less commutes also have gridded street networks that directly connect residents to employment centers.

This analysis does not consider distances traveled to work and where residents work but community jobs/housing ratios suggests that residents in low population communities with low jobs/housing ratios have longer commutes and are therefore less inclined to bike or walk to work. The Agency RTP notes the following factors influencing resident commute behavior: in 2002, half of all new homes in Salinas were purchased by residents commuting to the Silicon Valley; vacation homes are prevalent on the Monterey peninsula and not available for workers (which artificially lowers the jobs/housing ratio).[5]

[5] The Transportation Agency, Regional Transportation Plan, 2010

Table 4-4: Ten Minute or Less Commute Time by Community

| Community | Commute less than 10 minutes | Jobs/Housing Ratio* |
|---|---|---|
| Carmel-by-the-Sea | 31% | 1.01 |
| Pacific Grove | 23% | 0.86 |
| King City | 22% | 0.99 |
| Del Rey Oaks | 20% | 0.49 |
| Monterey | 18% | 2.39 |
| Soledad | 16% | 1.6 |
| Gonzales | 15% | 0.53 |
| Monterey County | 13% | 2.02 |
| Greenfield | 13% | 0.33 |
| Salinas | 12% | 1.18 |
| Seaside | 10% | 0.61 |
| Marina | 10% | 0.38 |
| Sand City | 8% | 21.13 |

*Sources: US Census American Community Survey, 2005-09, * AMBAG Population, Housing Unit and Employment Data, 2005 presented in the Agency Regional Transportation Plan.*

### 4.4.2. Estimated Daily Bicycle and Pedestrian Trips

This Plan uses additional data sources presented in **Table 4-5** and **Table 4-6** to generate a more complete estimate of existing bicycle and pedestrian trips in Monterey County.

A key goal of this Plan is to maximize the number of bicyclists and pedestrians in order to realize multiple benefits, such as improved health and less traffic congestion, and maintenance of ambient air quality levels. In order to achieve this, a better understanding of the number of bicyclists and pedestrians is needed. The US Census collects only the primary mode of travel to work and it does not consider bicycle use when bicyclists ride to transit or school.

Alta Planning + Design has developed a bicycle model that estimates usage based on available empirical data. This model uses Monterey specific data from the US Census, American Community Survey; National Safe Routes to School survey information; and Federal Highway Administration college commute survey information. The steps used to calculate estimated bicycle and walk trips are outlined below.

1. Bicycle/ Walk to work mode share:
    a. Add number of bicycle commuters, derived from the US Census American Community Survey 2005-09 five year estimate.
2. Work at home bicycle mode share:
    a. Add the number of those who work from home and likely bicycle, derived from assumption that 10 percent of those who work at home make at least one bicycle trip daily.
3. Bicycle to school mode share:
    a. Add the number of students biking to school, derived from multiplying the K-12 student population by three percent.
    b. Add the number of students biking to college, assuming 10 percent of residents enrolled in college bike to school.

The pedestrian trip model uses the same steps as the bicycle trip model, but with slightly different assumptions and includes pedestrian trips to transit.

An estimated 7,625 people bicycle daily in Monterey County, making 15,250 daily bicycle trips. This may be an underestimate of bicyclists and bicycle trips because recreational bicycle trips are not accounted for because they are difficult to track without supporting surveys or counts.

An estimated 19,680 people walk daily in Monterey County, making 39,360 daily walking trips. It should be noted that almost every person walks somewhere on any given day. This estimate focuses on commuting trips. **Table 4-5** and **Table 4-6** present detailed calculations and data sources used to estimate bicyclist and pedestrian daily trips and resulting air quality benefits.

Table 4-5: Estimated Daily Bicycle Trips (2009)

| Variable | Figure | Source |
|---|---|---|
| Existing study area population | 404,922 | American Community Survey 2005-09* |
| Existing employed population | 176,773 | American Community Survey 2005-09 |
| Existing bike-to-work mode share | 0.9% | American Community Survey 2005-09 |
| Existing number of bike-to-work commuters | 1,590 | Employed persons multiplied by bike-to-work mode share |
| Existing work-at-home mode share | 4.4% | American Community Survey 2005-09 |
| Existing number of work-at-home bike commuters | 778 | Assumes 10% of population working at home makes at least one daily bicycle trip |
| Existing transit-to-work mode share | 2.5% | American Community Survey 2005-09 |
| Existing transit-to-work commuters | 133 | Estimate of 3% transit to work commuters bike to transit based on survey results from the "Marina Service Area Study" (2009) and "South County Service Analysis" (2010) |
| Existing school children, (grades K-12) | 76,421 | American Community Survey 2005-09 |
| Existing school children bicycling mode share | 3.0% | Estimate based on National Safe Routes to School Partnership estimated 13% of children that walk or bike to school in the U.S. This analysis assumes 5% of those children bicycle and due to the rural setting of the County of Monterey, a slightly less percent of children (3%) are estimated to bicycle to school. |
| Existing school children bike commuters | 2,293 | School children population multiplied by school children bike mode share |
| Existing number of college students in study area | 29,003 | American Community Survey 2005-09 |
| Existing estimated college bicycling mode share | 10.0% | Review of bicycle commute share in seven university communities (source: National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995). |
| Existing college bike commuters | 2,900 | College student population multiplied by college student bicycling mode share |
| Existing total number of bike commuters | 7,694 | Total bike-to-work, school, college and utilitarian bike trips. Does not include recreation. |
| Estimated Countywide Bicycle Mode Share | 4% | Total daily bicycle trips / population (does not include recreational bicycle trips) |
| Estimated total daily bicycling trips | 15,388 | Total bicycle commuters x 2 (for round trips) |

**Source: American Community Survey 2005-2009, http://tinyurl.com/3rbvekh*

Table 4-6: Estimated Daily Walking Trips (2009)

| Variable | Figure | Source |
|---|---|---|
| Existing study area population | 404,922 | American Community Survey 2005-09* |
| Existing employed population | 176,773 | American Community Survey 2005-09 |
| Existing walk-to-work mode share | 4.2% | American Community Survey 2005-09 |
| Existing number of walk-to-work commuters | 7,378 | Employed persons multiplied by walk-to-work mode share |
| Existing work-at-home mode share | 4.4% | American Community Survey 2005-09 |
| Existing number of work-at-home walk commuters | 1,948 | Assumes 25% of population working at home makes at least one daily walking trip for any purpose. |
| Existing transit-to-work mode share | 2.5% | American Community Survey 2005-09 |
| Existing transit pedestrian commuters | 3,374 | Estimate of 75% transit to work commuters walk to transit based on survey results from the "Marina Service Area Study" (2009) and "South County Service Analysis" (2010)* |
| Existing school children, K-12 | 76,421 | American Community Survey 2005-09 |
| Existing school children walking mode share | 8.0% | Estimate based on National Safe Routes to School Partnership estimated 13% of children that walk or bike to school in the U.S. This analysis assumes 8% of those children walk. |
| Existing school children walk commuters | 6,114 | School children population multiplied by school children walking mode share |
| Existing number of college students in study area | 29,003 | American Community Survey 2005-09 |
| Existing estimated college walking mode share | 10.0% | Estimate based on colleges in Monterey being commuter schools and have a lower than average pedestrian mode share. |
| Existing college walking commuters | 2,900 | College student population multiplied by college student walking mode share |
| Existing total number of walk commuters | 21,714 | Total walk-to-work, school, college and utilitarian walking trips. Does not include recreation. |
| Estimated countywide walk mode share | 5% | Existing total number of walk commuters divided by existing study area population. |
| Estimated total daily walking trips | 43,428 | Total walk commuters x 2 (for round trips) |

**Source: American Community Survey 2005-2009, http://tinyurl.com/3rbvekh*

## 4.5. Collision Analysis

An analysis of bicycle and pedestrian related collisions informs this Plan's recommendations. The collision analyses presented below are categorized into bicycle and pedestrian collisions, both of which present collision data by year, location, violation type and parties at fault. The bicycle collision analysis also presents violation type by location. This provides further support for location specific recommendations.

### 4.5.1. Collision Data Source

Collision data was collected from the Statewide Integrated Traffic Records System (SWITRS), which is the statewide repository of all reported traffic collisions in California. SWITRS is regularly updated but the most recent data available is usually about one year old because the system relies on jurisdictions to report their data to Caltrans, who then processes the data. It for this reason and the Caltrans Bicycle Transportation Account requirement for bicycle plans to analyze the most recent five years of collision data that the collision analyses uses 2004 through 2009 data.

### 4.5.2. Bicycle Collisions by Year and Location

**Table 4-7** presents bicycle related collisions by location and year. The bulleted list below highlights key findings.

- The number of bicycle collisions reached a high in 2006 with 130, but decreased in 2007 to 2009.
- Sand City reported the highest bicycle collision rate of 20 per 1,000 people (over six years), despite reporting only four total collisions in 2009.

Table 4-7: Bicycle Related Collisions by Location and Year

| Year | Carmel | Gonzales | Greenfield | King City | Marina | Monterey City | Pacific Grove | Salinas | Sand City | Seaside | Soledad | Unincorpo-rated | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2004 | 0 | 0 | 1 | 9 | 5 | 22 | 3 | 31 | 0 | 20 | 1 | 16 | 108 |
| 2005 | 1 | 1 | 5 | 1 | 7 | 22 | 4 | 42 | 0 | 18 | 1 | 15 | 117 |
| 2006 | 1 | 1 | 2 | 2 | 8 | 26 | 9 | 44 | 0 | 17 | 4 | 16 | 130 |
| 2007 | 2 | 2 | 6 | 3 | 7 | 21 | 9 | 48 | 0 | 16 | 3 | 8 | 125 |
| 2008 | 2 | 0 | 2 | 1 | 3 | 19 | 9 | 53 | 0 | 9 | 3 | 11 | 112 |
| 2009 | 0 | 2 | 1 | 0 | 4 | 17 | 7 | 30 | 4 | 8 | 3 | 21 | 97 |
| **Total** | **6** | **6** | **17** | **16** | **34** | **127** | **41** | **248** | **4** | **88** | **15** | **87** | **689** |
| **Population (1,000)** | 4.1 | 7.7 | 12.6 | 11.2 | 25.1 | 29.8 | 15.5 | 150.7 | 0.2 | 31.8 | 11.3 | 100.2 | 401.8 |
| **Collision Rate per 1,000** | 1.5 | 0.8 | 1.3 | 1.4 | 1.4 | 4.3 | 2.6 | 1.6 | **20.0** | 2.8 | 1.3 | 0.9 | 1.7 |

*Source: Statewide Transportation Integrated Traffic Records System (SWITRS)*

### 4.5.3. Bicycle Collisions by Traffic Violation and Party at Fault

**Table 4-8** presents bicycle related collisions by traffic violation and party type at fault. The bulleted list below highlights key findings.

- Bicyclists were deemed responsible for 58 percent of collisions.
- Motorists were deemed responsible for 22 percent of collisions.
- Bicyclists most commonly rode on the wrong side of the road and violated automobile rights of way when committing traffic violations.
- Motorists most commonly violated other automobile rights of way when involved in bicycle related collisions.

Table 4-8: Violation and Faulty Parties in Bicycle Related Collisions

| Violation | Bicycle | Vehicle | Tractor | Pedestrian | Not Stated | Total | Percent of Violations |
|---|---|---|---|---|---|---|---|
| Wrong Side of the Road | 131 | 4 | 0 | 0 | 9 | 144 | 21% |
| Auto ROW | 73 | 50 | 0 | 0 | 22 | 145 | 21% |
| Traffic Signals and Signs | 41 | 11 | 0 | 0 | 5 | 57 | 8% |
| Improper Turning | 40 | 34 | 0 | 0 | 13 | 87 | 13% |
| Brakes | 37 | 5 | 0 | 0 | | 42 | 6% |
| Unsafe Speed | 18 | 10 | 0 | 0 | 3 | 31 | 4% |
| Not Stated | 18 | 6 | 0 | 0 | 22 | 46 | 7% |
| Pedestrian Violation | 12 | 1 | 0 | 1 | 0 | 14 | 2% |
| DUI | 11 | 2 | 0 | 0 | 2 | 15 | 2% |
| Other Improper Driving | 9 | 0 | 0 | 0 | 10 | 19 | 3% |
| Improper Passing | 3 | 3 | 0 | 0 | 1 | 7 | 1% |
| Pedestrian ROW | 2 | 10 | 1 | 0 | 4 | 16 | 2% |
| Unsafe Lane Change | 2 | 0 | 0 | 0 | 0 | 2 | 0% |
| Unsafe Starting or Backing | 1 | 10 | 0 | 0 | 3 | 14 | 2% |
| Unknown | 1 | 2 | 0 | 0 | 28 | 31 | 4% |
| Lights | 1 | 0 | 0 | 0 | 0 | 1 | 0% |
| Following too Closely | 0 | 1 | 0 | 0 | 0 | 1 | 0% |
| Impeding Traffic | 0 | 0 | 0 | 1 | 0 | 1 | 0% |
| Hazardous Parking | 0 | 0 | 0 | 0 | 1 | 1 | 0% |
| Other than Drive | 0 | 0 | 0 | 0 | 16 | 16 | 2% |
| **Total** | **400** | **149** | **1** | **2** | **139** | **690** | **100%** |
| **Percentage at Fault** | **58%** | **22%** | **0%** | **0%** | **20%** | **100%** | |

*Source: SWITRS*

### 4.5.4. Bicycle Related Collisions by Traffic Violation and Location

**Table 4-9** presents the percent of top five occurring bicycle related collisions by location. Only locations with significant percentages of bicycle related collisions are presented.

The bulleted list below highlights key findings.

- Differences between violation type reported by jurisdiction is presumably due to different jurisdictional reporting methods, e.g. SWITRS data reported 54.8 percent of all "other hazardous violations" occurred in Monterey City, while none occurred in Pacific Grove.
- Most wrong way riding, violation of automobile rights of way and traffic signals/signs occurred in Salinas.
- Most improper turning violations occurred in unincorporated Monterey County.

Table 4-9: Bicycle Related Traffic Violations by Location

| Violation | Mari-na | Monterey City | Pacific Grove | Salinas | Seaside | Unincorporated County |
|---|---|---|---|---|---|---|
| Auto ROW | 6.9% | 22.8% | 5.5% | 41.4% | 8.3% | 7.6% |
| Wrong Side of the Road | 4.2% | 11.1% | 0.7% | 60.4% | 11.8% | 6.9% |
| Improper Turning | 4.6% | 9.2% | 14.9% | 18.4% | 11.5% | 34.5% |
| Traffic Signals and Signs | 3.5% | 12.3% | 3.5% | 35.1% | 21.1% | 12.3% |
| Other Hazardous Violation | 7.1% | 54.8% | 0.0% | 23.8% | 7.1% | 7.1% |

*Source: SWITRS*

### 4.5.5. Pedestrian Collisions by Year and Location

**Table 4-10** presents the number of pedestrian collisions and collision rates by City and year. The bulleted notes below highlight other notable findings.

- The number of pedestrian related collisions peaked in 2007 and 2008 at 150 and 151, respectively.
- Sand City reported the highest pedestrian collision rate of 19.6 collisions per 1,000 people. In comparison, most communities have a collision rate around 2.0.
    - Potential factors for pedestrian/vehicle conflicts in Sand City include a high number of potential conflict areas including high traffic volumes near the City's commercial outlets, large multi-lane intersections, and frequent driveways.
- Unincorporated county reported the lowest pedestrian collision rate of 1.0, presumably due to low population, walking rates and development densities.

Table 4-10: Pedestrian Related Collisions by Location and Year

| Year | Carmel | Gonzales | Greenfield | King City | Marina | Monterey City | Pacific Grove | Salinas | Sand City | Seaside | Soledad | Unincorporated | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2004 | 2 | 1 | 2 | 1 | 6 | 31 | 3 | 48 | 1 | 12 | 0 | 21 | 128 |
| 2005 | 3 | 2 | 4 | 4 | 5 | 30 | 5 | 45 | 0 | 13 | 4 | 18 | 133 |
| 2006 | 4 | | 1 | 4 | 5 | 25 | 4 | 47 | 0 | 4 | 3 | 14 | 111 |
| 2007 | 4 | 4 | 11 | 6 | 4 | 21 | 4 | 65 | 2 | 14 | 1 | 14 | 150 |
| 2008 | 4 | | 6 | | 7 | 14 | 7 | 77 | 1 | 12 | 4 | 19 | 151 |
| 2009 | 2 | 2 | 2 | 4 | 4 | 14 | 4 | 62 | 0 | 3 | 5 | 19 | 121 |
| **Total** | **19** | **9** | **26** | **19** | **31** | **135** | **27** | **344** | **4** | **58** | **17** | **105** | **794** |
| **Population (1,000)** | 4.1 | 7.7 | 12.6 | 11.2 | 25.1 | 29.8 | 15.5 | 150.7 | 0.2 | 31.8 | 11.3 | 100.2 | 401.8 |
| **Collision Rate per 1,000** | 4.7 | 1.2 | 2.1 | 1.7 | 1.2 | 4.5 | 1.7 | 2.3 | **19.6** | 1.8 | 1.5 | 1.0 | 2.0 |

*Source: SWITRS*

### 4.5.6. Pedestrian Collisions by Traffic Violation and Party Type at Fault

Table 4-11 presents the violations committed at pedestrian related collisions and the faulty party type of the violations. The bulleted notes below highlight key finds regarding violations and parties at fault.

- Motorists were deemed responsible for 41 percent of pedestrian collisions
- Pedestrians were deemed responsible for 32 percent of collisions.
- Motorists most commonly violated pedestrian right of way when at fault.
- Pedestrians most commonly violated a traffic law specific to pedestrian movement, such as crossing where prohibited. This is likely due to long block lengths.

Table 4-11: Parties at Fault for Pedestrian Collisions

| Violation | Pedestrian | Vehicle | Tractor | Bicycle | Not Stated | Total | Percent of Violations |
|---|---|---|---|---|---|---|---|
| Pedestrian ROW | 4 | 181 | 3 | 2 | 89 | 279 | 35% |
| Pedestrian Violation | 232 | 2 | 0 | 0 | 16 | 250 | 31% |
| Not Stated | 14 | 14 | 0 | 1 | 22 | 51 | 6% |
| Unsafe Speed | 0 | 33 | 0 | 0 | 9 | 43 | 5% |
| Unsafe Starting or Backing | 0 | 28 | 1 | 0 | 8 | 37 | 5% |
| Improper Turning | 0 | 25 | 2 | 0 | 10 | 37 | 5% |
| DUI | 0 | 16 | 0 | 0 | 3 | 19 | 2% |
| Unknown | 0 | | 0 | 0 | 18 | 18 | 2% |
| Traffic Signals/Signs | 0 | 5 | 0 | 0 | 8 | 13 | 2% |
| Improper Passing | 0 | 4 | 0 | 0 | 5 | 9 | 1% |
| Auto ROW | 0 | 3 | 0 | 0 | 5 | 8 | 1% |
| Other Improper Driving | 0 | 4 | 0 | 0 | 3 | 7 | 1% |
| Wrong Side of the Road | 0 | 2 | 0 | 2 | 3 | 7 | 1% |
| Other than Driver | 0 | | 0 | 0 | 7 | 7 | 1% |
| Other Hazardous Violation | 1 | 4 | 0 | 0 | 1 | 6 | 1% |
| Impeding Traffic | 1 | | 0 | 0 | 0 | 1 | 0% |
| Fell Asleep | 0 | 1 | 0 | 0 | 0 | 1 | 0% |
| Unsafe Lane Change | 0 | 0 | 0 | 0 | 1 | 1 | 0% |
| Hazardous Parking | 0 | 0 | 1 | 0 | 0 | 1 | 0% |
| **Total Violations** | **252** | **322** | **7** | **5** | **208** | **794** | **100%** |
| **Percent of At-Fault Parties** | **32%** | **41%** | **1%** | **1%** | **26%** | **100%** | |

*Source: SWITRS*

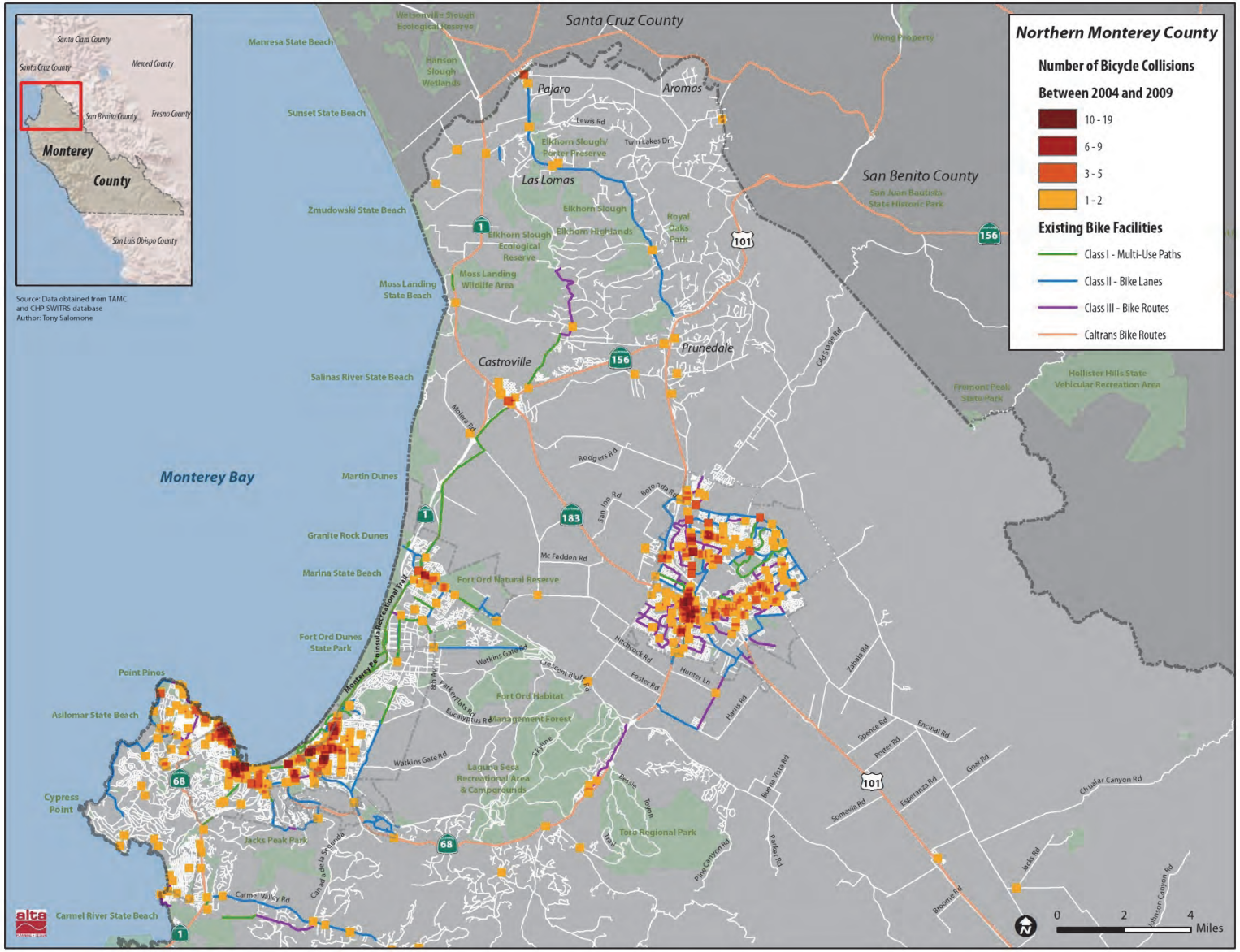


Figure 4-4: Bicycle Related Collisions Northern Monterey County

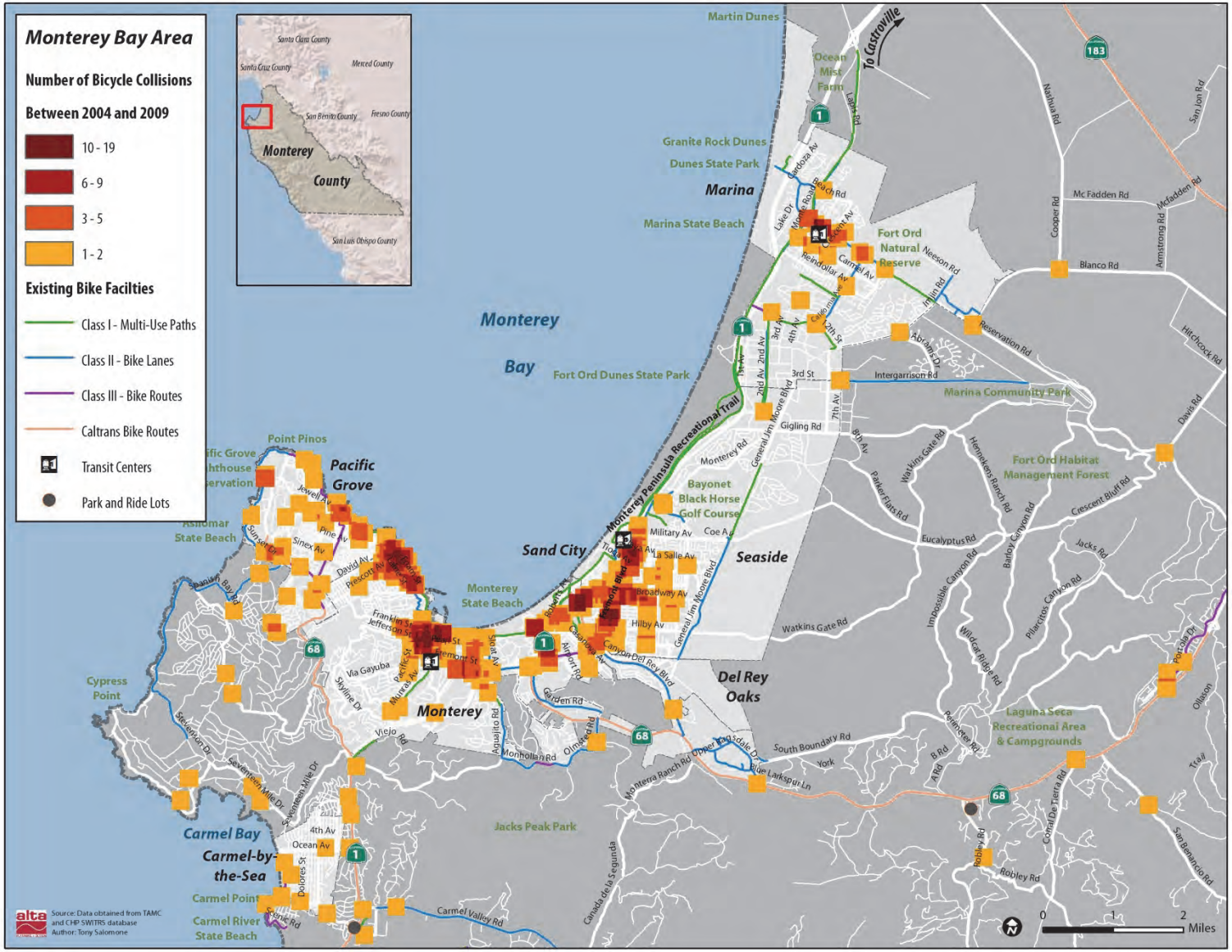


Figure 4-5: Bicycle Related Collisions Peninsula

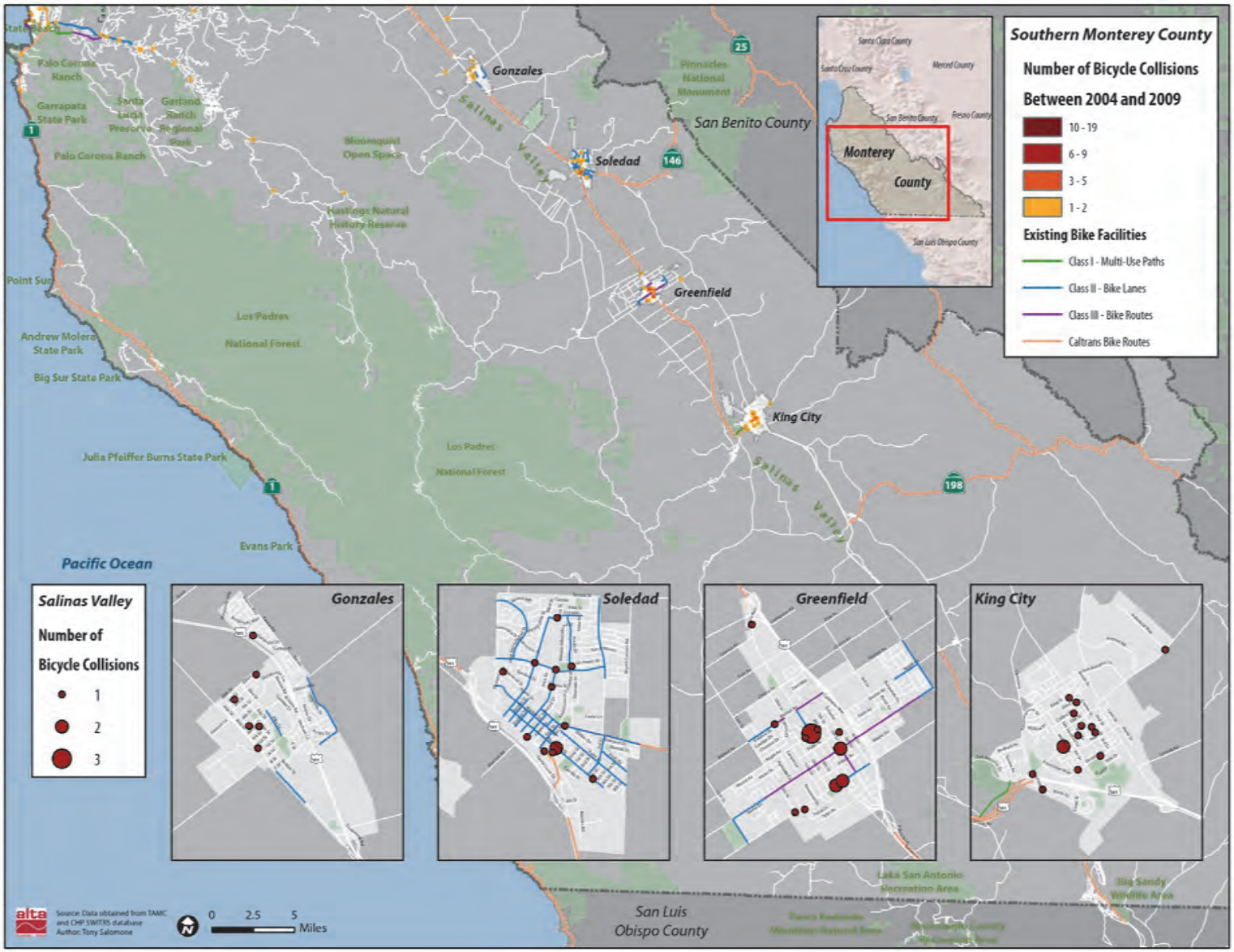


Figure 4-6: Bicycle Related Collisions Southern Monterey County

# 5. Benefits of Bicycling and Walking

Bicycling and walking provide a variety of benefits to the individual and to the public at large. This chapter introduces the benefits of bicycling and walking with respect to:

- Air quality
- Water quality
- Non-renewable resources
- Personal health
- Cost savings

This chapter concludes with an estimation of future bicycle and pedestrian trips made in Monterey County as a result of forecasted population growth and the implementation of the recommendations presented in this plan.

## 5.1. Air Quality

Each time someone in Monterey County walks or bicycles, a trip is completed that does not create air pollution. As Monterey County and its communities become more inviting to pedestrians and bicyclists, non-motorized trips to work, school, shopping outlets and recreational destinations will increase. Cumulatively, this pattern may reduce traffic in some areas and improve air quality.

**Table 5-1** and **Table 5-2 shows** us the current estimated biking and walking trips presented in **Chapter 4** to estimate current air quality benefits in Monterey County.

It is estimated that current biking trips in Monterey County result in a savings of approximately seven million pounds of greenhouse gas emissions a year. Current walking trips save approximately 3.3 million pounds of greenhouse gas emissions a year.

## 5.2. Water Quality

Bicycling and walking do not pollute water as driving an automobile otherwise would. Oil, petroleum products and other toxins from automobiles kill fish, plants and aquatic life. One quart of oil contaminates thousands of gallons of water and remains in the water because it is insoluble. These toxins, trace metals and degreasing agents used on automobiles contaminate drinking water and can cause major illness. Some of these toxins and metals are absorbed in various sea life and cause medical problems to people when eaten. Phosphorus and nitrogen cause explosive growth of algae, which depletes water of oxygen, killing fish and aquatic life.[6] As a result of bicycling, people reduce the amount of vehicle miles traveled, which reduces the amount of oil released into the environment.

[6] City and County of Honolulu Department of Environmental Services

Table 5-1: Estimated Vehicle Miles Replaced by Bicycling and Resulting Air Quality Benefits (2009)

| Variable | Figure | Calculations and Sources |
|---|---|---|
| **Vehicle Miles Reduced** | | |
| Reduced Vehicle Trips per Weekday | 15,388 | Assumes all bicycle trips replace vehicle trips as calculated in Table 4-5. |
| Reduced Vehicle Trips per Year | 4,016,231 | Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year) |
| Reduced Vehicle Miles per Weekday | 31,982 | Assumes average round trip travel length of 8 miles for adults/college students and 1 mile for schoolchildren |
| Reduced Vehicle Miles per Year | 8,347,293 | Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year) |
| **Air Quality Benefits*** | | |
| Reduced Hydrocarbons (pounds/year) | 25,028 | Yearly mileage reduction multiplied by 1.36 grams per reduced mile |
| Reduced PM10 (pounds/year) | 96 | Yearly mileage reduction multiplied by 0.0052 grams per reduced mile |
| Reduced PM2.5 (pounds/year) | 90 | Yearly mileage reduction multiplied by 0.0049 grams per reduced mile |
| Reduced NOX (pounds/year) | 17,482 | Yearly mileage reduction multiplied by 0.95 grams per reduced mile |
| Reduced CO (pounds/year) | 228,193 | Yearly mileage reduction multiplied by 12.4 grams per reduced mile |
| Reduced C02 (pounds/year) | 6,790,571 | Yearly mileage reduction multiplied by 369 grams per reduced mile |
| **Reduced Greenhouse Gas Emissions (pounds/year)** | 7,061,459 | |

** Emissions rates from EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.*

Table 5-2: Estimated Vehicle Miles Replaced by Walking and Resulting Air Quality Benefits

| Variable | Figure | Calculations and Sources |
|---|---|---|
| **Vehicle Miles Reduced** | | |
| Reduced Vehicle Trips per Weekday | 43,428 | Assumes all walking trips replace vehicle trips as calculated in Table 4-6. |
| Reduced Vehicle Trips per Year | 11,334,698 | Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year) |
| Reduced Vehicle Miles per Weekday | 15,286 | Assumes average round trip travel length of 1.2 miles for adults/college students and 0.5 mile for schoolchildren |
| Reduced Vehicle Miles per Year | 3,989,643 | Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year) |
| | | |
| **Air Quality Benefits*** | | |
| Reduced Hydrocarbons (pounds/year) | 11,962 | Yearly mileage reduction multiplied by 1.36 grams per reduced mile |
| Reduced PM10 (pounds/year) | 46 | Yearly mileage reduction multiplied by 0.0052 grams per reduced mile |
| Reduced PM2.5 (pounds/year) | 43 | Yearly mileage reduction multiplied by 0.0049 grams per reduced mile |
| Reduced NOX (pounds/year) | 8,356 | Yearly mileage reduction multiplied by 0.95 grams per reduced mile |
| Reduced CO (pounds/year) | 109,066 | Yearly mileage reduction multiplied by 12.4 grams per reduced mile |
| Reduced C02 (pounds/year) | 3,245,597 | Yearly mileage reduction multiplied by 369 grams per reduced mile |
| **Reduced Greenhouse Gas Emissions (pounds/year)** | 3,363,108 | |

** Emissions rates from EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.*

## 5.3. Reduced Dependence on Non-Renewable Resources

Motor vehicle transportation consumes three-fourths of all oil and one-half of all energy used in California. This consumption will increase as congestion levels rise and commuter distances increase. An average Monterey County commuter uses 182 gallons of fuel each year. According to the U.S. Department of Transportation, the increase in the use of bicycles during the 1980s reduced the country's dependence on oil between 16 and 24 million barrels a year. Statewide statistics show that each motorist wastes about 43 gallons of motor fuel every year due to traffic congestion. This amounts to more than 817 million gallons wasted statewide. Wasted motor fuel is estimated to cost $17 billion or approximately $900 per motorist a year. Congestion costs California $20.7 billion a year in lost time, fuel and productivity, according to the Texas Transportation Institute. As a result of bicycling, people reduce the amount of vehicle miles traveled, which reduces the amount of fuel consumed in transportation activities.

## 5.4. Health Benefits

Bicycling and walking create many health benefits, including:

- Enhancing cardiovascular fitness
- Reducing body fat
- Reducing stress levels
- Reduce cases of obesity

According to the Monterey County Health Department, 60 percent of all Monterey adults ages 18 through 64 and 42 percent of youth ages 12 to 17 were overweight in 2007. At the state level, the obesity rate among adults has increased 10% since 1991.[7] Without regard to age, sex, or ethnic background, people over the age of 20 are 24 pounds heavier, children 6 to 11 years of age are almost nine pounds heavier, and teen boys are more than 15 pounds heavier than in the early 1960's.[8]

Increasing obesity rates is in part due to automobile trips replacing walking and bicycling trips for all but the shortest trips.[9] The decline in walking and bicycling to school is one such example. In 1969, 48 percent of children ages five to 14 walked or biked to school; compared to 14 percent in 2009. Conversely, 12 percent of school children arrived at school by automobile in 1969 and 44 percent in 2009.[10]

Walking and biking can reduce the incidence of obesity. For children, the Center for Disease Control and Prevention recommends 60 minutes of daily aerobic exercise. The CDC recommends 75 to 150 minutes of vigorous exercise, in combination with muscle strengthening exercises, for adults on a weekly basis. For many adults and children, walking or biking to work or school is a viable option for achieving these recommended exercise regimens. For those living outside of walking or biking distances to school or work, the Monterey Bay Sanctuary Scenic Trail is great for recreational walking or biking.

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[7] Center for Disease Control and Prevention, http://www.cdc.gov/obesity/data/trends.html, accessed April 20, 2011.

[8] October 27, 2004 issue of WebMD Medical News

[9] October 27, 1999 issue of the JAMA

[10] United States Department of Transportation, National Household Travel Survey

## 5.5. Cost Savings and Economic Benefits

Bicycling and walking save the residents of Monterey County money on a personal and community level. At the personal level, both modes require little money to own, operate and maintain compared to automobiles. Both modes are free to operate and bicycling requires minimal maintenance cost and most people can easily acquire the skills necessary to maintain a bicycle. In addition, the healthcare savings from obesity prevention, including walking and bicycling, amounts to approximately $1,429 annually per capita.[11]

At community and regional levels, bicycle and pedestrian infrastructure costs a fraction of total roadway costs. The estimated cost to implement this Bicycle and Pedestrian Master Plan is approximately $190 million, equal a five miles of a four-lane freeway. The cost to maintain bicycle and pedestrian infrastructure is also a fraction of roadway maintenance due to the low impact bicycling and walking has on pavement and striping.

Constructing bicycle and pedestrian facilities not only provides residents with a means to travel without paying for gas or insurance but positively affects local economies. **Table 5-3** shows pedestrian projects and bicycle projects generate more jobs per $1 million spent than strictly road repairs and resurfacing. Direct jobs generated are those related to designing, engineering and constructing a project. Indirect jobs are those related to manufacturing construction items such as signs, striping and concrete. Induced jobs are those that support people working direct and indirect jobs, such as retail, food service and healthcare.

Table 5-3: Employment per $1 Million Expenditures

| Project Type | Direct jobs | Indirect jobs | Induced jobs | Total jobs | Employment multiplier* |
|---|---|---|---|---|---|
| Pedestrian projects | 6 | 2.2 | 3.1 | 11.3 | 1.9 |
| Bike lanes (on-street) | 7.9 | 2.5 | 4 | 14.4 | 1.8 |
| Bike boulevard (planned) | 6.1 | 2.4 | 3.2 | 11.7 | 1.9 |
| Road repairs and upgrades | 3.8 | 1.5 | 2 | 7.4 | 1.9 |
| Road resurfacing | 3.4 | 1.5 | 1.9 | 6.8 | 2 |

*Source: Political Economy Research Institute, Estimating the Employment Impacts of Pedestrian, Bicycle and Road Infrastructure, 2010.*

** The number of indirect jobs created from every direct job.*

## 5.6. Quality of Life

Quality of life is hard to measure. Quality of life is largely based on local attributes that make people happy about where they live, which includes attributes that bicycling addresses.

One reason why bicycling improves quality of life is that it is a flexible and inexpensive transportation choice. As noted in Section 5.5, bicycling is a very cost effective transportation mode both at a personal and community level. A bicyclist saves money from not having to pay for gas or parking. While a local economy benefits from the minimal costs, in comparison other transportation modes, of bicycle infrastructure and maintenance. These monetary savings directly and positively influence quality of life perception.

[11] Center for Disease Control and Prevention, 2009

Additionally, community character can be influenced by bicycle facilities in a positive manner. Generally, people enjoy using streets that are multi-modal and that accommodate bicyclists with on-street facilities and bicycle parking. Such streets encourage happenstance run-ins with friends and acquaintances, building a sense of community and belonging.

Community character can be also defined by events and entertainment, both of which are used by communities to rally support for bicycling. Bike-in movies, bike clubs, organized family bike rides or "kidical mass", and providing valet bicycle parking at street festivals and fairs are ways to use bicycling to a build community and improve quality of life.

## 5.7. Future Usage

Alta has developed a Caltrans approved bicycle and pedestrian model that estimates future activity and benefits associated with increased biking and walking. **Table 5-4** and **Table 5-5** each quantify the estimated reduction in vehicle trips and miles as well as future air quality benefits for biking and walking for the year 2035, respectively.

The future activity estimates assume the County achieves the bicycle and walking rates set forth as objectives in this Plan. If target biking and walking mode share rates are reached, it may result in nearly 40,000 reduced annual vehicle trips in Monterey County as well as notable reductions in greenhouse gas emissions.

Table 5-4: Estimated Bicycle Activity and Resulting Air Quality Benefits in 2035

| Variable | Figure | Source |
|---|---|---|
| **Future Commute Statistics** | | |
| Future study area population | 530,362 | AMBAG estimate 2035 |
| Future employed population | 231,535 | Assumes employed population will increase at the same rate as the overall population |
| Future bike-to-work mode share | 3.0% | Assumes Plan objective of 3% bike mode share by 2015 will be achieved and remain at that level in 2035 |
| Future number of bike-to-work commuters | 6,946 | Employed persons multiplied by bike-to-work mode share |
| Future work-at-home mode share | 4.4% | Assumes percentage of work-at-home population will not change from ACS 2005-09 estimate |
| Future number of work-at-home bike commuters | 5,094 | Assumes 50% of population working at home makes at least one daily bicycle trip |
| Future transit-to-work mode share | 2.5% | Assumes percentage of transit to work commuters will not change from ACS 2005-09 estimate |
| Future transit bicycle commuters | 177 | Assumes current bike to transit levels (3%) will remain the same |
| Future school children, ages 6-14 (grades K-8) | 100,095 | Assumes student population will increase at the same rate as the overall population |
| Future school children bicycling mode share | 7.0% | Assumes mode share increases from current 5% to 7% with additional school focused improvements |
| Future school children bike commuters | 7,007 | School children population multiplied by school children bike mode share |
| Future number of college students in study area | 37,988 | Assumes the number of college students will increase at the same proportion as the total population |
| Future estimated college bicycling mode share | 12.0% | Assumes college bike mode share will increase 2% over current bike to college mode share estimation |
| Future college bike commuters | 4,559 | College student population multiplied by college student bike mode share |
| Future total number of bicycle commuters | 23,782 | Total bike-to-work, school, college and utilitarian biking trips. Does not include recreation. |
| **Future total daily biking trips** | 47,564 | Total bicycle commuters x 2 (for round trips) |
| **Future Vehicle Trips and Miles Reduction** | | |
| Reduced Vehicle Trips per Weekday | 15,830 | Assumes 73% of biking trips replace vehicle trips for adults/college students and 53% for school children |
| Reduced Vehicle Trips per Year | 4,131,719 | Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year) |
| Reduced Vehicle Miles per Weekday | 100,648 | Assumes average round trip travel length of 8 miles for adults/college students and 1 mile for schoolchildren |
| Reduced Vehicle Miles per Year | 26,269,121 | Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year) |
| **Future Air Quality Benefits*** | | |
| Reduced Hydrocarbons (pounds/year) | 78,762 | Yearly mileage reduction multiplied by 1.36 grams per reduced mile |
| Reduced PM10 (pounds/year) | 301 | Yearly mileage reduction multiplied by 0.0052 grams per reduced mile |
| Reduced PM2.5 (pounds/year) | 284 | Yearly mileage reduction multiplied by 0.0049 grams per reduced mile |
| Reduced NOX (pounds/year) | 55,018 | Yearly mileage reduction multiplied by 0.95 grams per reduced mile |
| Reduced CO (pounds/year) | 718,127 | Yearly mileage reduction multiplied by 12.4 grams per reduced mile |
| Reduced C02 (pounds/year) | 21,370,081 | Yearly mileage reduction multiplied by 369 grams per reduced mile |

**Emissions rates from EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.*

Table 5-5: Estimated Pedestrian Activity and Resulting Air Quality Benefits in 2035

| Variable | Figure | Source |
|---|---|---|
| **Future Commute Statistics** | | |
| Future study area population | 530,362 | AMBAG estimate 2035 |
| Future employed population | 231,535 | Assumes employed population will increase at the same rate as the overall population |
| Future walk-to-work mode share | 5.0% | Assumes Plan objective of 5% walk mode share by 2015 will be achieved and remain at that level in 2035 |
| Future number of walk-to-work commuters | 11,577 | Employed persons multiplied by walk-to-work mode share |
| Future work-at-home mode share | 4.4% | Assumes percentage of work-at-home population will not change from ACS 2005-09 estimate |
| Future number of work-at-home walk commuters | 5,094 | Assumes 50% of population working at home makes at least one daily walking trip |
| Future transit-to-work mode share | 2.5% | Assumes percentage of transit to work commuters will not change from ACS 2005-09 estimate |
| Future walk to transit commuters | 4,420 | Employed persons multiplied by transit mode share. Assumes existing percent of transit to work commutes (75%) will not change |
| Future school children, ages 6-14 (grades K-8) | 100,095 | Assumes student population will increase at the same rate as the overall population |
| Future school children walking mode share | 10.0% | Assumes mode share increases from current 8% to 10% with additional school focused improvements |
| Future school children walk commuters | 10,010 | School children population multiplied by school children walking mode share |
| Future number of college students in study area | 37,988 | Assumes the number of college students will increase at the same proportion as the total population |
| Future estimated college walking mode share | 12.0% | Assumes college walking mode share will increase at the same rate as the walk to work mode share |
| Future college walking commuters | 4,559 | College student population multiplied by college student walking mode share |
| Future total number of walk commuters | 35,658 | Total walk-to-work, school, college and utilitarian walking trips. Does not include recreation. |
| **Future total daily walking trips** | 71,316 | Total walk commuters x 2 (for round trips) |
| **Future Vehicle Trips and Miles Reduction** | | |
| Reduced Vehicle Trips per Weekday | 24,029 | Assumes 73% of walking trips replace vehicle trips for adults/college students and 53% for school children |
| Reduced Vehicle Trips per Year | 6,271,450 | Reduced number of weekday vehicle trips multiplied by 261 (weekdays in a year) |
| Reduced Vehicle Miles per Weekday | 25,121 | Assumes average round trip travel length of 1.2 miles for adults/college students and 0.5 mile for schoolchildren |
| Reduced Vehicle Miles per Year | 6,556,507 | Reduced number of weekday vehicle miles multiplied by 261 (weekdays in a year) |
| **Future Air Quality Benefits*** | | |
| Reduced Hydrocarbons (pounds/year) | 19,658 | Yearly mileage reduction multiplied by 1.36 grams per reduced mile |
| Reduced PM10 (pounds/year) | 75 | Yearly mileage reduction multiplied by 0.0052 grams per reduced mile |
| Reduced PM2.5 (pounds/year) | 71 | Yearly mileage reduction multiplied by 0.0049 grams per reduced mile |
| Reduced NOX (pounds/year) | 13,732 | Yearly mileage reduction multiplied by 0.95 grams per reduced mile |
| Reduced CO (pounds/year) | 179,237 | Yearly mileage reduction multiplied by 12.4 grams per reduced mile |
| Reduced C02 (pounds/year) | 5,333,756 | Yearly mileage reduction multiplied by 369 grams per reduced mile |

**Emissions rates from EPA report 420-F-05-022 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2005.*

# 6. Bicycle Network and Projects

This chapter presents the bikeway network and projects as identified by:

- Bikeways proposed in adopted County and city bicycle plans
    - Class I multi-use paths identified in the Monterey Bay Sanctuary Scenic Trail Master Plan (2007). Project names used in this Plan, i.e. Sanctuary Scenic Trail and Segment number, are consistent with those in the Trail Master Plan.
- Bikeways submitted by local jurisdictions as part of this Plan's survey to the cities and County
- Bikeways recommended by the Bicycle and Pedestrian Facilities Advisory Committee
- Improving connections within and between communities

The bikeway projects are intended to make bicycling more comfortable and accessible for bicyclists of all skill levels and trip purposes. The type of user, e.g. novice or experienced, was considered when identifying the appropriate bikeway type. Recommended bikeways are organized by jurisdiction, as outlined below.

**Chapter Organization**


6.1. Bicycle Parking and End-of-Trip Facilities ..... 6-3
6.2. Trail Signage ..... 6-4
6.3. County of Monterey ..... 6-5
6.4. Carmel-by-the-Sea ..... 6-14
6.5. Del Rey Oaks ..... 6-17
6.6. Gonzales ..... 6-20
6.7. Greenfield ..... 6-23
6.8. King City ..... 6-26
6.9. Marina ..... 6-29
6.10. City of Monterey ..... 6-33
6.11. Pacific Grove ..... 6-37
6.12. Salinas ..... 6-40
6.13. Sand City ..... 6-44
6.14. Seaside ..... 6-47
6.15. Soledad ..... 6-51
6.16. Caltrans ..... 6-54
6.17. California State Parks ..... 6-55
6.18. California State University Monterey Bay ..... 6-56

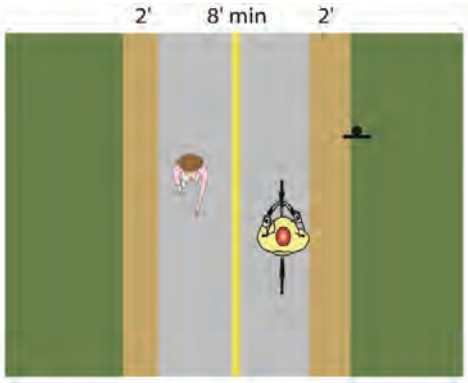
This Plan recommends three bikeway types as classified by Caltrans, as described below and presented to the right.

**Class I** multi-use paths provide for bicycle and pedestrian travel on a paved right-or-way completely separated from roadways. These facilities are typically used by recreational and casual bicyclists. Commuting bicyclists will also use Class I facilities that provide access to work or school.

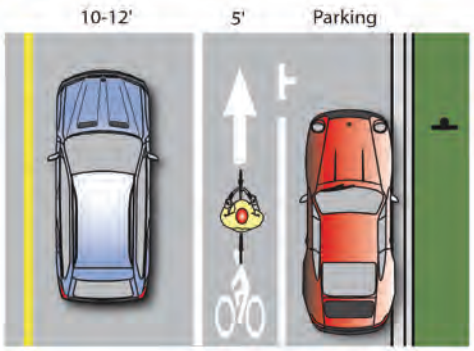
**Class II** bicycle lanes provide a signed, striped and stenciled lane for one-way travel on both sides of a roadway. These facilities are typically used by commuting bicyclists and bicycle enthusiasts. Casual bicyclists will also use Class II facilities if traffic speeds and volumes are relatively low. Class II bicycle lanes are often recommended on roadways with moderate traffic volumes and speeds where separation from motorists can increase the comfort of bicyclists.

**Class III** bicycle routes provide for shared roadway use and are generally identified only by signs. These facilities may have a wide travel lane or shoulder that allow for parallel travel with motorists.

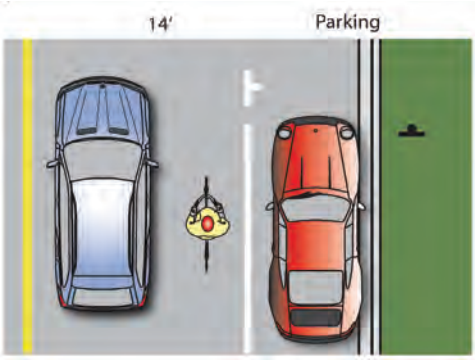
**Bicycle Boulevards** (as proposed in Monterey and around California State University) include additional treatments that enhance Class III bicycle routes, e.g. pavement stencils and unique signage.




*Class I bikeways are separated from the roadway.*




*Class II bike lanes provide a striped travel lane on roadways for bicyclists.*




*Class III bicycle routes are signed roadways indicating a preferred bicycle route.*

**Table 6-1** presents a summary of the bikeway projects identified in this chapter. The projects include 563 miles of bikeways, connecting residents to community destinations as well as providing recreational opportunities. The estimated cost to implement the entire network is approximately $117 million. Complete build out of the network is not possible in the short term and a detailed tiering and phasing plan is presented in **Chapter 8.**

Table 6-1: Summary of Bikeway Projects Countywide

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 63.21 | $83,205,800 |
| 2 | 273.24 | $17,619,445 |
| 3* | 221.32 | $16,463,300 |
| Bicycle Boulevard | 5.55 | $52,960 |
| **Total** | **563.33** | **$117,341,505** |

** Cost of Highway 68 bridge widening over Salinas River is $15 million*

The recommendations are organized by jurisdiction to facilitate ease of implementation by responsible agencies. Each section summarizes the existing planning and policy documents and land use characteristics that affect bicycle planning, followed by recommended bikeway projects. The projects are presented in maps and tables. The tables describe the project and also indicate the project ranking.

In order to assist the Agency identify regionally significant bicycle projects that will help guide the allocation of administered funds, each project was scored based on how it satisfies a number of criteria. The criteria include:

- Gap closure in network
- Collision/safety
- Local connections
- Project cost
- Connections to activity centers

The criteria were reviewed by the Committee, Agency staff and representatives of the local jurisdictions. A detailed explanation of the project scoring methodology is described in detail in **Chapter 8** but for jurisdictional summary purposes the project ranking is included in this chapter.

## 6.1. Bicycle Parking and End-of-Trip Facilities

Bicycle parking is an important and necessary complement to any bicycle network. Without adequate bicycle parking, people may not feel encouraged to bicycle to a destination. In addition, installing the appropriate type of bicycle parking facility is also important. In general, bicycle racks are appropriate for parking durations less than two hours and bicycle lockers are appropriate for longer durations.

End-of-trip facilities also complement the bicycle network and encourage people to bicycle. Showers and changing facilities accommodate bicyclists who need to freshen up after their trip. The Association of Pedestrian and Bicycle Professional's Bicycle Parking Guide is a great resource to help determine the appropriate type of bicycle parking facility, number of parking spaces and how and where to install parking facilities.

Selecting the appropriate type of bicycle parking and indentifying end-of-trip facility locations are best completed at the local level. This Plan recommends local jurisdictions and transit agencies identify locations where bicycle parking and end-of-trip facilities are needed, especially at civic buildings, parks, schools and retail outlets.

**Appendix C** provides a list of existing bicycle parking locations in the County of Monterey and the communities therein.

## 6.2. Trail Signage

Monterey County and the communities therein boast some of the most scenic bicycle and pedestrian trails in the County. Nearly 44 miles of Class I multi-use path exists in Monterey County and 57 more miles are recommended in this Plan. These existing and recommended paths are critical connections for non-motorized commuters and tourists traveling between communities.

Signage displaying where bicyclists and pedestrian should travel is inconsistent along segments of existing paths, primarily along the Monterey Bay Recreational Trail. Signage that displays path user rules and directions to popular destinations in a consistent manner is most effective at achieving desired user behavior.

This Plan recommends local jurisdictions coordinate in the design and installation of consistent path signage.

# 6.3. County of Monterey

## 6.3.1. Planning and Policy Context

### 6.3.1.1.Association of Monterey Bay Area Governments Blueprint Report (2011)

The Association of Monterey Bay Area Governments (AMBAG) developed a "blueprint" to plan land use and transportation in a regional context, providing long-term guidance for local jurisdictions to remain consistent with regional goals that respond to projected future population growth. The Blueprint presents a Sustainable Growth Scenario that focuses development around job and transit rich areas. This scenario includes "priority areas" where all transportation modes should be accommodated, including bicyclists and pedestrians. **Chapter 3** provides a more detailed review of the Blueprint.

### 6.3.1.2.Monterey County General Bikeways Plan (2008)

The Monterey County General Bikeways Master Plan includes of all recommended projects identified in the 2005 General Bikeways Plan that are in the incorporated county in addition to the priority bikeway projects listed below.

- Carmel Valley Class I Project Phases I-IV
- Spreckels Boulevard
- Moss Landing Road Class II from South Highway 1 to North Highway 1
- Castroville Railroad Crossing Bicycle/Pedestrian Path
- Monterey Bay Sanctuary Scenic Trail

**Chapter 3** provides a more detailed review of the County Bikeways Master Plan.

## 6.3.2. Existing Conditions

The existing land use in the unincorporated county is largely rural, undeveloped or parkland. The population of the unincorporated area totals 100,200. The 2000 US census reports that no resident bicycles to work. However, many people to bicycle in the area for other purposes. Bicycling for recreation and exercise, typically for long distances, is popular in the unincorporated County. Existing bikeway mileage in this area totals 45.6 miles with 8.1 miles of Class I, 25.8 Class II and 11.7 Class III bikeways. The existing bikeways are shown on **Figures 6-1** through **6-3**.

For the years 2004 through 2009, 87 bicycle related collisions occurred in the unincorporated county, accounting for 13 percent of all bicycle related collisions in Monterey County. Locations with a concentrated number of collisions are Pajaro and Castroville. **Figures 4-4** through **4-6** show collision locations throughout Monterey County.

## 6.3.3. Bikeway Projects

**Figure 6-1**, **Figure 6-2** and **Figure 6-3** present the bikeway projects in the unincorporated Monterey County.

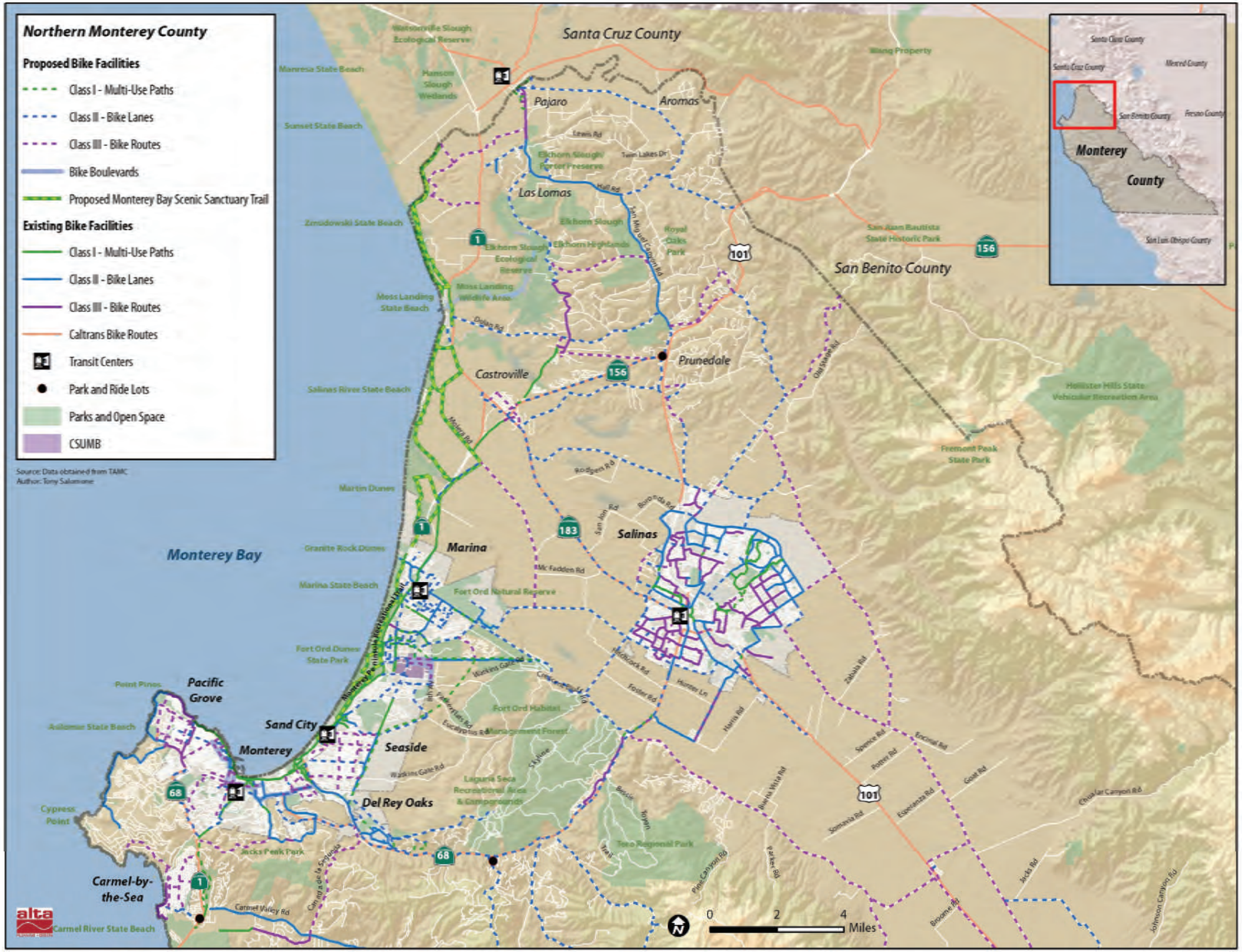



Figure 6-1: County of Monterey Bikeway Projects (North)

Figure 6-2: County of Monterey Bikeway Projects (Peninsula)

Figure 6-3: County of Monterey Bikeway Projects (South)

**Table 6-2** presents descriptions of each bikeway project including bikeway type, length, estimated cost, and project rank. Those identified in italics and with an asterisk are the top ranking three projects in the unincorporated County.

Table 6-2: Monterey County Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Carmel River Bridge | 1 | Carmel River (N) | Carmel River (S) | 0.08 | $540,000 | 385 |
| *Castroville Bicycle Path and Railroad Crossing** | *1* | *Axtell St* | *Castroville Blvd* | *0.31* | *$5,995,000* | *3* |
| Gen Jim Moore Path | 1 | Eucalyptus Rd | City Limits | 1.85 | $1,112,800 | 59 |
| Hatton Canyon Path | 1 | Rio Rd | Carmel River Bridge | 0.24 | $144,200 | 196 |
| Hatton Canyon Path | 1 | Carmel Valley Rd | Hwy 1 | 2.60 | $1,68,600 | 14 |
| Intergarrison Trail | 1 | Fort Ord Dunes | Reservation Rd | 4.90 | $2,525,000 | 69 |
| Jonathan St | 1 | Salinas Rd | Florence St | 0.14 | $83,600 | 323 |
| Meridian Rd Path | 1 | 375' S of Meridian Rd | 390' N of Meridian Rd | 0.15 | $87,900 | 403 |
| Pajaro Rail Line | 1 | Salinas Rd | Pajaro River Levee | 0.69 | $413,200 | 366 |
| Pajaro River Levee | 1 | Pajaro Rail Line | Drainage Pond/Miller Property | 0.69 | $413,700 | 367 |
| Reservation Rd Path | 1 | Reservation Rd | Creekside Terrace | 0.22 | $129,500 | 63 |
| Salinas Valley - Seaside Trail | 1 | Hwy 218/General Jim Moore Blvd | Intergarrison Rd | 6.09 | $3,654,000 | 71 |
| Sanctuary Scenic Trail Segment 10 | 1 | Neponset Rd | Lapis Rd | 2.42 | $2,057,100 | 370 |
| Sanctuary Scenic Trail Segment 11 | 1 | Neponset Rd | Monte Rd | 0.79 | $634,400 | 368 |
| Sanctuary Scenic Trail Segment 12 | 1 | Salinas River and Hwy 1 | Salinas River State Beach | 1.82 | $5,552,000 | 404 |
| Sanctuary Scenic Trail Segment 14 | 1 | Molera Rd | Monterey Dunes Way | 0.40 | $2,799,000 | 372 |
| *Sanctuary Scenic Trail Segment 14* | *1* | *Nashua Rd* | *Potrero Rd* | *3.40* | *$257,600* | 223 |
| Sanctuary Scenic Trail Segment 14A | 1 | Salinas River State Beach | Potrero Rd | 1.29 | $835,400 | 369 |
| Sanctuary Scenic Trail Segment 15 | 1 | Moss Landing Rd | Hwy 1 Elkhorn Slough Bridge | 0.74 | $5,082,000 | 9 |
| Sanctuary Scenic Trail Segment 17A | 1 | Pajaro River | Trafton Rd | 0.11 | $699,200 | 405 |
| Sanctuary Scenic Trail Segment 17B | 1 | Trafton Rd | McGown Rd | 1.44 | $1,659,200 | 406 |
| Sanctuary Scenic Trail Segment 7 | 1 | Lapis Rd | Dunes Dr | 0.69 | $3,411,000 | 373 |
| Sanctuary Scenic Trail Segment 8 | 1 | Nashua Rd | Lapis Rd | 1.88 | $5,855,100 | 78 |
| Sanctuary Scenic Trail Segment 9 | 1 | Lapis Rd | Monte Rd | 0.89 | $36,800 | 363 |
| York - Blue Larkspur Path | 1 | York Rd | Blue Larkspur Ln | 0.87 | $520,600 | 197 |

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| York School Path | 1 | Blue Larkspur Ln | York School | 0.24 | $141,000 | 324 |
| 15th Ave | 2 | Bay View Ave | Rio Rd | 0.80 | $34,300 | 22 |
| Abbott St | 2 | Harkins Rd | Firestone Business Park | 2.93 | $126,200 | 371 |
| Artichoke Ave | 2 | Merritt St/Poole St | Hwy1/Watsonville Rd | 0.98 | $42,100 | 144 |
| Blackie Rd | 2 | Hwy 101 | Hwy 183 | 4.81 | $207,000 | 41 |
| Blanco Rd | 2 | Luther Way | Abbott St | 2.50 | $107,300 | 6 |
| *Blanco Rd** | *2* | *Research Rd* | *Luther Way* | *5.16* | *$221,880* | *4* |
| Blue Larkspur Ln | 2 | York Rd | end of Blue Larkspur | 0.64 | $27,300 | 30 |
| Camphora Gloria Rd | 2 | Gloria Rd | Hwy 101 | 5.27 | $226,800 | 77 |
| Carmel Valley Rd | 2 | Loma del Rey | Via Contenta | 6.47 | $278,200 | 64 |
| Castroville Blvd - Dolan Rd | 2 | San Miguel Canyon Rd | Hwy 1 | 6.64 | $285,300 | 65 |
| Cherry Ave | 2 | 10th St | end of 10th St | 0.36 | $15,400 | 315 |
| Crazy Horse Canyon Rd | 2 | Hwy 101 | San Juan Grade Rd | 3.78 | $162,600 | 76 |
| Cross Rd | 2 | Reese Rd | Pesante Rd | 0.71 | $30,700 | 359 |
| Davis Rd | 2 | Reservation Rd | Blanco Rd | 2.10 | $90,300 | 182 |
| *Davis Rd** | *2* | *Blanco Rd* | *Rossi St* | *1.75* | *$3,411,000* | *5* |
| Drainage Pond/Miller Property | 2 | Florence Extension | Levee | 0.37 | $16,100 | 354 |
| Elkhorn Rd | 2 | Paradise Valley Rd | Hall Rd | 4.52 | $194,200 | 220 |
| Espinosa Rd | 2 | Hwy 101 | Hwy 183 | 4.93 | $211,900 | 42 |
| Florence Ave | 2 | Pajaro River Levee | End of Florence Ave | 0.29 | $12,500 | 313 |
| Front Rd Extension | 2 | Camphora Gloria Rd | Encinal St | 2.20 | $94,700 | 37 |
| Gloria Rd | 2 | Hwy 101 | Camphora Gloria | 3.77 | $162,000 | 75 |
| Gonzales River Rd | 2 | River Rd | Alta St | 2.52 | $108,300 | 218 |
| Harkins Road | 2 | Nutting Street | 5th Street | 1.55 | $66,700 | 70 |
| Harrison Rd | 2 | Damian Wy | Russell Rd (Salinas) | 1.90 | $81,700 | 36 |
| Hwy 156 | 2 | Prunedale Rd | Castroville Blvd | 4.27 | $183,800 | 40 |
| Hwy 68 | 2 | San Benancio Rd | Salinas Creek Bridge (S) | 4.40 | $189,300 | 13 |
| Hwy 68 | 2 | Salinas Creek Bridge (N) | Salinas City Limit | 1.45 | $62,300 | 148 |
| Hwy 68 | 2 | Viejo Rd | Presidio Blvd | 2.32 | $99,600 | 38 |
| Intergarrison Rd | 2 | Reservation Rd | Old County Rd | 0.61 | $26,200 | 170 |
| Iverson Rd | 2 | 5th St (from Gonzales City Limits) | Old Stage Rd | 4.66 | $200,400 | 242 |
| Iverson Rd | 2 | Johnson Canyon Rd | Gloria Rd | 2.17 | $93,500 | 241 |
| Johnson Canyon Rd | 2 | 650' NE of Herold Pkwy | Iverson Rd | 1.09 | $47,000 | 210 |
| Jolon Rd | 2 | Hwy 101 | Nacimiento Lake Dr | 39.29 | $1,689,300 | 68 |
| Lanini Rd | 2 | Tavernetti Rd | Tavernetti Rd Hwy 101 On Ramp | 0.67 | $28,900 | 74 |
| Las Lomas Dr | 2 | Hall Rd | Clausen Rd | 0.75 | $32,300 | 360 |
| Laureles Grade Rd | 2 | Hwy 68 | Carmel Valley Rd | 5.86 | $251,800 | 222 |
| Main St | 2 | Grant St | Lincoln St | 0.14 | $6,200 | 341 |
| McCoy Road | 2 | Soledad Prioson Rd | Camphora Gloria Rd | 2.01 | $86,600 | 61 |

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Meade St (Extension) | 2 | Tembladera St | Artichoke Ave (Extension) | 0.04 | $1,800 | 268 |
| Monte Rd - MBSST | 2 | Nashua Rd | Lapis Rd | 1.88 | $80,840 | 215 |
| Moss Landing Rd | 2 | Potrero Rd | end of Moss Landing Rd | 0.74 | $31,800 | 254 |
| Natividad Rd | 2 | Boronda Rd | Old Stage Rd | 2.14 | $92,000 | 217 |
| Old Stage - San Juan Grade | 2 | Herbert Rd | Crazy Horse Canyon Rd | 1.18 | $50,700 | 58 |
| Park Rd | 2 | Ryan Ranch Rd | end of Park Rd | 0.07 | $3,000 | 134 |
| Pine Canyon Rd | 2 | Jolon Rd | Pine Meadow Dr | 1.35 | $58,200 | 239 |
| Portola Dr | 2 | Torero Dr | Muleta Dr | 0.38 | $16,400 | 316 |
| Prunedale North Rd | 2 | San Miguel Canyon Rd | 300' S of Hwy 156 overpass | 1.06 | $45,700 | 23 |
| Reservation Rd | 2 | Blanco Rd | Hwy 68 | 5.51 | $236,800 | 221 |
| Rio Road | 2 | Atherton Dr | Hwy 1 | 0.44 | $18,900 | 317 |
| Rogge Rd | 2 | San Juan Grade Rd | Natividad Rd | 1.29 | $55,600 | 213 |
| S Prunedale Rd | 2 | 300' S of Hwy 156 overpass | Blackie Rd | 0.95 | $40,700 | 209 |
| Salinas Rd | 2 | Salinas Rd | Werner Rd | 0.02 | $1,100 | 390 |
| Salinas Rd | 2 | Hwy 1 | Salinas Rd/County Rd 12 | 1.62 | $69,500 | 177 |
| Salinas Rd - Hall Rd - Tarpey Rd | 2 | Porter Dr | San Juan Rd | 1.73 | $74,400 | 214 |
| Salinas St | 2 | Haight St | Merritt St | 0.34 | $14,500 | 127 |
| San Benancio - Corral de Tierra Rd Loop | 2 | Hwy 68 | Hwy 68 | 12.34 | $530,400 | 225 |
| San Juan Grade Rd | 2 | Porter Dr | Hwy 101 | 8.87 | $381,200 | 66 |
| San Juan Grade Rd | 2 | Porter Dr | Florence Ave | 0.11 | $4,900 | 50 |
| San Juan Grade Rd | 2 | Herbert Rd | Rogge Rd | 2.05 | $88,300 | 10 |
| South Boundary Rd | 2 | City Limit | Barloy Canyon Rd | 3.32 | $142,800 | 39 |
| Tavernetti Rd | 2 | Lanini Rd | Soledad Prison Rd | 2.20 | $94,400 | 62 |
| Werner Rd | 2 | Salinas Rd | Elkhorn Rd | 0.22 | $9,300 | 345 |
| York Rd | 2 | "Trail Rd"/York Rd | end of York | 1.14 | $49,200 | 193 |
| 5th St | 3 | Herold Pkwy | 650' N of Herold Pkwy | 0.13 | $400 | 329 |
| Abrams Dr | 3 | Imjin Rd | Intergarrison Rd | 0.91 | $2,700 | 160 |
| Aguajito Rd (Highway ramp signage) | 3 | Hwy 1 | Monhollan Rd | 2.53 | $7,600 | 15 |
| Alisal - Old Stage Rd - San Juan Grade Rd | 3 | San Juan Grade Rd | Old Stage Rd Hwy 101 On Ramp | 23.00 | $69,000 | 194 |
| Alta St/Old US Hwy 101 | 3 | Foletta Rd | 10th St | 1.23 | $3,700 | 49 |
| Arroyo Seco Rd | 3 | Fort Romie Rd | Elm Ave | 8.04 | $24,100 | 238 |
| Arroyo Seco Rd | 3 | Fort Romie | Hwy 101 | 1.69 | $5,100 | 201 |
| Bishop St | 3 | Salinas Rd | Florence Ave | 0.12 | $400 | 263 |
| Blackie Rd | 3 | Castro St | Merritt St | 0.07 | $200 | 154 |
| Bluff Rd | 3 | Hwy 1 | Pajaro River | 1.70 | $5,100 | 395 |
| Brooklyn St | 3 | San Juan Rd | Bishop St | 0.19 | $600 | 278 |

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Canada de la Segunda | 3 | Hwy 68 | Carmel Valley Rd | 4.14 | $12,400 | 29 |
| Castro St | 3 | Blackie Rd | Wood St | 0.28 | $800 | 132 |
| Castroville Blvd | 3 | Del Monte Farms Rd | Dolan Rd | 0.32 | $1,000 | 230 |
| Cattleman Rd | 3 | Wildhorse Canyon Rd | Paris Valley Rd | 16.83 | $50,500 | 57 |
| Central Ave | 3 | Elm Ave | Hwy 101 | 7.21 | $21,600 | 237 |
| Chualar River Rd | 3 | River Rd | Grant St | 2.56 | $7,700 | 52 |
| Copper - Nashua Rd | 3 | Blanco Rd | Monte Rd | 4.89 | $14,700 | 73 |
| El Camino Real | 3 | City Limits | Susan Ln | 0.19 | $600 | 375 |
| Elm Ave | 3 | Metz Rd | 3rd St (Greenfield) | 2.15 | $6,500 | 186 |
| Elm Ave | 3 | Arroyo Seco Rd | 13th St | 4.74 | $14,200 | 56 |
| Espinosa Rd | 3 | Central Ave | Susan Ln (to Hwy 101) | 1.82 | $5,500 | 233 |
| Espinosa Rd | 3 | Patricia Ln | Elm Ave | 2.73 | $8,200 | 206 |
| Foletta Rd | 3 | Chualar River Rd | Alta St/Old US Hwy 101 | 4.14 | $12,400 | 55 |
| Fort Romie Rd | 3 | River Rd | Arroyo Seco Rd | 3.87 | $11,600 | 235 |
| Fremont St | 3 | Salinas Rd | End of Fremont St | 0.13 | $400 | 294 |
| Geil St | 3 | Wood St | Hwy 156 Bike/Ped Overcrossing | 0.19 | $600 | 99 |
| Grant St | 3 | Hwy 101 | Payson St | 0.60 | $1,800 | 158 |
| Hwy 1 | 3 | Ocean Ave | Carmel High School | 0.23 | $700 | 279 |
| McGowan Rd - MBSST | 3 | Trafton Rd | Santa Cruz Co Line | 0.70 | $2,100 | 392 |
| Mead St | 3 | Tembladera St | Gambetta Middle School | 0.34 | $1,000 | 156 |
| Meridian Rd | 3 | Castroville Blvd | Hwy 156 | 2.74 | $8,200 | 54 |
| Mesa Verde | 3 | Wildhorse Canyon Rd/Hwy 101 | 1st St | 2.56 | $7,700 | 53 |
| Metz Rd | 3 | Soledad City Limits | King City City Limits | 18.47 | $55,400 | 228 |
| Moro Rd | 3 | San Miguel Canyon Rd | Hwy 101 | 1.93 | $5,800 | 51 |
| Old Stage - San Juan Grade | 3 | Crazy Horse Canyon Rd | County Limit | 4.25 | $12,800 | 236 |
| Old Stage Rd | 3 | Associated Ln/101 | Alta St | 0.36 | $1,100 | 198 |
| Omart Rd | 3 | Del Monte Farms Rd | Meridian Rd | 0.15 | $500 | 388 |
| Pajaro - Axtell - Benson Rte | 3 | Merritt St | Benson Rd | 0.51 | $1,500 | 120 |
| Payson St - Chualar Rd | 3 | Grant St | Old Stage Rd | 1.41 | $4,200 | 200 |
| Pesante Rd | 3 | Hwy 101 | Cross Rd | 0.68 | $2,000 | 336 |
| Reese Cir - Country Meadows Rd | 3 | Blackie Rd | Damian Wy | 1.09 | $3,300 | 47 |
| River Rd | 3 | Hwy 68 | Fort Romie Rd | 23.39 | $70,200 | 195 |
| San Juan Grade Rd | 3 | Russell Rd | Rogge Rd | 0.40 | $1,200 | 10 |
| Sanlias Creek Bridge | 3 | South of Salinas Creek | North of Salinas Creek | 0.20 | $600 | 155 |
| Seymour St | 3 | Salinas St | Washongton St | 0.76 | $2,300 | 306 |
| Strawberry Rd | 3 | San Miguel Canyon Rd | Elkhorn Rd | 3.32 | $10,000 | 207 |
| Susan Ln | 3 | El Camino Real | Espinosa Rd | 0.32 | $1,000 | 389 |

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Tavernetti Rd | 3 | Hwy 101 Overpass | Gloria Rd | 0.18 | $500 | 229 |
| Teague Ave | 3 | Central Ave | Hwy 101 | 1.22 | $3,700 | 231 |
| Thorne Rd | 3 | Arroyo Seco Rd | El Camino Real | 3.50 | $10,500 | 234 |
| Trafton Rd | 3 | Bluff Rd | 2nd Bend in Trafton Rd | 0.58 | $1,800 | 391 |
| Trafton Rd | 3 | Salinas Rd | McGowan Rd | 2.58 | $7,700 | 344 |
| Trafton Rd - MBSST | 3 | Salinas Rd | Pajaro River Trails | 1.00 | $3,000 | 393 |
| Tustin Rd | 3 | Hwy 101 | Echo Valey Rd | 1.94 | $5,800 | 202 |
| Valley/Willow Rd | 3 | Meridian Rd | Elkhorn School | 0.19 | $600 | 331 |
| Wildhorse Canyon Rd | 3 | Cattlemen Rd | Mesa Verde Rd | 0.15 | $500 | 44 |
| Williams Rd | 3 | Boronda Rd | Old Stage Rd | 1.12 | $3,400 | 48 |
| Wood St | 3 | Merritt St | Castro St | 0.25 | $700 | 103 |

The bikeway projects for unincorporated Monterey County include 391 bikeway miles and will cost approximately $58 million dollars (**Table 6-3**).

Table 6-3: Monterey County Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 34.92 | $46,328,900 |
| 2 | 187.64 | $11,404,120 |
| 3 | 172.93 | $519,200 |
| **Total** | **391.49** | **$58,252,220** |

# 6.4. Carmel-by-the-Sea

## 6.4.1. Planning and Policy Context

### 6.4.1.1.General Plan

The City of Carmel-by-the-Sea adopted its most recent general plan in 2010. The Circulation Element of the General Plan notes that all bikeways in Carmel are Class III bicycle routes, the designation of which requires only signs. The Circulation Element notes a focus on safety and maintenance of bicycle routes rather than the construction of new bikeways due to the build-out of the City. Policy O2-6 directs the City to promote and participate in alternative transportation (including bicycles) encouragement programs.

## 6.4.2. Existing Conditions

The City of Carmel-by-the-Sea is the second least populous city in Monterey County with approximately 4,100 residents. The City has one and half miles of bikeway, a Class III bicycle route along Scenic Road and is shown on **Figure 6-4**.

The 2000 US Census reports no Carmel resident bicycles to work. However, this does not mean people to do not bicycle in Carmel. During the years 2004 to 2009, 19 bicycle related collisions occurred in Carmel, resulting in the City having second highest collision rate of all cities in Monterey County. **Figure 4-5** in **Chapter 4** presents the bicycle related collision locations in Carmel-by-the-Sea.

## 6.4.3. Bikeway Projects

**Figure 6-4** presents the bikeway projects in Carmel-by-the-Sea.

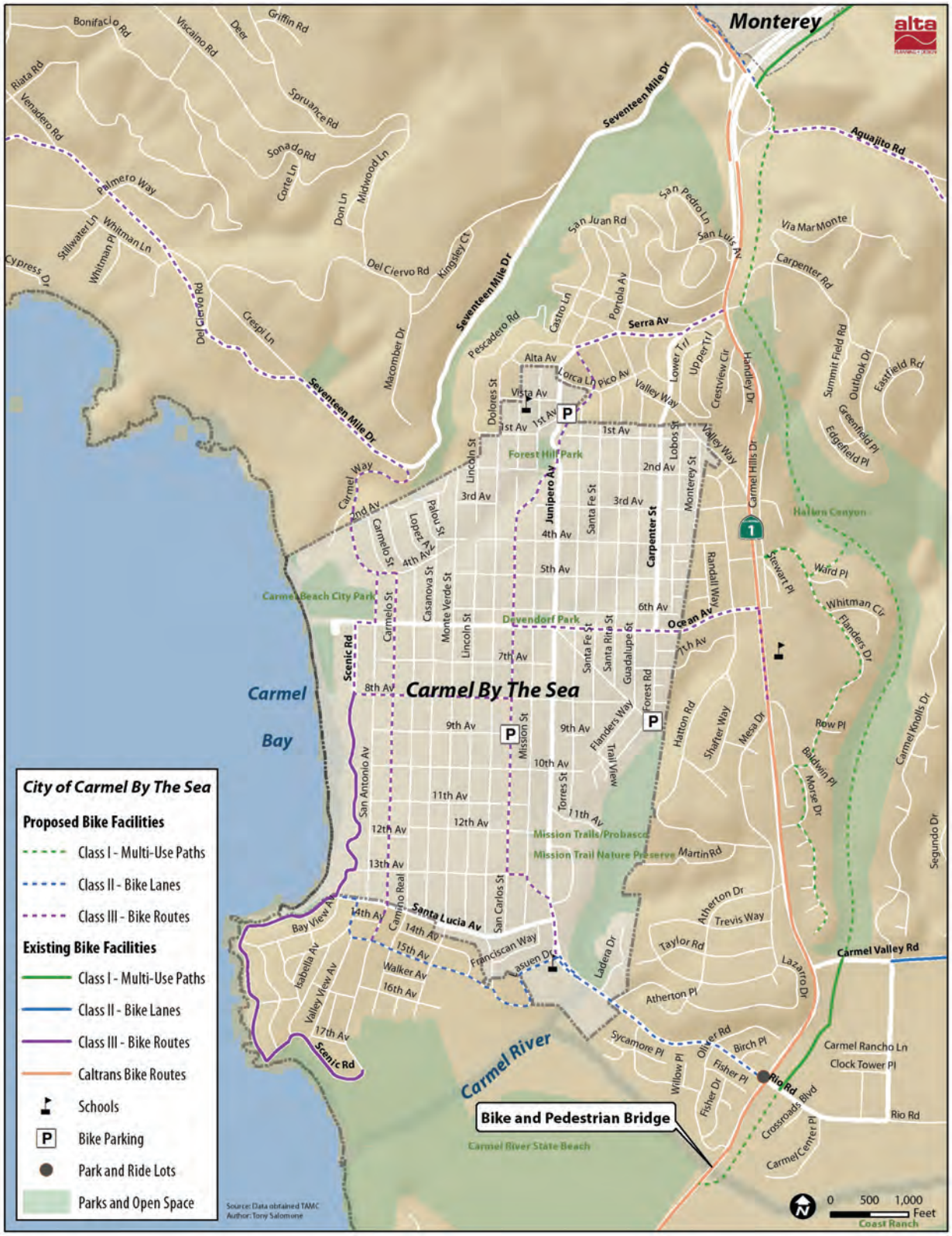



Figure 6-4: Carmel-by-the-Sea Bikeway Projects

**Table 6-4** presents descriptions of each bikeway project and includes bikeway type, length, estimated cost, and project rank. All projects in Carmel-by-the-Sea are Class 3 Bicycle Routes connecting residents across the City. Those identified in italics and with an asterisk are the top ranking three projects.

Table 6-4: Carmel Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Canyon/Flanders/Carmel Hills | 1 | Hatton Canyon | Ocean Ave | 1.17 | $666,900 | 387 |
| Rio Road | 2 | Lasuen Dr | Atherton Dr | 0.24 | $10,300 | 311 |
| 4th Ave Segment | 3 | San Antonio Ave | Carmelo St | 0.05 | $100 | 327 |
| 8th Ave Segment | 3 | Scenic Rd | San Carlos St | 0.38 | $1,100 | 333 |
| Camino del Monte Ave Segment | 3 | San Carlos St | Serra Ave | 0.49 | $1,500 | 334 |
| Carmelo St Segment | 3 | 4th Ave | 15th Ave | 0.90 | $2,700 | 337 |
| *Ocean Ave Segment ** | *3* | *San Carlos St* | *Hwy 1* | *0.61* | *$1,800* | *304* |
| Ocean Ave Segment | 3 | San Antonio Ave | Scenic Rd | 0.05 | $100 | 328 |
| San Antonio Ave | 3 | Carmel Way | Ocean Ave | 0.30 | $900 | 332 |
| San Carlos St - Rio Rd Rte | 3 | Lasuen Dr | Camino del Monte Ave | 1.15 | $3,400 | 308 |
| *Scenic Rd** | *3* | *8th Ave* | *Ocean Ave* | *0.17* | *$500* | *295* |
| *Serra Ave ** | *3* | *Camino del Monte Ave* | *Hwy 1* | *0.39* | *$1,200* | *302* |

The bikeway projects for Carmel includes nearly six bikeway miles and will cost approximately $690,500 to construct (**Table 6-5**).

Table 6-5: Carmel Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 1.17 | $666,900 |
| 2 | 0.24 | $10,300 |
| 3 | 4.48 | $13,300 |
| **Total** | **5.89** | **$690,500** |

# 6.5. Del Rey Oaks

## 6.5.1. Planning and Policy Context

### 6.5.1.1.General Plan

The Del Rey Oaks City Council amended the City's most current General Plan in 1997. The Circulation Element sets forth the following policies most related to bicycling.

- Provide safe, convenient, energy-conserving, comfortable and healthful transportation for all people and goods by the most efficient and appropriate transportation modes that meet current and future travel needs of the City's residents.
- Provide or promote travel by mean other that single-occupant automobile.
- Improve and maintain a transportation network of streets, transit, pedestrian paths and bikeways.

Bicycle and pedestrian circulation and facilities policies designate the following roadways as Class II bicycle routes.

- Highway 218 within City limit (City has since installed)
- North/South Road from Highway 218 to City limit (requested Fort Ord annexation area)
- Carlton Drive from Highway 218 to City limit (this Countywide Bicycle and Pedestrian Plan recommends Class II bicycle lanes on General Jim Moore Boulevard, which is parallel to Carlton Drive)
- South Boundary Road (requested Fort Ord annexation area)

## 6.5.2. Existing Conditions

Del Rey Oaks has a population of 1,650 residents primarily living along Canyon Del Rey Boulevard. Del Rey Oaks has 1.9 miles of Class II bikeways making up the Ragsdale Drive loop, which accesses light industrial land uses. **Figure 6-5** presents the existing bikeways.

The US Census reports one percent of residents bicycle to work. During the years 2004 through 2009, one bicycle collision occurred on the intersection of Route 218 and Del Rey Gardens (**Figure 4-5**, **Chapter 4**).

## 6.5.3. Bikeway Projects

**Figure 6-5** presents the Del Rey Oaks bikeway projects.

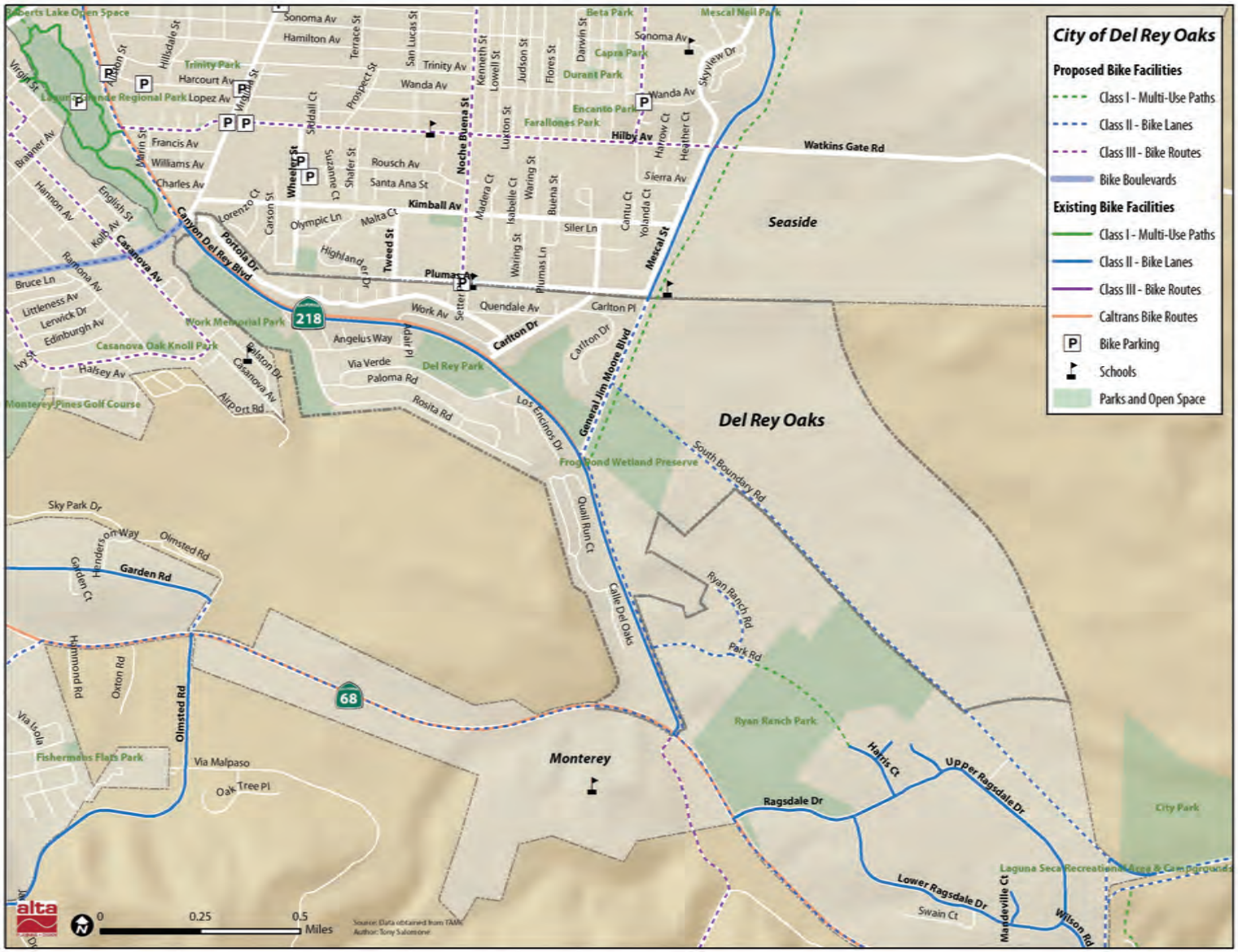



Figure 6-5: Del Rey Oaks Bikeway Projects

**Table 6-6** presents the bikeway projects in Del Rey Oaks. All the facilities are Class 2 Bike Lanes providing important connections across the City. Those identified in italics and with an asterisk are the top ranking three projects in Del Rey Oaks.

Table 6-6: Del Rey Oaks Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| *Canyon del Rey Blvd** | *2* | *General Jim Moore Blvd* | *Hwy 68* | *0.76* | *$32,500* | *2* |
| *General Jim Moore** | *2* | *Canyon del Rey Blvd* | *City Limits* | *0.43* | *$18,300* | *18* |
| Ryan Ranch Rd | 2 | Canyon del Rey Blvd | end of Ryan Ranch | 0.42 | $18,000 | 138 |
| *South Boundary Rd** | *2* | *Gen Jim Moore Blvd* | *York Rd* | *1.73* | *$74,200* | *35* |

The bikeway projects for Del Rey Oaks include three bikeways miles and will cost approximately $143,000 to construct. **Table 6-7** presents the summary miles and costs for Del Rey Oaks.

Table 6-7: Del Rey Oaks Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 2 | 3.33 | $143,000 |
| **Total** | 3.33 | $143,000 |

# 6.6. Gonzales

## 6.6.1. Planning and Policy Context

### 6.6.1.1.General Plan

The City of Gonzales adopted its most current General Plan in January 2011. The Circulation Element requires that all arterial and collector roadways provide Class I or II "bicycle/pedestrian" paths and presents the following implementing actions.

CIR 1.1.4 Design all new collector streets with one travel lane in each direction and sufficient room for parking, sidewalks, and bicycle lanes.

CIR 1.1.5 Design local streets in a manner that is consistent with the street system in place in the older portions of Gonzales and in a manner that encourages pedestrian and bicycle traffic.

CIR 5.1.10 Design Streets for Pedestrians and Bicyclists. Ensure that street designs provide adequate safety provisions for bicycles and pedestrians.

Policy CIR 8.1. sets forth for the City to increase bicycle and pedestrian opportunities including the following projects.

- Construct a linear park along Johnson Canyon Creek
- Ensure any redesign of the Fifth Street/Highway 101 interchange places high priority on providing safe movement of bicyclists and pedestrians

## 6.6.2. Existing Conditions

The City of Gonzales has 8,174 residents in approximately one square mile of area. Highway 101 bisects the city, creating a barrier for bicyclists commuting between residential areas on the east side of the highway and commercial and retail opportunities on the west side of the highway. The city has two Class II bicycle lanes, one on Herold Parkway, which is the eastern edge of current development and one on Alta Street. The bikeways are shown on **Figure 6-6**.

The 2000 US Census reports one percent of residents bicycle to work. During the years 2004 to 2009, nine bicycle related collisions occurred in Gonzales, resulting in a low collision rate (1.2%) in comparison to other cities in Monterey County. **Figure 4-6** in **Chapter 4** shows the bicycle related collisions in Gonzales.

## 6.6.3. Bikeway Projects

**Figure 6-6** presents the recommended bikeway projects in Gonzales.

Figure 6-6: Gonzales Bikeway Projects

**Table 6-8** represents the bikeway projects in Gonzales. The projects include a number of Class 2 Bike Lanes while the majority of projects are Class 3 Bike Routes connecting residents to retail destinations. Those identified in italics and with an asterisk are the top ranking three projects in Gonzales.

Table 6-8: Gonzales Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| 4th St | 2 | Center St | Gonzales High School | 0.14 | $6,100 | 310 |
| Alta St | 2 | 1st St | C St | 0.21 | $9,000 | 164 |
| C St | 2 | Belden St | Alta St | 0.10 | $4,500 | 161 |
| Fanoe Rd | 2 | Rhone Rd | 5th St | 0.96 | $41,100 | 364 |
| 10th St | 3 | Alta St/Old US Hwy 101 | Belden St | 0.10 | $300 | 183 |
| 1st St | 3 | Alta St | Elko St | 0.25 | $700 | 296 |
| *5th St** | *3* | *Alta St* | *Herold Pkwy* | *0.81* | *$2,400* | *159* |
| 7th St | 3 | Alta St | Del Monte Cir | 0.52 | $1,600 | 303 |
| *Alta St** | *3* | *Existing BL on Alta St* | *Hwy 101 Overpass* | *0.42* | *$1,200* | *46* |
| Alta St | 3 | 10th St | 1st St | 0.64 | $1,900 | 335 |
| Belden St | 3 | 5th St | 3rd St | 0.14 | $400 | 293 |
| Belden St | 3 | 10th St | 5th St | 0.35 | $1,100 | 297 |
| Belden St | 3 | 3rd St | C St | 0.35 | $1,100 | 298 |
| Del Monte Cir | 3 | 7th St | Rincon Rd | 0.08 | $200 | 374 |
| *Fairview Dr** | *3* | *Elko St* | *5th St* | *0.50* | *$1,500* | *157* |
| Rincon Rd | 3 | Del Monte Rd | 5th St | 0.21 | $600 | 330 |

**Table 6-9** presents a summary of bikeway project miles and costs. Implementation of the projects would add nearly six miles of bikeways and with an estimated cost of $73,700.

Table 6-9: Gonzales Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 2 | 1.41 | $60,700 |
| 3 | 4.37 | $13,000 |
| **Total** | **5.78** | **$73,700** |

# 6.7. Greenfield

## 6.7.1. Planning and Policy Context

### 6.7.1.1.General Plan

The City of Greenfield adopted its most current general plan in 2005. Among the key issues identified in the Circulation Element are identifying measures to increase bicyclist safety and encouraging bicycle usage. Bicycle supportive policies include:

Policy 3.3.1. Provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities.

Policy 3.3.2 Incorporate convenient bicycle and pedestrian access and facilities in new public and private development projects where appropriate.

Policy 3.3.3 Create a bicycle and pedestrian system that provides connections throughout Greenfield and within the region designed to serve both recreational and commuter users.

Policy 3.3.4 Design new roadway facilities to accommodate bicycle and pedestrian traffic.

## 6.7.2. Existing Conditions

Greenfield has 12,600 residents in approximately one and half square miles of area. Land use is primarily residential with retail along El Camino Real. Elementary and high schools are located on El Camino Real at the northern extent of the city, while the middle school is located in the southwest of the city on Elm Street. The 2000 US Census reports no one bicycled to work. The existing bikeway network, shown in **Figure 6-7**, includes a Class III Bike Route on Oak Avenue and a number of short Class II Bike Lanes.

During the years 2004 to 2009, 26 bicycle related collisions occurred in Greenfield, the majority were along El Camino Real. **Figure 4-6** in **Chapter 4** presents the bicycle-related collisions.

## 6.7.3. Bikeway Projects

**Figure 6-7** presents the Greenfield bikeway projects.

Figure 6-7: Greenfield Bikeway Projects

**Table 6-10** presents the bikeway projects in Greenfield. The projects include a number of Class 2 Bike Lanes where right-of-way allows. Class 3 Bike Routes complete the connections across the City. Those identified in italics and with an asterisk are the top ranking three projects in Greenfield.

Table 6-10: Greenfield Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| 12th St | 2 | Elm Ave | 550' N of Walnut Ave | 0.86 | $36,800 | 192 |
| 13th St | 2 | Oak Ave | Apple Ave | 0.25 | $10,800 | 165 |
| 3rd St | 2 | Walnut Ave | Elm Ave | 0.75 | $32,300 | 320 |
| Apple Ave | 2 | Thorp Ave | 4th St | 0.51 | $21,700 | 190 |
| *Apple Ave** | *2* | *13th St* | *El Camino Real* | *1.00* | *$43,000* | *146* |
| Elm Ave | 2 | 4th St | 3rd St | 0.25 | $10,700 | 379 |
| *Elm Ave** | *2* | *13th St* | *El Camino Real* | *1.00* | *$43,200* | *147* |
| PIne Ave | 2 | 690' W of El Camino Real | end of Pine Ave | 0.34 | $14,500 | 400 |
| Walnut Ave | 2 | 10th St | El Camino Real | 0.13 | $5,400 | 178 |
| Walnut Ave | 2 | Hwy 101 | 2nd St | 0.79 | $33,800 | 191 |
| 4th St | 3 | Elm Ave | Apple Ave | 0.50 | $1,500 | 376 |
| Apple Ave | 3 | El Camino Real | end of Apple | 0.33 | $1,000 | 179 |
| El Camino Real | 3 | Thorne Rd | Walnut Ave | 0.93 | $2,800 | 307 |
| *El Camino Real** | *3* | *Apple Ave* | *Hwy 101 Ramp* | *0.89* | *$2,700* | *122* |

**Table 6-11** presents a summary of bikeway project miles and costs. Implementation of all projects would add nearly nine miles of bikeways and would cost an estimated $260,200.

Table 6-11: Greenfield Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 2 | 5.86 | $252,200 |
| 3 | 2.66 | $8,000 |
| **Total** | **8.52** | **$260,200** |

# 6.8. King City

## 6.8.1. Planning and Policy Context

### 6.8.1.1.General Plan

The King City Council adopted the most current General Plan in November 1998. At the time of adoption, King City did have any designated bikeways. The Circulation Element states that the City will promote the use of non-motorized transportation modes where appropriate.

## 6.8.2. Existing Conditions

King City has 11,200 residents, one percent of which bicycle to work. The city is bound by Highway 101 to south and Metz Road to the east, providing a fairly continuous grid network for bicyclists to travel. Commercial retail lines Broadway Street, which bisects the city. One, half mile, Class I multi-use pathway is located in at the southwest end of the city, connecting San Antonio Drive and County Road G14. **Figure 6-8** presents this path's location.

During the years 2004 to 2009, 16 bicycle related collisions occurred in King City. The majority of the collisions were on 3rd Street and Broadway. **Figure 4-6** in **Chapter 4** presents the bicycle related collisions.

## 6.8.3. Bikway Projects

**Figure 6-8** presents the bikeway projects in King City.

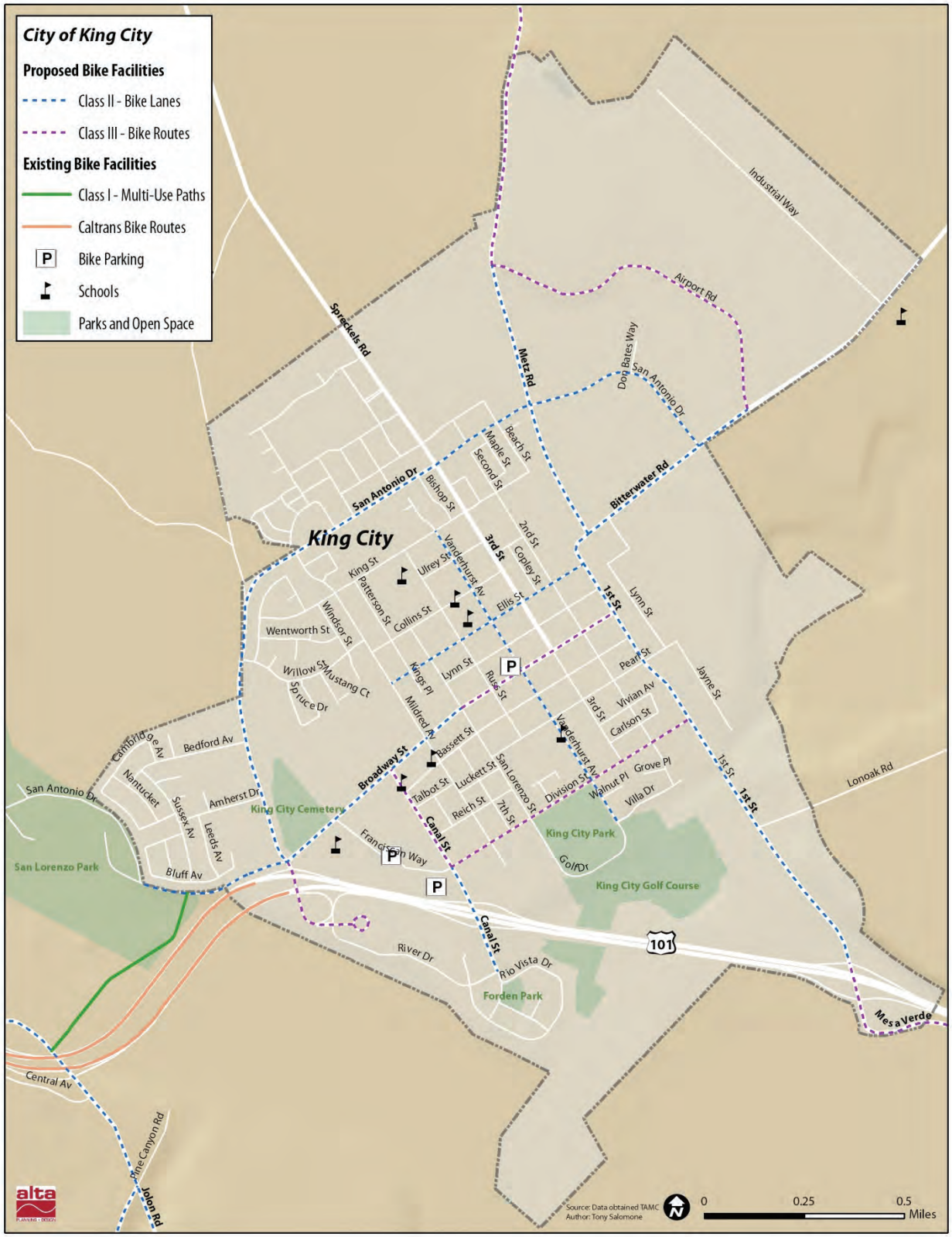



Figure 6-8: King City Bikeway Projects

**Table 6-12** presents descriptions of each bikeway project by bikeway type and includes estimated cost and project rank. The projects connect residents across the city and provide routes on roadways parallel to busier streets such as Broadway. Those identified in italics and with an asterisk are the top ranking three projects in King City.

Table 6-12: King City Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| 1st St | 2 | Metz Rd | Hwy 101 | 1.30 | $55,800 | 365 |
| Bitterwater Rd | 2 | Airport Dr | 1st St | 0.51 | $21,700 | 382 |
| Broadway | 2 | San Lorenzo Park | Mildred Ave | 0.85 | $36,500 | 321 |
| *Broadway** | *2* | *Mildred Ave* | *San Lorenzo St* | *0.12* | *$5,100* | *271* |
| Canal St | 2 | Division St | River Dr | 0.29 | $12,300 | 312 |
| Ellis St | 2 | 1st St | Mildred Ave | 0.57 | $24,400 | 290 |
| Metz Rd | 2 | Airport Rd | 1st St | 0.72 | $30,800 | 384 |
| San Antonio Dr | 2 | Metz Rd | Broadway | 1.55 | $66,500 | 322 |
| San Antonio Dr | 2 | Metz Rd | Bitterwater Rd | 0.52 | $22,500 | 383 |
| Vanderhurst Ave | 2 | King St | Villa Dr | 0.86 | $36,900 | 292 |
| Airport Rd | 3 | Metz Rd | Bitterwater Rd | 0.91 | $2,700 | 377 |
| Broadway Cir | 3 | San Antonio Dr | River Dr | 0.39 | $1,200 | 299 |
| *Broadway** | *3* | *San Lorezno St* | *1st St* | *0.45* | *$1,400* | *104* |
| *Canal St** | *3* | *Broadway* | *Division St* | *0.29* | *$900* | *280* |
| Division St | 3 | Canal St | 1st St | 0.70 | $2,100 | 305 |

**Table 6-13** presents a summary of bikeway project miles and project costs. The projects would add ten miles to the existing bikeway network and would cost approximately $320,800.

Table 6-13: King City Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 2 | 7.27 | $312,500 |
| 3 | 2.74 | $8,300 |
| **Total** | **10.01** | **$320,800** |

# 6.9. Marina

## 6.9.1. Planning and Policy Context

### 6.9.1.1.General Plan

The City of Marina last amended its general plan in 2006. Policy 3.15 sets forth that all collector streets, existing and future shall provide bicycle lanes within or adjacent to the roadway. Policy 3.18 further strengthens policy 3.15 by restricting additional roadway width to selected roadway extensions to accommodate only transit, bicycles or pedestrians.

The General Plan identifies the following opportunities for bicycle facilities.

- Marina Heights
- Southern extension of DeForest Road
- Extension of Crescent Avenue

### 6.9.1.2.Bicycle and Pedestrian Plan

The City of Marina adopted its first Bicycle and Pedestrian Plan in 2010, which identifies deficiencies in and improvements to the non-motorized transportation network. The plan presents a prioritized listing of recommended bikeways, which includes bicycle lanes on DeForest Road and Crescent Avenue.

## 6.9.2. Existing Conditions

The City of Marina has 25,100 residents, one percent of whom bicycle to work, according to the 2000 US Census. Marina's roadway network includes a number of cul-de-sacs, which directs bicyclists to use collector and arterial roadways. There are 16.7 miles of bikeways, the majority being Class II bicycle lanes. The Monterey Peninsula Recreation Trail runs on the west side of Del Monte Road, providing a critical north-south connection through the western part of the city. **Figure 6-9** presents the existing bikeways in Marina.

During the years 2004 through 2009, 34 bicycle related collisions occurred in Marina. The collision rate for this time period is 1.4 per 1,000 residents, 0.3 points below the average rate for the entire county. Collisions were concentrated along Carmel Ave and Reservation Road. **Figure 4-5** in **Chapter 4** presents the bicycle related collision locations.

## 6.9.3. Bikeway Projects

**Figure 6-9** presents the bikeway projects in Marina.

Figure 6-9: Marina Bikeway Projects

**Table 6-14** presents descriptions of each bikeway project by bikeway type and includes estimated cost and project rank. The bikeway projects provide bike lane connections from the residential communities to community destinations including transit and the Monterey Peninsula Recreational Trail. Those identified in italics and with an asterisk are the top ranking three projects in Marina.

Table 6-14: Marina Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Patton Pkwy Path | 1 | Reindollar Ave | Patton Pkwy | 0.50 | $297,600 | 224 |
| Bayer Dr | 2 | Bostick Ave | end of Bayer Dr | 0.42 | $18,000 | 401 |
| Bayer Dr - California Ave Path | 2 | Carmel Ave/Salinas Ave | California Ave | 0.86 | $37,100 | 208 |
| Bayer St - Bostick Ave | 2 | Reindollar Ave | Reservation Rd | 0.59 | $25,300 | 169 |
| Beach Rd | 2 | Monte Rd | Costa del Mar Rd | 0.65 | $28,000 | 171 |
| Berney Dr | 2 | Reindollar Ave | Hillcrest Ave | 0.10 | $4,200 | 378 |
| Cardoza Ave | 2 | Beach Rd | end of Cardoza Ave | 0.49 | $21,200 | 168 |
| Carmel Ave | 2 | Sunset Ave | Salinas Ave | 1.27 | $54,800 | 173 |
| Carmel Ave | 2 | Sunset Ave | Monte Rd | 0.16 | $7,000 | 187 |
| Crescent Ave | 2 | Reservation Rd | end of Reservation Rd | 0.49 | $21,200 | 318 |
| Crescent Ave + Extension | 2 | Hillcrest Ave | Carmel Ave | 0.14 | $6,200 | 163 |
| Crescent St | 2 | Reindollar Ave | end of Crescent St | 0.13 | $5,700 | 339 |
| Crestview Ct | 2 | Reservation Rd | end of Crestview Ct | 0.12 | $5,100 | 288 |
| de Forest Rd | 2 | Costa del Mar Rd | Reservation Rd | 0.40 | $17,400 | 189 |
| Ellen Ct | 2 | Reindollar Ave | end of Ellen Ct | 0.15 | $6,500 | 396 |
| Hillcrest Ave | 2 | Redwood Dr | end of Hillcrest Ave | 0.84 | $36,100 | 362 |
| Imjin Rd | 2 | 8th St | 12th St | 0.33 | $14,000 | 399 |
| *Imjin Rd/12th St** | *2* | *Imjin Rd* | *Reservation Rd* | *2.72* | *$2,200,000* | *1* |
| Lake Dr | 2 | Robin Dr | 174' E of Hwy 1 | 0.51 | $22,000 | 319 |
| Lake Dr | 2 | 174' E of Hwy 1 | end of Lake Dr | 0.29 | $12,600 | 348 |
| Lynscott Dr | 2 | Carmel Ave | Reservation Rd | 0.31 | $13,200 | 349 |
| Melania Rd | 2 | Peninsula Dr | Beach Rd | 0.33 | $14,400 | 180 |
| Neeson Rd | 2 | Imjin Rd | end of Neeson Rd | 0.53 | $22,700 | 356 |
| Palm Ave | 2 | Lake Dr | Sunset Ave | 0.35 | $15,200 | 289 |
| Palm Ave | 2 | Lake Dr | Clarke Pl | 0.03 | $1,200 | 300 |
| *Peninsula Dr** | *2* | *Viking Ln* | *Melanie Rd* | *0.03* | *$1,300* | *67* |
| Proposed St - The Dunes | 2 | 3rd St | 300' N of 10th St | 0.76 | $32,900 | 361 |
| Redwood Dr | 2 | Reindollar Ave | end of Redwood Dr | 0.35 | $15,200 | 314 |
| Reindollar Ave | 2 | Bostick Ave | Monte Rd | 1.27 | $54,800 | 174 |
| Reservation Rd | 2 | Salinas Ave | Blanco Rd | 1.39 | $59,900 | 176 |
| Robin Dr | 2 | Lake Dr | Reservation Rd | 0.02 | $1,000 | 244 |
| Salinas Ave | 2 | Carmel Ave | Reservation Rd | 0.27 | $11,800 | 166 |
| Seacrest Ave | 2 | Carmel Ave | Reservation Rd | 0.29 | $12,300 | 273 |
| Sunset Ave | 2 | Reindollar Ave | Carmel Ave | 0.28 | $12,200 | 380 |

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Vaughn Ave | 2 | Reindollar Ave | Carmel Ave | 0.28 | $12,200 | 346 |
| *Viking Ln** | *2* | *Reservation Rd* | *Peninsula Dr* | *0.11* | *$4,900* | *135* |

**Table 6-15** presents the bikeway project summary of bikeway miles and costs. Implementation of the projects would add nearly 17.8 miles of bikeways and would cost an estimated $3.1 million. In addition, $65,000 is estimated to cover maintenance of the Class I path along Del Monte Boulevard from Marina Greens to Reindollar Avenue.

Table 6-15: Marina Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 0.50 | $297,600 |
| 2 | 17.31 | $2,827,600 |
| **Total** | **17.81** | **$3,125,200** |

# 6.10. City of Monterey

## 6.10.1. Planning and Policy Context

### 6.10.1.1. General Plan

The City of Monterey last amended its general plan in 2009. The circulation element sets forth an extensive set of policies and programs that support bicycling. The policies and programs listed below hold most relevance to this Plan.

Policy b.4. Reinforce the visual, pedestrian, and bicycle connection between City neighborhoods and the Bay so that residents have exceptional non-automobile access to the Bay.

Program c.11. To better link the Downtown with the waterfront, construct an attractive pedestrian bridge between Spanish Plaza and the Wharf parking lot to provide a direct bicycle connection from Downtown to the Recreation Trail.

Program d.1.3. Plan and support a continuous east west Class I/Class II bikeway that connects the Monterey Peninsula with Salinas.

### 6.10.1.2. Bicycle Plan

The City of Monterey adopted its Bicycle Plan in 2009, in response to implementing the Mayor's signing of the Urban Climate Accords and the US Mayors Climate Agreement. The Bicycle Plan presents the following proposed bikeways that will improve regional connectivity. Chapter 3 presents the City of Monterey Bicycle Plan in more detail.

- Munras Avenue between El Dorado Road and Fremont Street
- Abrego Street between Fremont Street and Del Monte Avenue
- Washington Street between Pearl Street and the Recreation Trail

## 6.10.2. Existing Conditions

The City of Monterey has 29,800 residents, two percent of whom bicycle to work. Many employment opportunities are located along Washington Street and Fremont Street. Located at the south end of Monterey Bay, the City of Monterey is also a scenic destination for recreational bicyclists, ranging from beginners to the experienced. The City's bicycle network totals 11.7 miles and is comprised of two miles of Class I, nine miles of Class II and one mile of Class III bikeways. **Figure 6-10** presents the existing bikeways in the City of Monterey.

During the years 2004 to 2009, 123 bicycle related collisions occurred in the City of Monterey; this is noticeably more collisions than other communities in the County. The majority of the bicycle related collisions occurred in downtown Monterey. **Figure 4-5** in **Chapter 4** presents the bicycle related collisions in the City of Monterey.

## 6.10.3. Bikeway Projects

**Figure 6-10** presents the bikeway projects in the City of Monterey.

Figure 6-10: City of Monterey Bikeway Projects

**Table 6-16** presents the bikeway projects in the City of Monterey. The projects include a number of Class 2 Bike Lanes where right-of-way allows. Class 3 Bike Routes complete the connections across the City. The City of Monterey has also identified a Bike Boulevard (BB) network along Laine Street, Van Buren Street, Pearl Street, Aguajito Road and others. Those identified in italics and with an asterisk are the top ranking three projects in the City of Monterey.

Table 6-16: City of Monterey Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Ryan Ranch Park Path | 1 | Park Rd | Harris Ct | 0.32 | $191,900 | 151 |
| Soledad - Viejo | 1 | Munras Ave | Existing Path | 0.70 | $421,700 | 153 |
| Van Buren St Path | 1 | Seeno St | near Artillery St | 0.05 | $27,400 | 251 |
| Camino Aguajito | 2 | Monterey Peninsula Recreational Trail | Fremont St | 0.47 | $20,400 | 96 |
| Fairground Rd | 2 | Airport Rd | Casa Verde | 0.21 | $9,030 | 94 |
| Foam St | 2 | David Ave | Lighthouse Ave | 0.79 | $33,800 | 255 |
| Fremont Blvd | 2 | Canyon del Rey Blvd | Casa Verde | 0.70 | $30,100 | 91 |
| *Fremont St** | *2* | *Abrego St* | *Camino Aguajito* | *0.55* | *$23,700* | *83* |
| Josselyn Canyon Rd | 2 | Hwy 68 | Mark Thomas Rd | 1.47 | $63,400 | 149 |
| Lighthouse Ave | 2 | David Ave | Private Bolio Rd | 0.74 | $31,900 | 291 |
| Munras Ave | 2 | Soledad Dr | El Dorado St | 0.80 | $34,400 | 113 |
| Olmsted Rd | 2 | Hwy 68 | Garden Rd | 0.10 | $4,200 | 185 |
| Soledad - Viejo | 2 | Munras Ave | Existing Path | 0.69 | $29,700 | 142 |
| Soledad Dr | 2 | Pacific St | Munras Ave | 0.08 | $3,400 | 269 |
| Van Buren St | 2 | Scott St | Seeno St | 0.05 | $2,200 | 243 |
| York Rd | 2 | Hwy 68 | South Boundary Rd | 0.37 | $15,700 | 137 |
| *Abrego St** | *3* | *Webster St* | *Del Monte Ave* | *0.29* | *$900* | *79* |
| *Abrego St** | *3* | *El Dorado St* | *Webster St* | *0.29* | *$900* | *82* |
| Airport Rd - Euclid Ave | 3 | Casanova Ave | Fremont St | 0.69 | $2,100 | 281 |
| Casa Verde Way | 3 | Hwy 1 | Del Monte Ave | 0.22 | $700 | 88 |
| Casa Verde Way | 3 | Fremont Blvd | Hwy 1 | 0.20 | $600 | 101 |
| Casanova Ave | 3 | Montecito Ave | Euclid Ave | 0.73 | $2,200 | 283 |
| David Ave | 3 | Cannery Row | Hwy 68 | 1.32 | $4,000 | 125 |
| English Ave | 3 | Del Monte Ave | Montecito Ave | 0.22 | $700 | 265 |
| Fairground Rd | 3 | Garden Rd | Montsalas Dr | 0.07 | $200 | 115 |
| Franklin St | 3 | Van Buren St | Bowen St | 0.65 | $2,000 | 259 |
| Hoffman Ave | 3 | Laine St | Monterey Peninsula Recreational Trail | 0.28 | $800 | 249 |
| Jefferson-Skyline Route | 3 | Alvarado St | Hwy 68 | 2.57 | $7,700 | 108 |
| Montecito Ave | 3 | Casa Verde Way | English Ave | 0.43 | $1,300 | 266 |
| Oliver St | 3 | Van Buren St | Monterey Peninsula Recreational Path | 0.18 | $500 | 246 |

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Pacific St | 3 | Pacific St Bike Lane at Martin St | Madison St | 0.23 | $700 | 248 |
| Pacific St | 3 | Soledad Dr | Pacific St Bike Lane | 0.70 | $2,100 | 282 |
| 3rd St Bicycle Boulevard | BB | Sloat Ave | Camino Aguajito | 0.24 | $1,900 | 258 |
| Alvarado St Bicycle Boulevard | BB | Pearl St | Monterey Peninsula Recreational Trail | 0.37 | $3,000 | 245 |
| Casa Verde Way - Bike Boulevard | BB | Fremont Blvd | Fairground Rd | 0.08 | $640 | 102 |
| Fairground Rd - Bike Boulevard | BB | Garden Rd | Casa Verde | 0.24 | $10,320 | 95 |
| Herman - Madison Route Bicycle Boulevard | BB | Via del Rey | Pacific St | 0.35 | $2,800 | 260 |
| Laine St Bicycle Boulevard | BB | David Ave | Lighthouse Ave | 0.82 | $6,500 | 261 |
| Pearl-Jefferson-Johnson-Skyline Route Bicycle Bou* | BB | Camino Aguajito | Alvardo St | 0.69 | $5,600 | 90 |
| Polk St Bicycle Boulevard | BB | Pacific St | Pearl St | 0.05 | $400 | 116 |
| Polk St Bicycle Boulevard | BB | Alvarado St | Hartnell St | 0.10 | $800 | 227 |
| Van Buren St Bicycle Boulevard | BB | Madison St | Scott St | 0.45 | $3,600 | 250 |

**Table 6-17** presents the bikeway project summary of bikeway miles and costs. Implementation of the projects would add 21 miles of bikeways and would cost an estimated $1 million.

Table 6-17: City of Monterey Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost |
|---|---|---|
| 1 | 1.07 | $641,000 |
| 2 | 7.02 | $301,930 |
| 3 | 9.08 | $27,400 |
| BB | 3.76 | $38,460 |
| **Total** | **20.93** | **$1,008,790** |

# 6.11. Pacific Grove

## 6.11.1. Planning and Policy Context

### 6.11.1.1. General Plan

The City of Pacific Grove adopted its most recent general plan in 1994. Many of the policies and programs related to bicycling in Pacific Grove support the improvement of the Monterey Peninsula Recreational Trail. Other policies most relevant to this Countywide BPP are listed below.

Program GG Coordinate bicycle and pedestrian route planning with the City of Monterey, the Pacific Grove Unified School District, Monterey County, the State Department of Parks and Recreation, the U.S. Coast Guard, and the Monterey Peninsula Regional Park District.

Policy 27 Pursue the acquisition and development of the remainder of the Southern Pacific right-of-way within Pacific Grove for recreational, trail, and open space use.

### 6.11.1.2. Coastal Trails Master Plan

The City of Pacific Grove adopted a Coastal Parks Plan in 1998. Goal 6 of the plan sets forth a provision for the City to establish a safe and continuous coastal bikeway by implementing phase III of the city's bikeways plan. As of the development of this Plan, the City has a continuous coastal bikeway comprised of Class I, II and III bikeway designations.

## 6.11.2. Existing Conditions

The City of Pacific Grove has 15,000 residents, two percent of whom bicycle to work. Employment opportunities are located along Lighthouse Avenue, in downtown. Recreational bicyclists from beginner to experienced also bicycle in Pacific Grove, many of whom use the Monterey Recreational Trail along the Bay. Pacific Grove's bicycle network totals 5.9 miles, comprised of 2.3 Class II and 3.6 Class III. The Monterey Bay Scenic Trail also runs through Pacific Grove and is in Caltrans jurisdiction. **Figure 6-11** presents the existing bikeways in Pacific Grove.

During the years 2004 through 2009, 41 bicycle related collisions occurred in Pacific Grove, which was slightly above the county average. The collisions occurred throughout the City but were more prevalent on Ocean View Road and Sunset Drive. **Figure 4-5** in **Chapter 4** presents the bicycle related collisions in Pacific Grove.

## 6.11.3. Bikeway Projects

**Figure 6-11** presents the bikeway projects in Pacific Grove.

Figure 6-11: Pacific Grove Bikeway Projects

**Table 6-18** presents the Pacific Grove bikeway projects. The projects include connections across the City connecting residents to downtown and to the Bay. Those identified in italics and with an asterisk are the top ranking three projects in the Pacific Grove.

Table 6-18: Pacific Grove Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| *Forest Ave (restripe)** | *2* | *Sinex Ave* | *Ocean View Blvd* | *0.68* | *$29,347* | *112* |
| *Ocean View Ave** | *2* | *Asilomar Blvd* | *17 Mile Dr* | *2.31* | *$99,100* | *17* |
| Pine Ave | 2 | Alder St | Eardley Ave | 1.12 | $500,000 | 326 |
| 17 Mile Dr | 3 | Hwy 68 | 840' S of Hwy 68 | 0.16 | $500 | 117 |
| *17 Mile Dr** | *3* | *Sunset Dr* | *Jewell Ave* | *0.81* | *$2,400* | *105* |
| 17 Mile Dr/Carmel Way | 3 | 17 Mile Dr | San Antonio Ave | 2.22 | $6,700 | 205 |
| 19th St - Park St | 3 | Jewell Ave | Hwy 68 | 0.99 | $3,000 | 285 |
| 19th St - Park St | 3 | Jewell Ave | Hwy 68 | 0.99 | $3,000 | 338 |
| Asilomar Blvd | 3 | Sunset Dr | Sinex Ave | 0.23 | $700 | 118 |
| Asilomar Blvd | 3 | Lighthouse Ave | Ocean View Blvd | 0.37 | $1,100 | 119 |
| Jewell Ave | 3 | Lighthouse Ave | 17th St | 0.78 | $2,300 | 284 |
| Lighthouse Ave | 3 | 17 Mile Dr | Asilomar Blvd | 0.47 | $1,400 | 252 |
| Lighthouse Ave | 3 | Ocean View Blvd | Asilmoar Blvd | 0.22 | $600 | 264 |
| Pine Ave | 3 | Eardley Ave | David Ave | 0.05 | $100 | 276 |
| Sinex Ave | 3 | Asilomar Blvd | 19th St | 0.90 | $2,700 | 123 |

**Table 6-19** presents the bikeway project summary miles and costs. Implementation of the bikeway projects would add 13 miles to the bicycle network and would cost an estimated $656,000.

Table 6-19: Pacific Grove Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 2 | 4.11 | $628,447 |
| 3 | 9.23 | $27,600 |
| **Total** | **13.34** | **$656,047** |

In addition to bikeways, the City submitted bikeway signage spot improvements and locations for new bike parking that are listed below. Cost for the bikeway signage and bike parking is estimated to total $5,000.

**Bikeway Signage Improvements**

- Forest Ave and Sinex Ave
- 19th St and Park St
- Asilomar Blvd intersections

**New Bike Racks**

- Forest Ave and Gibson Ave
- Fountain and Lighthouse Ave
- Grand Ave and Central Ave
- Lovers Point (2)
- Ocean View and Asilomar Blvd
- Asilomar State Beach
- Asilomar Blvd at Lighthouse Ave
- Central Ave at Lighthouse Ave
- Forest Ave and Pine Ave

# 6.12. Salinas

The Salinas Bicycle and Pedestrian Advisory Committee reviews bicycle-related issues and provides input on bicycle programs/projects within Salinas. Salinas Bicycle and Pedestrian Advisory Committee also promotes bicycling through special events held within the City and/or County, and supports educational and enforcement activities to enhance bicycle safety throughout the community.

## 6.12.1. Planning and Policy Context

### 6.12.1.1. General Plan

The City of Salinas adopted its most current General Plan in 2002. The following policy and program item directly address bicycle planning in Salinas.

Policy COS 7.11 Supports the development of trails along easements, utility corridors, drainage corridors and other natural features.

Implementation Program item C-12 identifies the Public Works Department to continue to implement the Bikeways Plan.

The City's website, below, provides the entire General Plan.

*http://www.ci.salinas.ca.us/services/commdev/generalplan.cfm*

### 6.12.1.2. Bikeways Plan

The Salinas 2002 Bikeways Plan reports 64 miles of existing bikeways and 26 miles of proposed bikeways. The City's website, below, provides an updated map with the remaining unconstructed bikeways.

*http://www.ci.salinas.ca.us/leadership/boards/bicycle/BicycleCommittee.cfm*

The goals set forth by the Salinas Bikeways Plan most relevant to this Plan are:

- Work with the Agency to develop a bikeway from southwest Salinas to the Monterey Peninsula
- Improve bikeway connections between north, south and east Salinas

## 6.12.2. Existing Conditions

Salinas is the most populous city in Monterey County, with over 150,000 residents. Commercial land use, where many bicyclist destinations are located, is mostly in the areas adjacent to Main Street and Alisal Street. These areas represent regional attractions for motorists, pedestrians and bicyclists. **Figure 6-12** presents the existing bikeways in Salinas.

The 2000 US Census reports one percent of Salinas residents bike to work, which is the typical percent reported by other cities in the County. While 35 percent of bicycle related collisions in Monterey County occurred in Salinas, the City has relatively average collision rate (collisions per residents) compared to the County as a whole. **Figure 4-4** in **Chapter 4** presents the bicycle-related collision locations in Salinas for the years 2004-2009.

## 6.12.3. Bikeway Projects

**Figure 6-12** presents the Salinas bikeway projects.

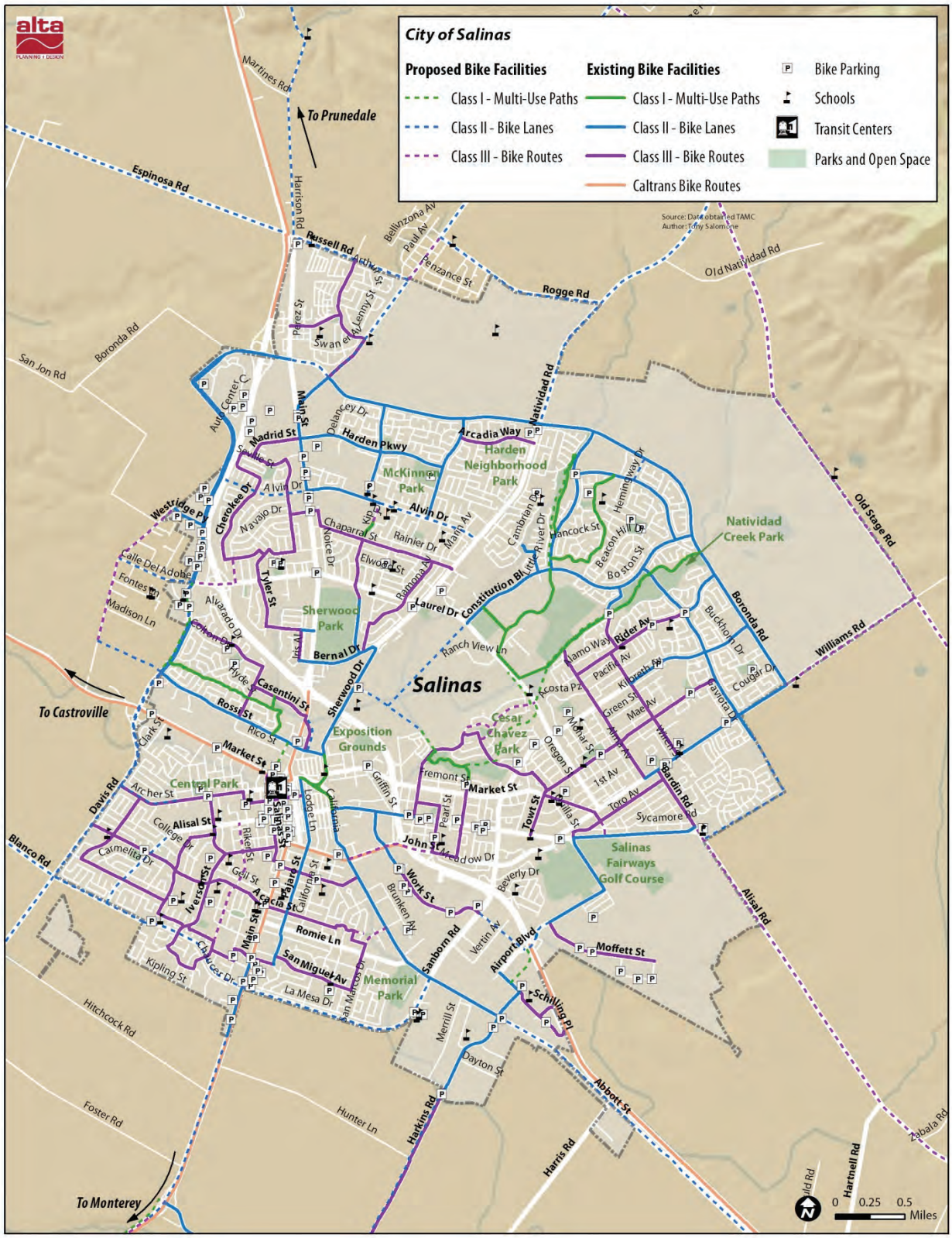



Figure 6-12: Salinas Bikeway Projects

**Table 6-20** presents the Salinas bikeway projects. The projects include filling in a number of bikeway network gaps and improving connections across the City. Those identified in italics and with an asterisk are the top ranking three projects in the Salinas.

Table 6-20: Salinas Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Airport Blvd Path | 1 | Airport Blvd | Hansen St | 0.30 | $181,600 | 275 |
| Cesar Chavez Park - Natividad Creek Path | 1 | Cesar Chavez Park | Natividad Creek | 1.08 | $648,800 | 114 |
| Davis Rd Median Path | 1 | Larkin St | Calle del Adobe | 0.30 | $180,400 | 262 |
| Davis Rd Path | 1 | Larkin St | Rossi St | 0.41 | $246,000 | 25 |
| E Laurel Path | 1 | Sanborn Rd | 650 ft south of Ranch View Ln | 0.29 | $174,000 | 325 |
| *Gabilan Creek Path** | *1* | *Danbury St* | *Constitution Blvd* | *0.88* | *$569,300* | *11* |
| Madeira Ave Path | 1 | Madeira Ave | Yorkshire Way | 0.18 | $108,600 | 150 |
| Martella St Path | 1 | Rossi St | Station Pl cul-de-sac | 0.21 | $124,000 | 80 |
| Natividad Creek Path | 1 | Boronda Rd | Las Casitas Dr | 0.59 | $355,400 | 152 |
| Airport Blvd | 2 | Terven Ave | de la Torre | 0.12 | $5,300 | 106 |
| Airport Blvd | 2 | Moffett St | existing bike lane on Airport Blvd | 0.13 | $5,700 | 107 |
| Alisal St | 2 | Blanco Rd | College Dr | 0.65 | $27,900 | 24 |
| Alvin Dr | 2 | Main St | Hwy 101 | 0.61 | $26,300 | 128 |
| Alvin Dr | 2 | Kip Dr | Natividad Rd | 0.75 | $32,400 | 129 |
| Boronda Rd | 2 | San Juan Grade Rd | Main St | 0.32 | $13,700 | 126 |
| Calle del Adobe | 2 | Davis Rd | Boronda Rd | 0.57 | $24,600 | 26 |
| Casentini - Bridge | 2 | Main St | Rossi St | 0.24 | $10,100 | 110 |
| *Central Ave** | *2* | *Davis Rd* | *Hartnell College* | *0.45* | *$19,200* | *12* |
| Constitution Blvd Extension | 2 | Laurel Dr | Proposed Sherwood Pl Extension | 0.83 | $35,600 | 143 |
| Davis Rd | 2 | Laurel Dr | Larkin St | 0.60 | $25,700 | 111 |
| Freedom Pkwy + Extension | 2 | Tuscany Blvd | Alisal Rd | 1.15 | $49,200 | 33 |
| Hemingway Dr | 2 | Nantucket Blvd | Boronda Rd | 0.17 | $7,500 | 188 |
| Rossi St Extension | 2 | Davis Rd | Boronda Rd | 0.51 | $22,000 | 181 |
| Russell Rd | 2 | Main St | San Juan Grade Rd | 0.89 | $38,100 | 32 |
| *San Juan Grade Rd** | *2* | *Russell Rd* | *Boronda Rd* | *0.91* | *$39,200* | *10* |
| Sherwood Pl Extension | 2 | Sherwood Dr | Yorkshire Way | 0.57 | $24,500 | 141 |
| Terven Ave | 2 | Sanborn Pl | Airport Blvd | 0.42 | $18,200 | 274 |
| Adams St | 3 | Tulane St | Laurel Dr | 0.18 | $500 | 277 |
| Alisal Rd | 3 | Bardin Rd | City Limits | 0.86 | $2,600 | 28 |
| Boronda Rd | 3 | proposed Rossi St Extension | Davis Rd | 1.15 | $3,500 | 124 |
| Calle del Adobe | 3 | Adams St | Davis Rd | 0.31 | $900 | 92 |
| John St | 3 | Abbott St | Wood St | 0.63 | $1,900 | 89 |
| Kip Dr | 3 | Block Ave | Alvin Dr | 0.14 | $400 | 87 |

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Los Palos Dr | 3 | Manor Dr | Abbott St | 0.20 | $600 | 100 |
| Madeira Ave | 3 | Circle Dr | St Edwards Ave | 0.25 | $700 | 131 |
| Maplewood Dr | 3 | Grove St | Sierra Dr | 0.07 | $200 | 256 |
| Market St | 3 | Cross Ave | Alisal St | 0.11 | $300 | 97 |
| Riker St | 3 | Woodside Dr | Alisal St | 0.90 | $2,700 | 253 |
| St Edwards Ave | 3 | Circle Dr | Laurel Dr | 0.51 | $1,500 | 133 |

**Table 6-21** presents the bikeway project summary miles and costs. Implementation of the bikeway projects would add over 19 miles to the bicycle network and would cost an estimated $3 million.

Table 6-21: Salinas Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 4.24 | $2,588,100 |
| 2 | 9.89 | $425,200 |
| 3 | 5.31 | $15,800 |
| **Total** | **19.44** | **$3,029,100** |

# 6.13. Sand City

## 6.13.1. Planning and Policy Context

### 6.13.1.1. General Plan

Sand City adopted its most recent General Plan in 2002. The General Plan's Circulation element identifies a proposed Class I path between La Playa Avenue and Tioga Avenue. The Circulation Element sets forth the following policies most directly related to this Countywide Bicycle and Pedestrian Plan.

- Facilitate the coast-side completion of the remaining segment of the coastal bicycle trail connecting Marina to the Monterey Peninsula in conjunction with project approvals in the North of Tioga Coastal district.
- Include bicycle and pedestrian facilities within any new connection between the southeast portion of the city and the South of Tioga Coastal district or improvement projects involving the Tioga Avenue overpass and Playa Avenue undercrossing.
- A complete, integrated program for future rail, bike lanes, sidewalks and boardwalks, parking and shuttle service should be pursued by the City to connect all districts with the coastal area and to transport visitors to the beach.

## 6.13.2. Existing Conditions

Sand City is the smallest city in Monterey County, with 200 residents, 21 percent of whom bicycle to work. Regional commercial land use makes up most of Sand City, representing many employment opportunities. Sand City's bikeway mileage totals 0.3 miles, all of which are designated Class II bike lanes. The Monterey Bay Scenic Trail also runs along Highway 1 and is in Caltrans jurisdiction. **Figure 6-13** presents the existing bikeways in Sand City.

During the years 2004 through 2009, four bicycle related collisions occurred in Sand City, all of which occurred in 2009, resulting the highest collision rate in the county. The majority of collisions occurred on Del Monte Boulevard, Fremont Boulevard and Broadway Avenue. **Figure 4-5** in **Chapter 4** presents the bicycle related collisions.

## 6.13.3. Bikeway Projects

**Figure 6-13** presents the bikeway projects in Sand City.

Figure 6-13: Sand City Bikeway Projects

**Table 6-22** presents the Sand City bikeway projects. The projects include connections across the city as well as recreational facilities including a segment of the Sanctuary Scenic Trail. Those identified in italics and with an asterisk are the top ranking three projects in Sand City. The replacement of lighting along the Sanctuary Scenic Trail is included in the Sand City pedestrian projects.

Table 6-22: Sand City Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Peninsula Path | 1 | Vista del Mar St | Peninsula Trail near La Playa Ave | 0.19 | $112,100 | 130 |
| *Sanctuary Scenic Trail Segment 4B** | *1* | *Tioga Ave* | *Monterey Peninsula Recreational Trail* | *0.42* | *$292,600* | *21* |
| *Union Pacific Railroad Rail with Trail** | *1* | *Tioga Ave* | *La Playa Ave* | *0.22* | *$129,500* | *81* |
| La Playa Ave | 2 | Metz Rd | Noche Buena St | 0.49 | $20,900 | 85 |
| Tioga Ave | 2 | Sand Dunes Dr | Metz Rd | 0.18 | $7,800 | 93 |
| California Ave | 3 | Contra Costa St | Tioga Ave | 0.47 | $1,400 | 267 |
| Contra Costa St | 3 | California Ave | Del Monte Blvd | 0.23 | $700 | 257 |
| *Tioga Ave** | *3* | *Metz Rd* | *Del Monte Blvd* | *0.15* | *$400* | *84* |

**Table 6-23** presents the bikeway project summary miles and costs. Implementation of the bikeway projects would add 2.34 miles to the bicycle network at an estimated cost of $565,400.

Table 6-23: Sand City Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 0.82 | $534,200 |
| 2 | 0.67 | $28,700 |
| 3 | 0.85 | $2,500 |
| **Total** | **2.34** | **$565,400** |

# 6.14. Seaside

## 6.14.1. Planning and Policy Context

### 6.14.1.1. General Plan

The City of Seaside adopted its most recent general plan in 2004. The general plan sets forth the following policies and programs that support bicycling. Implementation Plan C-3.4.2 requires new development and redevelopments to accommodate bicyclists and identifies bicycle improvement opportunities on Del Monte, Fremont and Broadway.

### 6.14.1.2. Bicycle Plan

The City of Seaside adopted its current Bicycle Transportation Plan in 2007. The recommendations in the plan include provisions for new developments to install bicycle boulevards and for Class II bike lanes on Eucalyptus Drive, Broadway Avenue and Monterey Road as well as Class III bike routes on La Salle, Military and Hilby Avenues.

## 6.14.2. Existing Conditions

The City of Seaside has 31,800 residents, one percent of whom bicycle to work. Regional and heavy commercial land use is mostly located between Del Monte Avenue and Fremont Boulevard. Seaside's bicycle network totals 10.3 miles, with 3.3 miles of Class I and 7.0 miles of Class II bikeways. **Figure 6-14** presents the existing bikeways in Seaside.

During the years 2004 through 2009, 88 bicycle related collisions occurred in Seaside, resulting a high collision rate per number of residents relative to the entire county. **Figure 4-5** in **Chapter 4** presents the bicycle related collisions in Seaside.

## 6.14.3. Bikeway Projects

**Figure 6-14** presents the bikeway projects in Seaside.

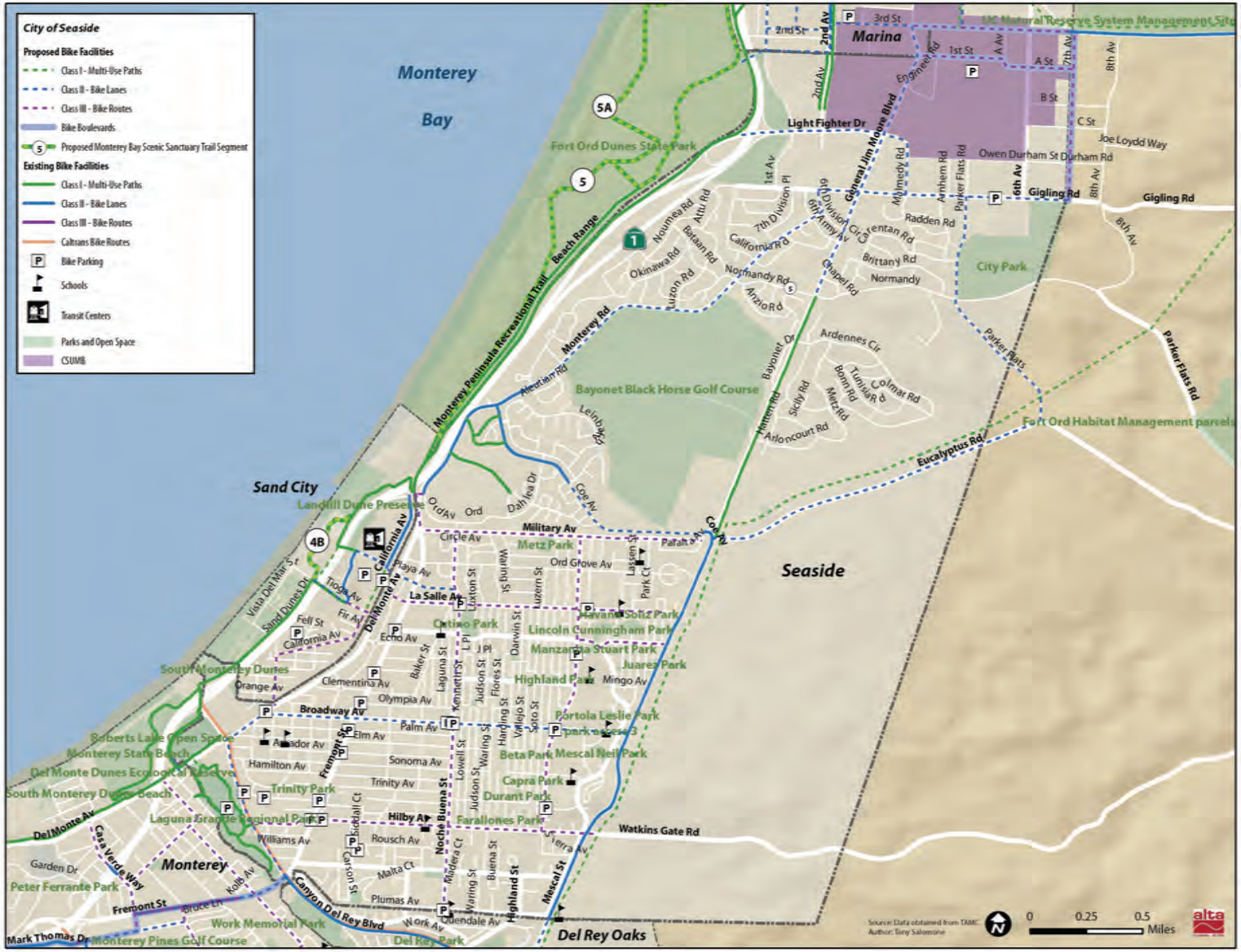



Figure 6-14: Seaside Bikeway Projects

**Table 6-24** presents the Seaside bikeway projects. The projects include bikeways that cross the City connecting residents to schools, retail and recreation. Those identified in italics and with an asterisk are the top ranking three projects in Seaside.

Table 6-24: Seaside Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Peninsula Path Connection | 1 | Laguna Grande Regional Park | Laguna del Rey | 0.06 | $36,800 | 72 |
| 1st St | 2 | Beach Range Road | 2nd Ave | 0.43 | $18,500 | 139 |
| 6th Division Circle | 2 | Gigling Rd | Monterey Rd | 0.10 | $4,200 | 232 |
| *Broadway** | *2* | *Del Monte Blvd* | *Mescal St* | *1.58* | *$67,900* | *7* |
| *Canyon del Rey Blvd** | *2* | *Fremont Blvd* | *Del Monte Blvd* | *0.67* | *$28,800* | *31* |
| Coe Ave | 2 | Hibiscus Heights | General Jim Moore Blvd | 0.72 | $31,000 | 172 |
| *Del Monte Blvd** | *2* | *Canyon del Rey Blvd* | *Broadway* | *0.20* | *$8,700* | *19* |
| Eucalyptus Rd | 2 | Parker Flats | General Jim Moore Blvd | 1.55 | $66,600 | 240 |
| Gen Jim Moore Path | 2 | Normandy Rd | Divarty St | 1.16 | $49,902 | 34 |
| Gigling Rd | 2 | 7th Ave | 6th Division Cir | 1.11 | $47,800 | 211 |
| Light Fighter Dr | 2 | Gen Jim Moore Blvd | Hwy 1 | 0.66 | $28,200 | 358 |
| Melmedy Rd | 2 | Gigling Ave | General Jim Moore Blvd | 0.34 | $14,600 | 350 |
| Monterey Rd | 2 | 6th Division Cir | Buna Rd | 1.59 | $68,400 | 60 |
| Parker Flats | 2 | Gigling Rd | Eucalyptus Rd | 1.16 | $49,700 | 212 |
| Fremont Blvd | 3 | Military Ave | Hwy 1 Ramp | 0.16 | $500 | 98 |
| Hilby Ave | 3 | Canyon del Rey Blvd | Watkins Gate Rd | 1.55 | $4,600 | 270 |
| Hwy 1 Crossing | 3 | Fremont Blvd | Monterey Rd | 0.03 | $100 | 86 |
| La Salle Ave | 3 | Del Monte Blvd | Nadina St | 1.23 | $3,700 | 286 |
| Military Ave | 3 | Fremont Blvd | Paralta Ave | 1.25 | $3,700 | 287 |
| Noche Buena St | 3 | Plumas Ave | Military Ave | 1.69 | $5,100 | 272 |
| San Pablo Ave | 3 | General Jim Moore Blvd | Yosemite St | 0.40 | $1,200 | 301 |
| Yosemite St | 3 | Hilby Ave | Military Ave | 1.34 | $4,000 | 309 |

**Table 6-25** presents the Seaside project summary miles and costs. Implementation of the projects would add 19 miles to the bikeway network and would cost an estimated $544,002.

Table 6-25: Seaside Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 0.06 | $36,800 |
| 2 | 11.26 | $484,302 |
| 3 | 7.65 | $22,900 |
| **Total** | **18.98** | **$544,002** |

# 6.15. Soledad

## 6.15.1. Planning and Policy Context

### 6.15.1.1. General Plan

The City of Soledad adopted its most recent general plan in 2005. The Circulation Element sets forth a set of bicycle supporting policies mostly addressing design issues. Policy L-31 is most relevant to this Countywide BPP, stating that the downtown area along First Street shall be developed as a physical and social center. Pedestrian and bicycle access shall to downtown be improved. The general plan also identifies the closure of Bryant Canyon Road to automobiles for non-motorized purposes.

## 6.15.2. Existing Conditions

The City of Soledad has 11,300 residents, one percent of whom bicycle to work. Employers in Soledad are located in downtown along Front Street. The existing bicycle network in Soledad totals 8.7 miles, all of which are Class II bicycle lanes connecting to Front Street in downtown and on most major roadways except Front Street. During the years 2004 through 2009, 15 bicycle related collisions occurred in Soledad, resulting in a lower than average collision rate relative to the entire county. **Figure 4-6** in **Chapter 4** presents the bicycle related collision locations in Soledad.

## 6.15.3. Bikeway Projects

**Figure 6-15** presents the bikeway projects in Soledad.

Figure 6-15: Soledad Bikeway Projects

**Table 6-26** presents the Soledad bikeway projects. The projects include completing a number of connections across the City. Those identified in italics and with an asterisk are the top ranking three projects in Soledad.

Table 6-26: Soledad Bikeway Recommendations

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| *Front St** | *2* | *East St* | *4th St* | *0.59* | *$25,200* | *27* |
| *Kidder St** | *2* | *Front St* | *Market St* | *0.18* | *$7,800* | *109* |
| Nestles Rd | 2 | Los Coches Rd | Front St | 0.48 | $20,700 | 381 |
| *Orchard Lane** | *2* | *Metz Rd* | *Asilomar Rd* | *0.52* | *$22,300* | *140* |
| San Vincente Rd | 2 | Vista del Sol Rd | Hwy 101 | 1.00 | $42,800 | 145 |

**Table 6-27** presents the Soledad project summary miles and costs. Implementation of the projects would add nearly three miles to the bikeway network and would cost an estimated $118,800.

Table 6-27:Soledad Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 2 | 2.76 | $118,800 |
| **Total** | **2.76** | **$118,800** |

## 6.16. Caltrans

A number of bikeways in this countywide plan are in the jurisdiction of the California Department of Transportation (Caltrans). These bikeway projects will be a critical part of the countywide network. Caltrans has jurisdiction over the State Routes in Monterey County. Local jurisdictions and the County should coordinate with Caltrans to develop the bikeways listed in **Table 6-28**.

Table 6-28: Caltrans Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| Hilltown Park Path Segment | 1 | Speckels Blvd | Reservation Rd | 0.89 | $532,000 | 226 |
| Hwy 68 Segment | 2 | Prescott Ln | Presidio Blvd | 0.48 | $20,800 | 402 |
| *Hwy 68 Segment** | *2* | *Joselyn Canyon Rd* | *San Benancio Rd* | *8.17* | *$351,300* | *8* |
| Crazy Horse Canyon Rd - Echo Valley Rd Segment | 3 | Hwy 101 | Encho Valley Rd/Tustin Rd | 0.87 | $2,600 | 199 |
| El Camino Real - 101 - Patricia Ln Segment | 3 | El Camino Real | Espinosa Rd | 0.64 | $1,900 | 184 |
| *Hwy 101 Overpass Segment** | *3* | *Alta St* | *Tavernetti Rd* | *0.27* | *$800* | *45* |
| *Hwy 68 Bridge Widening at Salinas River Segment ** | *3* | *Hwy 68* | *Salinas River* | *0.25* | *$15,800,000* | *16* |

**Table 6-29** presents the Caltrans project summary miles and costs. Implementation of the projects would add nearly 16 miles to the bikeway network and would cost an estimated $16.9 million.

Table 6-29: Caltrans Bikeway Project Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 0.89 | $532,000 |
| 2 | 8.65 | $372,100 |
| 3 | 2.03 | $15,805,300* |
| **Total** | **11.57** | **$16,709,400** |

** $15.8 estimated for bridge widening and Class 3 installation*

## 6.17. California State Parks

Segments of the Sanctuary Scenic Trail are in the jurisdiction of California State Parks. It is recommended local jurisdictions and the County coordinates with California State Parks on the development of the bikeways listed in **Table 6-30**.

Table 6-30: California State Parks Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| *Sanctuary Scenic Trail Segment 5** | *1* | *Ford Ord State Park* | *Hwy 1 and Marina Dr* | *4.85* | *$982,800* | *43* |
| *Sanctuary Scenic Trail Segment 5A** | *1* | *Ford Ord State Park* | *Hwy 1 and Marina Dr* | *1.74* | *$152,000* | *219* |
| *Sanctuary Scenic Trail Segment 6** | *1* | *Marina Dr and Hwy 1* | *Dunes Dr and Reservation Rd* | *1.67* | *$90,200* | *216* |
| Sanctuary Scenic Trail Segment 13 | 1 | Sanlias River State Beach | Sandholdt Rd | 3.85 | $4,792,600 | 386 |
| Sanctuary Scenic Trail Segment 16A | 1 | Jetty Rd | Trafton Rd | 3.61 | $9,940,000 | 407 |
| Sanctuary Scenic Trail Segment 16B | 1 | Jetty Rd | Trafton Rd | 3.83 | $15,796,500 | 408 |

**Table 6-31** presents the State Park project summary miles and costs. Implementation of the projects would add over 19 miles to the bikeway network and would cost an estimated $32 million.

Table 6-31: California State Parks Bikeway Projects Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 1 | 19.55 | $31,754,100 |
| **Total** | 19.55 | $31,754,100 |

## 6.18. California State University Monterey Bay

California State University Monterey Bay submitted bicycle facility projects within and near campus. These projects are primarily located south of Imjin Road in Marina and Seaside and include bicycle boulevard facilities (BB), which include additional treatments to enhance Class 3 bicycle routes.

Table 6-32: California State University Monterey Bay Bikeway Projects

| Project | Class | Start | End | Miles | Cost | Rank |
|---|---|---|---|---|---|---|
| 2nd Ave N Extension | 2 | Imjin Rd | Cypress Knolls | 1.31 | $56,500 | 175 |
| *2nd Ave** | *2* | *3rd St* | *1st St* | *0.26* | *$11,400* | *20* |
| 3rd Ave | 2 | 8th St | Imjin Rd/12th St | 0.37 | $15,800 | 353 |
| 3rd St | 2 | General Jim Moore Blvd | 1st St | 0.37 | $15,700 | 167 |
| 3rd St | 2 | 1st Ave | 2nd Ave | 0.29 | $12,300 | 398 |
| 4th Ave | 2 | 9th St | 12th St | 0.29 | $12,300 | 347 |
| 5th Ave | 2 | 8th St | 12th St | 0.35 | $15,050 | 351 |
| 7th St | 2 | 1st Ave | 2nd Ave | 0.28 | $12,200 | 397 |
| 8th St | 2 | Proposed St - The Dunes | 2nd Ave | 0.15 | $6,400 | 342 |
| 8th St | 2 | 2nd Ave | 5th Ave | 0.62 | $26,600 | 357 |
| 8th St | 2 | Hwy 1 | 1st Ave | 0.10 | $4,400 | 394 |
| 9th St | 2 | 1st Ave | Proposed St - The Dunes | 0.16 | $7,000 | 343 |
| 9th St | 2 | 1st Ave | 3rd Ave | 0.47 | $20,100 | 355 |
| 9th St Extension | 2 | 3rd Ave | 5th Ave | 0.35 | $15,300 | 352 |
| *California Ave** | *2* | *Carmel Ave* | *Reservation Rd* | *0.29* | *$12,500* | *136* |
| General Jim Moore | 2 | Divarty St | Inter-Garrison | 0.14 | $5,996 | 203 |
| *3rd St** | *BB* | *7th Ave* | *General Jim Moore Blvd* | *0.69* | *$5,600* | *162* |
| 7th Ave | BB | 3rd St | Gigling Rd | 0.75 | $6,000 | 204 |
| Divarty St | BB | 7th Ave | General Jim Moore Blvd | 0.72 | $5,800 | 340 |

**Table 6-33** presents the California State University Monterey Bay project summary miles and costs. Implementation of the projects would add eight miles to the bikeway network and would cost an estimated $266,946.

Table 6-33: California State University Monterey Bay Bikeway Projects Summary Miles and Costs

| Class | Sum of Miles | Sum of Cost Estimate |
|---|---|---|
| 2 | 5.80 | $249,546 |
| BB | 2.16 | $17,400 |
| **Total** | **7.97** | **$266,946** |

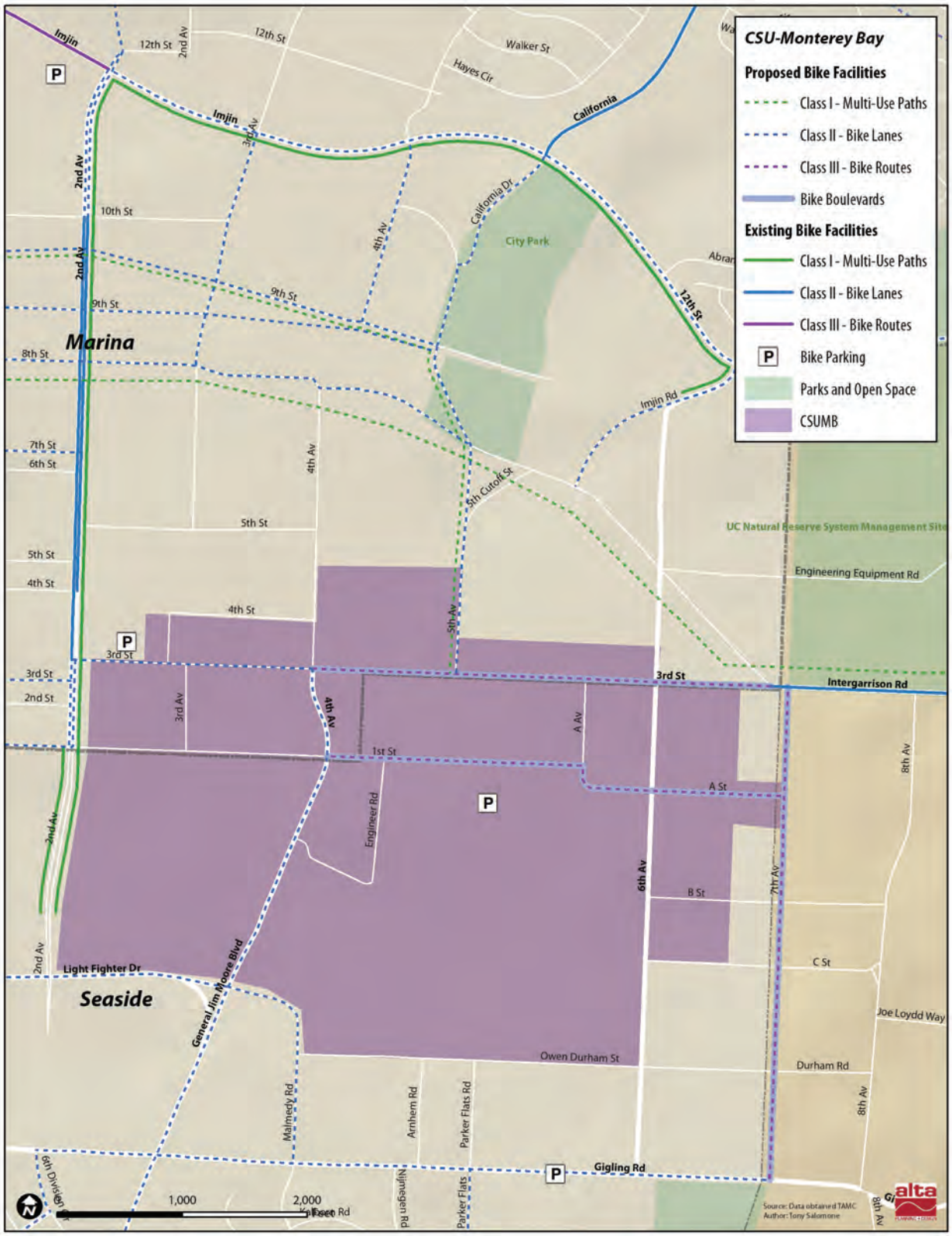



Figure 6-16: California State University Monterey Bay Bikeway Projects

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# 7. Pedestrian Improvements

While walking is the least expensive and for some, the only transportation mode, implementing, building, and maintaining a high quality pedestrian system requires comprehensive planning and long term funding. Everyone who lives in and visits Monterey County is a pedestrian; whether they walk to work, walk to school, walk to transit, or walk from their car to a shopping destination. Walking trips form the foundation of our transportation system and provide connectivity to automobile and transit modes. For these reasons, this 2011 Transportation Agency for Monterey County (Agency) Bicycle and Pedestrian Plan includes the following recommendations to focus investment in capital projects to improve walking:

- Definitions for countywide pedestrian priority areas
- Locally-identified pedestrian projects for potential implementation in the short-term
- Evaluation criteria for use in future Agency calls-for-projects

The recommended countywide pedestrian priority area definitions provide the Agency with a starting point for focusing scarce financial resources in the areas where people walk most often and where people need to walk but encounter significant barriers. First and foremost, these pedestrian priority areas emphasize investment in areas where people walk frequently including downtowns, school zones, transit stops, and regional trails. In addition to these areas with concentrated walking trips, investment should also be focused in areas where people frequently need to walk but encounter significant gaps in the pedestrian network due to lack of facilities and high-speed, high volume traffic. These areas include crossings of major arterials, at-grade highways, and interchanges in areas where there are pedestrian attractors and generators.

This plan includes locally-identified pedestrian projects that reflect local priorities at the time that this Plan was prepared. These projects should be considered for short-term implementation provided that they fall within the recommended countywide pedestrian priority areas and that they rank favorably according to the additional criteria recommended below. These projects are not guaranteed funding by virtue of listing in this Plan, but are considered likely candidate projects.

Finally, this plan recommends preliminary evaluation criteria that can be refined and adopted by the Agency for use in future evaluation of pedestrian projects submitted by local jurisdictions in response to call-for-projects under various funding programs including TDA Article 3 and any future sales tax measures.

## 7.1. Countywide Pedestrian Priority Areas

Pedestrian trips are and will continue to be concentrated in key geographic areas in Monterey County, as introduced above, thus it is important to focus investment of scarce resources in these geographic areas. AMBAG's *Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure Blueprint* (AMBAG Blueprint) provides a regional, consensus-based starting point for focusing pedestrian investment for Monterey County in the short-term. The AMBAG Blueprint Priority Areas capture existing concentrations of residential land use, commercial and employment centers, and industrial that offer potential for future infill development. These AMBAG Blueprint Priority Areas are outlined in greater detail below, under 8.1.1. The AMBAG Blueprint Priority Areas do not however capture other areas that are important for

Monterey County pedestrian infrastructure investment. This Plan adds the following additional geographic priorities to the AMBAG Blueprint Priority Areas: major barriers to walking, safe routes to school areas, and safe routes to transit connections.

### 7.1.1. AMBAG Blueprint Priority Areas

The AMBAG Blueprint describes how communities in Monterey County can grow in a sustainable fashion. The Blueprint's Sustainable Growth Scenario identifies priority areas for compact development centered around transit and job centers. **Figure 7-1** and **Figure 7-2** present the locations of these Priority Areas. The AMBAG Blueprint Priority Areas capture existing concentrations of residential land use, commercial and employment centers, and industrial that offer potential for future infill development.

AMBAG's specific methodology defines the priority areas by the following characteristics:

- Areas within one half mile of proposed transit stops for Monterey-Salinas Bus Rapid Transit line and TAMC's Light Rail Line
- Areas identified in City and County General Plans as:
    - Density of 15 dwelling units per acre or higher
    - Higher density commercial and industrial areas
- Areas were excluded if they:
    - Fell within an open space, agricultural or conservation easement area
    - Did not fall within at least one of the following: transit corridor, city boundary, sphere of influence or in an annexation area

Future pedestrian infrastructure investments in the Blueprint Priority Areas should at minimum include creation of a continuous pedestrian network through construction of new sidewalks and intersection improvements and crossing improvements. Sidewalks in these more dense areas with higher walking rates should ideally include a planted/furniture zone, a wide pedestrian through zone, and a frontage zone.

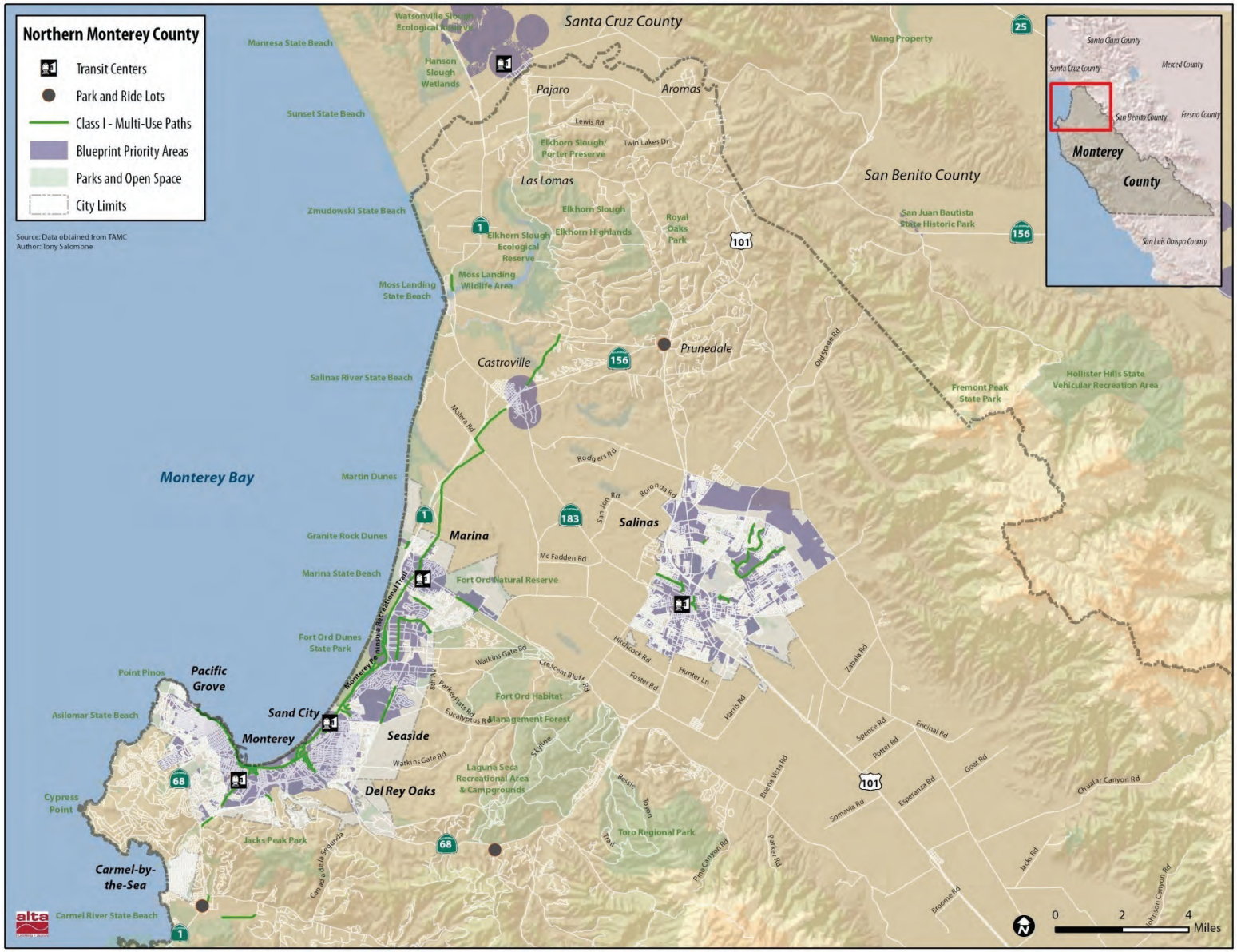


Figure 7-1: Northern County AMBAG Blueprint Priority Areas

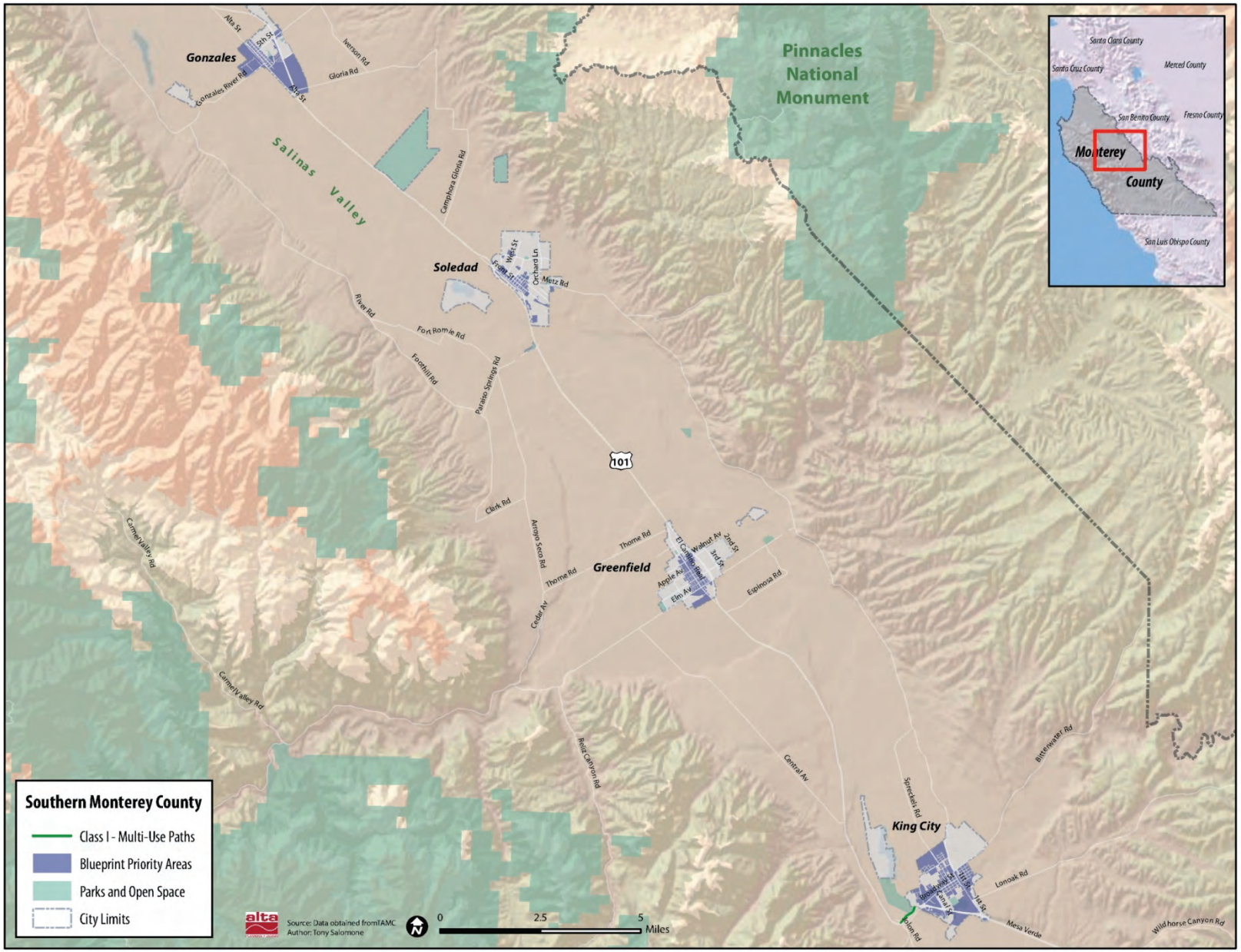


Figure 7-2: Southern County AMBAG Blueprint Priority Areas

### 7.1.2. Major Barrier Crossing Areas

Major barriers to walking that influence countywide pedestrian mobility and safety include both physical barriers, long and design barriers such as blocked or long unprotected crossings of State routes, railroads, and large arterial roadways.. Major barrier crossing improvements benefit both bicyclists and pedestrians. New or improved crossings for pedestrians are especially beneficial where they would connect pedestrian attractors and generators that are currently separated such as a crossing improvement or sidewalk gap closure project on a major arterial that connects a school site to an isolated neighborhood. Additionally, new or reconstructed freeway interchanges can benefit from additional design improvements to encourage safe convenient pedestrian and bicycle access or dedicated bicycle and pedestrian overcrossings.

Projects in these focus areas will generally consist of crossing and sidewalk improvements on major arterials designated in the Monterey County Regional Road System (Monterey County Regional Transportation Plan, 2010) pedestrian over and undercrossings at freeway interchange and ramp areas, improvements to at-grade arterial intersections, and pedestrian-related improvements to interchanges.

### 7.1.3. Safe Routes to School Areas

Safe Route to School improvements facilitate walking and bicycling to schools in Monterey County. A two-mile radius around a school is considered the highest priority for Safe Routes to School infrastructure improvements. Pedestrian improvements in Safe Routes to School areas will improve safety and help encourage children to walk to school.

Projects in these priority areas may include sidewalk installation along school access routes, development of improved pedestrian crossings, and traffic calming measures to help reduce motor vehicle speeds.

### 7.1.4. Safe Routes to Transit Areas

Access to transit can be a challenge for pedestrians and is a priority improvement for the Transportation Agency for Monterey County. In some cases, there are few or no safe and convenient walkways between residential areas and transit stops and stations. Intersections and crossings near station areas can be challenging and unpleasant to navigate because of large intersections and vehicular volume and speeds. Pedestrian improvements in transit areas will improve safety while making transit accessible to more people.

Priority Safe Routes to Transit should focus on the Monterey-Salinas Transit Regional Fixed Route service lines as determined in the Regional Transportation Plan, in addition to the Monterey-Salinas Bus Rapid Transit and Light Rail projects captured under AMBAG Blueprint. Projects within these priority areas will generally consist of sidewalks, wayfinding signage, intersection improvements within a half-mile radius of Amtrak and future light rail and a quarter-mile of major bus lines, and bus stop and transit station amenities that improve the pedestrian experience.

### 7.1.5. Regional Trails and Trail Access

Regional trail facilities meet important recreation and transportation needs for Monterey County residents. Trails are typically a significant investment for implementing agencies, and to protect this investment, trail use should be maximized by providing convenient pedestrian access and safe crossings of roadways.

Projects in these priority areas will consist of pathway construction, trailhead amenities, and crossing improvements along the Monterey Bay Sanctuary Trail and other trails of regional significance.

## 7.2. Project Lists and Categories

As part of this Plan's development, a request for priority pedestrian projects was sent to all communities within Monterey County. The following communities and agencies submitted projects.

- County of Monterey
- Carmel by the Sea
- Gonzales
- King City
- Marina
- Pacific Grove
- Salinas
- Seaside
- Soledad
- California State University Monterey Bay

Communities described submitted projects at varying levels of detail and costs and some communities did not provide project costs. In order to develop cost estimates for all of the submitted projects, **Table 7-1** lists the methodologies used to develop cost estimates where submitted project descriptions were incomplete or inconsistent.

Table 7-1: Project Cost Estimation by Submitted Project Description Level of Detail

| Project Description Level of Detail | Project Cost Estimation Methodology |
|---|---|
| No cost estimate provided | Estimates developed using Table 7-2 planning level cost assumptions |
| Project cost included bicycle facilities | Cost of bicycle facilities estimated using Section 8.2.1 planning level cost assumptions and subtracted from total cost |
| No cost estimate provided and insufficient project detail | No cost estimate developed and noted with "NA" |
| Project described as "various locations" communitywide | Planning level cost estimate per mile provided |
| Sidewalks and paths | Cost estimates developed assuming project is needed on one street side, unless otherwise noted or if the community provided a cost estimate |

In order to provide a summary of proposed pedestrian improvements on a countywide level, as presented in **Table 8-9 and Table 8-10**, each submitted project was categorized into a:

- **Sidewalk** – four feet wide and includes curb gutter.
- **Path**– soft-surface path and intended for multiple user types
- **Intersection Improvement** – includes engineering intensive improvements such as intersection reconfiguration and traffic signal installation.
- **Crossing Improvement** – includes striping and signage installation to improve pedestrian crossings.
- **Maintenance Project** – includes restriping and repairing multi-use paths.
- **Amenities Project** –includes lighting enhancements, benches and trash receptacles.

The City of Salinas also submitted non-infrastructure projects that were categorized into "planning" or "programs". The City of Pacific Grove submitted one project on school property, which was categorized as "school".

**Table 7-2** presents pedestrian facility construction item costs used to calculate the cost of sidewalks and soft-surface walkways per mile. Lump sums are provided for pedestrian facilities that are primarily comprised of a few construction items.

Table 7-2: Pedestrian Facilities Cost Assumptions

| Item | Quantity | Units | Unit Cost | | Total |
|---|---|---|---|---|---|
| **Sidewalk** | | | | | |
| Concrete | 21,120 | SF | $15 | $ | 316,800 |
| Curb Gutter | 5,280 | LF | $35 | $ | 184,800 |
| Clearing Grubbing | 21,120 | SF | $1.50 | $ | 31,680 |
| Curb Ramp | 8 | EA | $4,000 | $ | 32,000 |
| **Sidewalk per mile** | | | | **$** | **570,000** |
| | | | | | |
| **Soft Surface Walkway** | | | | | |
| Erosion Control | 1 | LS | $12,000 | $ | 12,000 |
| Clearing Grubbing | 1 | LS | $12,000 | $ | 12,000 |
| Earthwork | 1 | LS | $20,000 | $ | 20,000 |
| Aggregate Base | 1,030 | TON | $50 | $ | 51,500 |
| Decomposed Granite | 700 | TON | $95 | $ | 66,500 |
| Header Board | 14,600 | LF | $8 | $ | 116,800 |
| Driveway Modification | 1,080 | SF | $85 | $ | 91,800 |
| Tree/Stump Removal | 40 | EA | $600 | $ | 24,000 |
| Tree Replacement | 1 | LS | $65,000 | $ | 65,000 |
| **Soft Surface Walkway per mile** | | | | **$** | **460,000** |
| | | | | | |
| **Crosswalk** | **1** | **EA** | **$1,000** | **$** | **1,000** |
| | | | | | |
| **Raised Textured Crosswalk** | **480** | **SF** | **$15** | **$** | **7,200** |
| | | | | | |
| **Traffic Signal Reconfiguration** | **1** | **EA** | **$250,000** | **$** | **250,000** |
| | | | | | |
| **Pre Fabricated Bridge** | **2,400** | **SF** | **$150** | **$** | **360,000** |
| Renovate Bridge | 2,400 | **SF** | $75 | $ | 180,000 |
| **Maintenance (resurfacing)** | **1** | **MI** | **$200,000** | **$** | **200,000** |
| | | | | | |
| **Pedestrian Amenities** | | | | | |
| Lighting | 10 | EA | 5,000 | $ | 50,000 |
| Bench | 2 | EA | 1,000 | $ | 2,000 |
| Trash Receptacle | 2 | EA | 800 | $ | 1,600 |
| **Pedestrian Amenities per mile** | | | | **$** | **53,600** |

### 7.2.1. County of Monterey

**Table 7-3** presents specific priority pedestrian improvement projects in unincorporated Monterey County. Project costs were provided by the County. **Figure 7-3**, **Figure 7-4** and **Figure 7-5** present maps of Moss Landing, Las Lomas and Carmel Valley, respectively. **Figure 7-3** shows the location of the proposed Monterey Bay Sanctuary Trail, which is discussed in **Chapter 6.**

Table 7-3: County of Monterey Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Berry Rd | End | End/Elkhorn Slough | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.44 | $2,110,000 |
| Boling Rd | Las Lomas Dr | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.29 | $1,650,000 |
| Boronda Rd & Rancho Rd @ Carmel Valley Rd | | | Intersection | Widen And Reconfigure Intersection | | $1,017,000 |
| Clausen Rd | Las Lomas Dr | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.29 | $1,650,000 |
| Country Club Dr & Carmel Valley Rd | | | Intersection | Widen And Reconfigure Intersection | | $1,017,000 |
| Gregory Rd | Overpass Road | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.16 | $1,775,000 |
| Hall Rd | 1668 Feet West of Las Lomas Drive | 655 Feet East of Las Lomas | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.45 | $2,440,000 |
| Hwy 1 / Oliver Rd | Oliver Rd | Crossroads Mall | Sidewalk | Separated Crossing Over Hwy 1 At Terminus Of New Hatton Bike Path | 0.41 | NA |
| Las Lomas Dr | Thomas Road | Sill Rd | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.57 | $1,660,000 |
| Miller Rd | Sill Rd | Overpass Rd | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.34 | $1,945,000 |
| Moss Landing Road | South end of Hwy 1 | North end of Hwy 1 | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.71 | $2,856,000 |
| Oak Rd | Berry Road | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.12 | $610,000 |
| Overpass Rd | Las Lomas Dr | Miller Rd | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.32 | $1,775,000 |
| Sandholt Rd | North of MBARI | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.33 | $8,961,000 |

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Sill Rd | Beginning | Kinghall Rd | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.37 | $2,500,000 |
| Thomas Rd | Las Lomas Dr | Overpass Rd | Sidewalk | New sidewalks, curb, gutter, drainage and roadway improvements | 0.31 | $1,720,000 |
| Willow Rd | Hall Rd | Berry Rd | Sidewalk | New sidewalks, curb, gutter, drainage and roadway improvements | 0.17 | $950,000 |
| **Total** | | | | | **5.28** | **$34,636,000** |

Figure 7-3: County of Monterey (Moss Landing) Pedestrian Projects

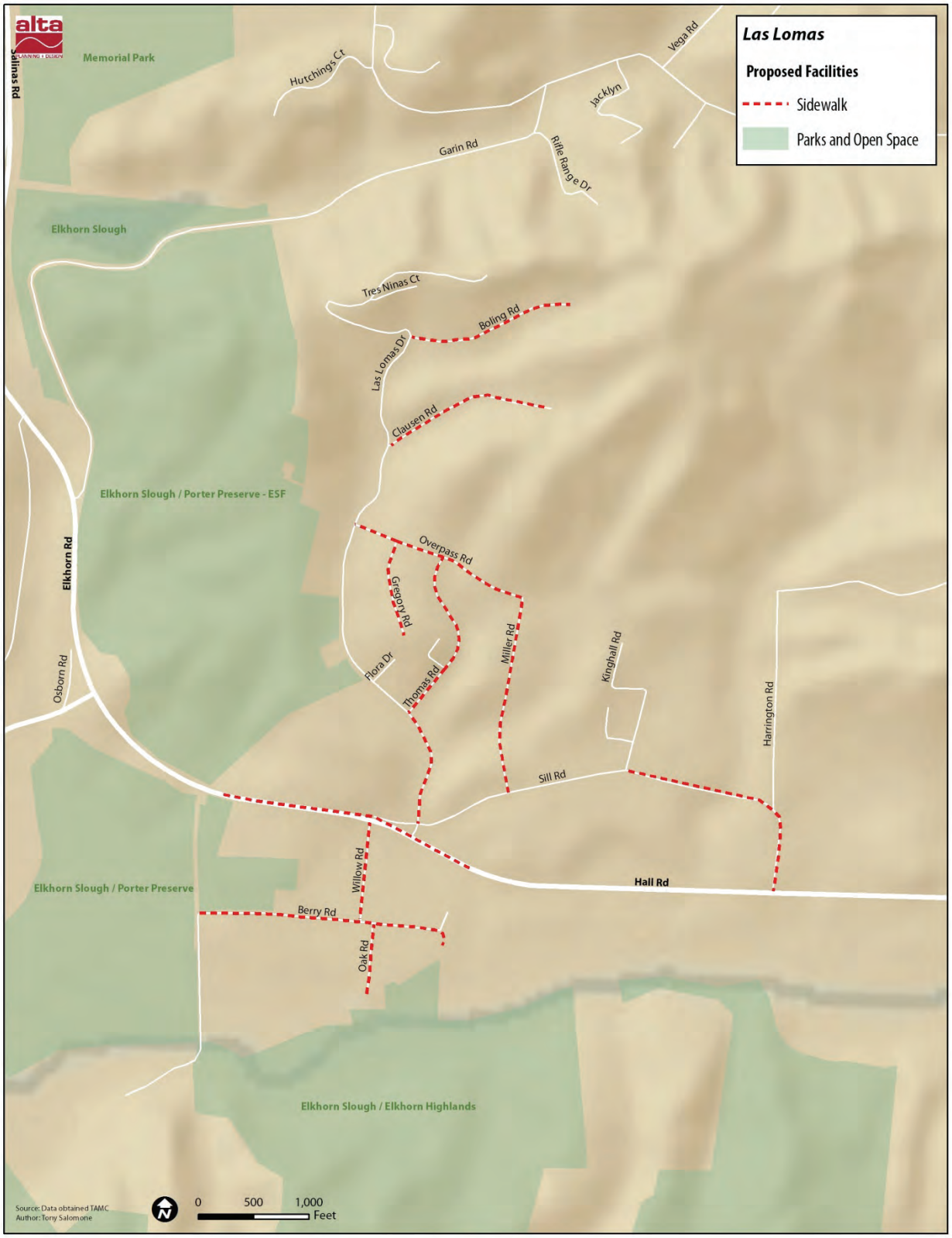


Figure 7-4: County of Monterey (Las Lomas) Pedestrian Projects

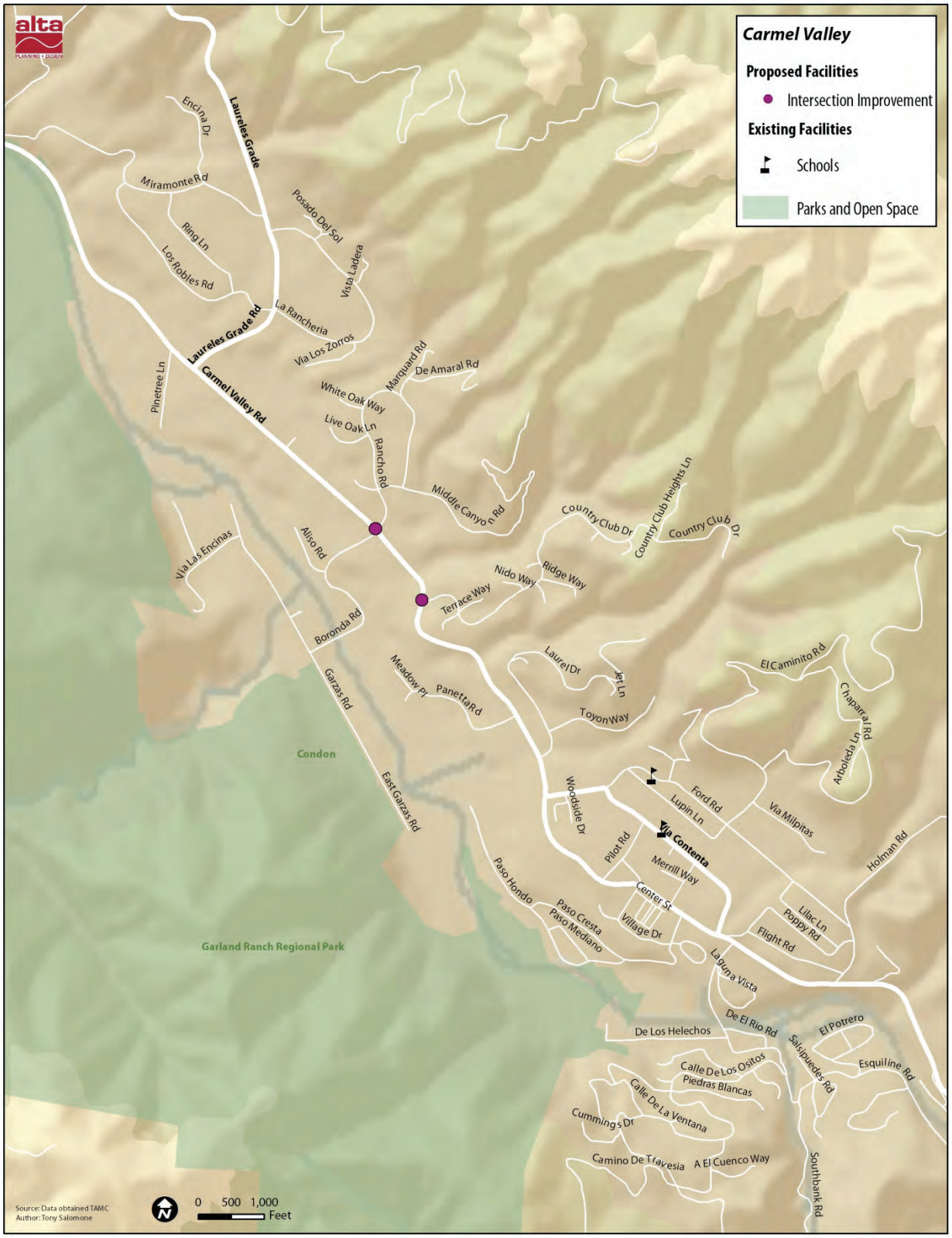


Figure 7-5: County of Monterey (Carmel Valley) Pedestrian Projects

### 7.2.2. Carmel by the Sea

Specific pedestrian priority projects for Carmel by the Sea are presented in **Table 7-4**. Carmel by the Sea submitted projects that included bicycle facilities but did not provide cost estimates. Project cost estimates were developed using the cost assumptions provided in **Table 7-2** and only estimate costs for pedestrian facilities. **Figure 7-6** presents a map of the projects, including the Hatton Canyon Class 1 path presented in **Chapter 6**.

Table 7-4: Carmel by the Sea Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| 15th Ave | Carmelo St | Monte Verde St | Path | Separated Soft-Scape Walkway / Class 2 Bike Lane | 0.15 | $69,000 |
| Canyon/Flanders /Carmel Hills Dr | Hatton Canyon | Ocean Av | Class I Path | Separated Walkway / Class I Bike Path Joining Hatton Canyon Path & Carmel High School | 1.17 | $666,900* |
| Carmel River | Rio Park | Ribera Rd bluffs | Bridge | Renovate existing pedestrian bridge & add second bridge for access across River & Lagoon via sewer treatment & other properties | | $540,000 |
| Carmelo St | River Beach | Santa Lucia Av | Path | Separated Soft-Scape Walkway / Class 2 Bike Lane | 0.42 | $193,200 |
| Carpenter St | Ocean Ave | Hwy 1 | Path | Separated Soft-Scape Walkway / Class 2-3 Bike Lane | 0.85 | $741,000 |
| Hwy 1 | Monastery Beach | Point Lobos | Sidewalk | Separated Walkway / Class 3 Bike Path | 1.57 | $894,900 |
| Hwy 1 & Carpenter St | | | Crossing | Raised & Bricked Crosswalk At Northern Entrance To Carmel | | $188,100 |
| Hwy 1 & Ocean Ave | | | Crossing | Raised & Bricked Crosswalk At High School & Main Entrance To Carmel | | $199,500 |
| Hwy 1 & Rio Rd | | | Intersection | Raised & Bricked Crosswalk At Southern Entrance To Carmel | | $114,000 |
| Junipero Ave | Ocean Ave | Santa Lucia Ave | Path | No Description | 1.40 | $644,000 |
| Junipero St & Ocean Ave | | | Crossing | Raised & Bricked Crosswalks Plus Landscaped Island(S) At 5-Way Intersection | | |
| Lasuen Dr | 14th Ave | Rio Rd | Sidewalk | Separated Walkway / Class 3 Bike Path | 0.29 | $165,300 |
| Rio Rd | Hwy 1 | Junipero St | Sidewalk | Gap Closure: Walkway On Both Sides Of Road With Landscaped Separation / Class 1 Bike Path | 0.73 | $416,100 |
| Santa Lucia Ave | Rio Rd | Scenic Rd | Path | Separated Soft-Scape Walkway | 0.55 | $253,000 |
| Scenic Rd | Ocean Ave | 8th Ave | Path | No Description | 0.17 | $78,200 |

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Scenic Rd | Martin Way | River Beach | Path | Separated Soft-Scape Walkway / Class 2 Bike Lane | 0.49 | $279,300 |
| Serra Ave / San Carlos St | Santa Lucia Av | Hwy 1 | Path | Separated Soft-Scape Walkway / Class 2-3 Bike Lane | 1.96 | $901,600 |
| **Total** | | | | | **9.75** | **$5,677,200** |

** Project is also considered a bikeway project. Its cost is accounted for in the bikeway project lists.*

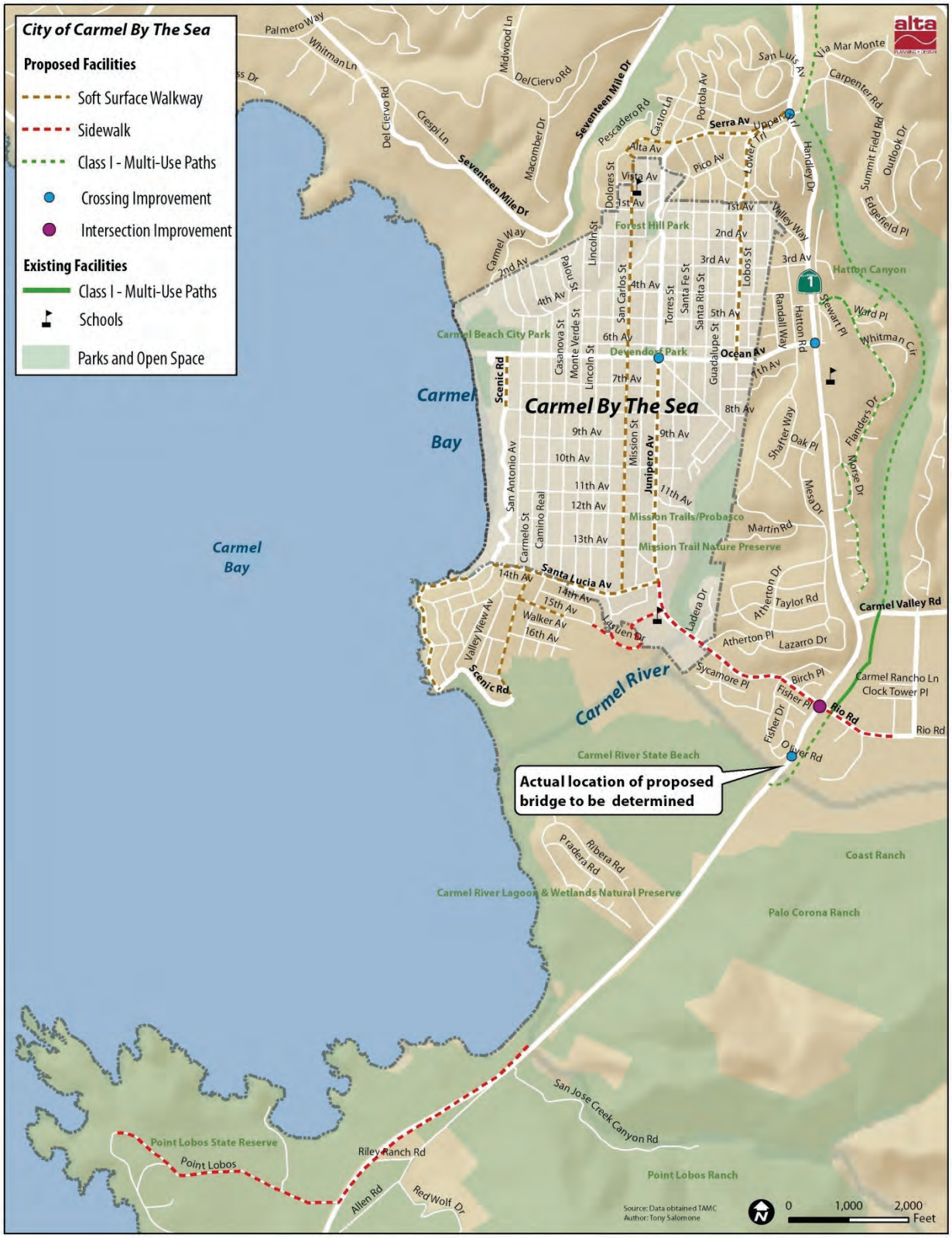


Figure 7-6: Carmel Pedestrian Projects

### 7.2.3. Gonzales

**Table 7-5** presents specific priority pedestrian improvement projects in the City of Gonzales. The majority of the improvements address pedestrian crossing improvements at uncontrolled intersections. Highway 101 bisects the City and presents a major pedestrian barrier. To overcome this pedestrian network challenge, the City of Gonzales seeks to provide a pedestrian overcrossing at Fifth Street and Highway 101. Project cost estimates were provided by the City. **Figure 7-7** presents a map of the projects.

Table 7-5: City of Gonzales Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| 5th St | Ricon Rd | Elko St | Path | Multi-Use Path | 0.23 | $300,000 |
| 5th St & Elko St | | | Intersection | Traffic signal installation | | $450,000 |
| 5th St & Fermin Rd Crossing | | | Intersection | Traffic signal installation | | $1,600,000 |
| 5th St & Herold Pkwy | | | Intersection | Lighted crosswalk installation, traffic signal installation | | $900,000 |
| 5th St & Hwy 101 Overpass | | | Intersection | Pedestrian overcrossing and traffic signal installation | | $650,000 |
| 5th St & Rincon Rd | | | Intersection | Traffic signal installation | | $480,000 |
| Citywide | | | Sidewalk | Gap closure | | $1,500,000 |
| Citywide | | | Intersection | Curb ramp installation | | $1,500,000 |
| Citywide | | | Sidewalk | Sidewalk repair and maintenance | | $2,000,000 |
| Elko St | 4th St | 5th St | Amenities | Lighting and benches | 0.07 | $90,000 |
| Herold Pkwy & Gloria Rd | | | Intersection | Traffic signal installation | | $450,000 |
| **Total** | | | | | **0.30** | **$9,920,000** |

Figure 7-7: Gonzales Pedestrian Projects

### 7.2.4. King City

**Table 7-6** presents specific priority pedestrian improvement projects in King City. The majority of the improvements address sidewalk gaps and curb ramp installation. Project cost estimates were developed using the cost assumptions provided in **Table 7-2**. The cost assumptions for sidewalks include costs for eight curb ramps per mile, which was assumed given the project description provided by the City. In addition, sidewalk installation is assumed to be on one side of the street. **Figure 7-8** presents a map of the projects.

Table 7-6: King City Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| 3rd St | Pearl St | Vivian St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.07 | $39,900 |
| Airport Blvd | Bitterwater Rd | Metz Rd | Sidewalk | Sidewalk And Curb Ramp Installation | 0.91 | $518,700 |
| Broadway & Mildred Ave | | | Crossing | Intersection redesign and traffic signal installation | | $250,000 |
| Canal St | Reich St | Talbot St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.08 | $45,600 |
| Canal St & Hwy 101 | | | Intersection | Curb ramp installation on Cal Trans R.O.W | | |
| Carlson St | 3rd St | 2nd St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| Copley St | Ellis St | Orchard St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.13 | $74,100 |
| Division St | Vanderhurst Ave | 1st St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.29 | $165,300 |
| Ellis St | 2nd St | 3rd St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| Mildred Ave | Reich St | Talbot St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| Mildred Ave | Division St | Reich St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| Monte Vist Pl | Reich St | Talbot St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| Pearl St | 2nd St | 1st St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| Reich St | Monte Vista Pl | 7th St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.12 | $68,400 |
| Talbot St | Canal St | Mildred Ave | Sidewalk | Sidewalk And Curb Ramp Installation | 0.11 | $62,700 |
| **Total** | | | | | **2.25** | **$1,532,500** |

Figure 7-8: King City Pedestrian Projects

### 7.2.5. Marina

**Table 7-7** presents specific priority pedestrian improvement projects submitted by the City of Marina and California State University Monterey Bay. The majority of the improvements address sidewalk gaps and crosswalk striping. Project cost estimates were developed using the cost assumptions provided in **Table 7-2**. Sidewalk installation is assumed to be on one side of the street. **Figure 7-9** presents a map of the projects submitted by the City of Marina, including the Patton Parkway Path presented in **Chapter 6**.

Table 7-7: Marina Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Abdy Way | Healy Ave | Drew St | Sidewalk | Sidewalks | 0.31 | $176,700 |
| Beach Rd | Cardoza Ave | Fitzgerald Cir | Sidewalk | Sidewalks | 0.52 | $296,400 |
| Begonia Cir/Michael Dr | Beach Rd | Turn in Michael Dr | Sidewalk | Sidewalks | 0.13 | $74,100 |
| California Ave | Reservation Road | Carmel Ave | Sidewalk | Sidewalks | 0.28 | $159,600 |
| California Ave | Tamara Court | End | Sidewalk | Sidewalks | 0.78 | $444,600 |
| Cardoza Ave | Abdy Way | Belle Dr | Sidewalk | Sidewalks | 0.10 | $57,000 |
| Carmel Ave | Bayer Street | Salinas Ave | Sidewalk | Sidewalks | 0.06 | $34,200 |
| Carmel Ave | Crescent Ave | Vaughan Ave | Sidewalk | Sidewalks | 0.08 | $45,600 |
| Carmel Ave | Del Monte Blvd | Sunset Ave | Sidewalk | Sidewalks | 0.16 | $91,200 |
| Carmel Ave (both sides) | Seacrest Ave | Crescent Ave | Sidewalk | Sidewalks | 0.28 | $159,600 |
| Cresent Ave | Carmel Ave | Reservation Rd | Sidewalk | Sidewalks | 0.27 | $153,900 |
| Del Monte Blvd | Palm Ave | Mortimer Lane | Sidewalk | Sidewalks | 0.17 | $96,900 |
| Del Monte Blvd | Reservation Road | Beach Road | Sidewalk | Sidewalks | 0.44 | $250,800 |
| Del Monte Blvd & Palm Ave | | | Intersection | Restripe Crosswalks | | $4,000 |
| Del Monte Blvd & Reservation Rd | | | Crossing | Restriping: Remove one of two right turn lanes; Restripe Crosswalks | | $96,900 |
| Drew St | Abdy Way | Lakewood Dr | Sidewalk | Sidewalks | 0.34 | $193,800 |
| Healy Ave | Abdy Way | Marina Drive | Sidewalk | Sidewalks | 0.15 | $85,500 |
| Lake Dr | Messinger Dr | Hilo Ave | Sidewalk | Sidewalks | 0.24 | $136,800 |
| Marina Drive | Legion Way | Healy Ave | Sidewalk | Sidewalks | 0.08 | $45,600 |
| Paddon Pl | Lake Dr | Marina Dr | Sidewalk | Sidewalks | 0.16 | $91,200 |
| Palm Ave | Lake Dr | Del Mote Blvd | Sidewalk | Sidewalks | 0.18 | $102,600 |
| Palm Ave | Elm Ave | Sunset Ave | Sidewalk | Sidewalks | 0.11 | $62,700 |
| Redwood Drive | Hillcrest Ave | Carmel Ave | Sidewalk | Sidewalks | 0.12 | $68,400 |
| Reindollar Ave | Del Monte Blvd | Sunset Ave | Sidewalk | Sidewalks | 0.18 | $102,600 |
| Reindollar Ave | California Ave | Eddy Circle | Sidewalk | Sidewalks | 0.08 | $45,600 |

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Reindollar Ave | Vera Lane | Vaughan Ave | Sidewalk | Sidewalks | 0.16 | $91,200 |
| Reservation Rd | Crestview Ct | Lynscott Dr | Sidewalk | Sidewalks | 0.36 | $205,200 |
| Salinas Ave | Carmel Ave | Reservation Rd | Sidewalk | Sidewalks | 0.27 | $153,900 |
| Seacrest Ave | Carmel Ave | Reservation Rd | Sidewalk | Sidewalks | 0.29 | $165,300 |
| Zanetta Dr | Reindollar Ave | Hillcrest Ave | Sidewalk | Sidewalks | 0.13 | $74,100 |
| **Total** | | | | | **6.43** | **$3,766,000** |

Figure 7-9: Marina Pedestrian Projects

### 7.2.6. City of Monterey

**Table 7-8** presents the pedestrian projects and costs submitted by the City of Monterey. Projects focus on filling sidewalk gaps and installing ADA curb ramps. The City may also consider studying the Monterey Recreational Trail crossings in Cannery Row to identify crossing improvements. **Figure 7-10** presents a map of the projects, including the Soledad-Viejo Class 1 path listed in **Table 6-16**.

Table 7-8: City of Monterey Pedestrian Projects

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| English Ave | Monterey Bay Coastal Trail | Grant Ave | Sidewalk | | 0.16 | $91,200 |
| English Ave & Monterey Bay Coastal Trail | | | Intersection | | | $700,000 |
| Hawthorne St & Pvt Bolio Rd | | | Intersection | | | $350,000 |
| Mark Thomas Dr | Sloat Ave | Garden Rd | Sidewalk | Construct sidewalk on north side of Mark Thomas Drive. Fills critical gap in Safe Route to School for Santa Catalina School. | 0.60 | $850,000 |
| Monterey Bay Coastal Trail Crossings | David Ave | Casa Verde | Crossing | Construct pedestrian and bike safety improvements at 11 uncontrolled trail crossings. | | $660,000 |
| Pacific St | Colton St | Martin St | Sidewalk | Construct sidewalk on west side of Pacific. Carries pedestrians from Monterey Vista Neighborhood to the signalized intersection of Pacific / Martin for safe crossing. | 0.10 | $250,000 |
| Pearl Ave | Calle Principal | Camino Aguajito | Sidewalk | Construct ADA curb ramps at 10 intersections. Constructs ADA curb ramps and curb extensions along the length of the Pearl Street bike boulevard. | 0.91 | $750,000 |
| Sloat Ave & 5th St | | | Crossing | | | $400,000 |
| Soledad Dr | Munras Ave | Via Gayuba | Sidewalk | Install sidewalk, curb & gutter on north side of Soledad Drive. Fills critical gap in Safe Route To School for Monte Vista and Colton Schools. | 0.83 | $980,000 |
| Soledad Dr & Munras Ave | | | Intersection | Intersection Realignment and Sidewalk. Replaces uncontrolled intersection with 3-way stop, adds school crosswalks, installs ADA ramps, and improves pedestrian crossing safety. | | $500,000 |

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Van Buren & Corp Ewing Rd | | | Intersection | Constructs ped & bike path. Fills critical gap that connects the New Monterey Neighborhood through the Lower Presidio to Downtown without crossing Lighthouse Avenue. | | $1,700,000 |
| **Total** | | | | | **2.60** | **$7,231,200** |

Figure 7-10: City of Monterey Pedestrian Projects

### 7.2.7. Pacific Grove

Specific priority pedestrian projects for the City of Pacific Grove are presented in **Table 7-9**. The City of Pacific Grove seeks to install sidewalks where there are none, improve pedestrian access to shopping and schools and improve intersections with pedestrian elements. Project cost estimates were provided by the City. **Figure 7-11** presents a map of the projects.

Table 7-9: Pacific Grove Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Central Ave & Grand Ave | | | Crossing | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $50,000 |
| Citywide | | | Sidewalk | Gap closure | | $100,000 |
| Congress Ave (Forest Grove School) | Hwy 68 | Forest Grove School | Sidewalk | New Sidewalk On East Side Of Congress Avenue, Along High School Stadium | 0.23 | $100,000 |
| David Ave | SaveMart Driveway | West end of David Avenue | Sidewalk | New Sidewalk On South Side Of David Avenue | 0.40 | $700,000 |
| Forest Ave & Forest Hill Blvd | | | Crossing | Lighted crosswalk, pavement markings, signs | | $170,000 |
| Forest Ave & Grove Market | | | Crossing | Mid-block crosswalk, bulb out, pavement markings, loading zone switch | | $20,000 |
| Forest Ave & Sinex Ave | | | Intersection | Traffic signal upgrade, modify existing signals, include countdown ped signals and vehicle detection | | $300,000 |
| Fountain Ave & Central Ave | | | Intersection | Re-align and narrow intersection, consider round-about | | $300,000 |
| Jewell Ave & Pacific Ave | | | Crossing | Pedestrian crossing, new stop sign, curb extension | | $100,000 |
| Lighthouse Ave & 17th St | | | Intersection | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $100,000 |
| Lighthouse Ave & Congress Ave | | | Intersection | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $300,000 |
| Lighthouse Ave & Forest Ave | | | Intersection | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $300,000 |
| Lighthouse Ave & Grand St | | | Intersection | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $75,000 |
| Monterey Recreational Trail | | | Maintenance | General maintenance of the trail. | | $100,000 |

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Ocean View Avenue Access to Trail | | | Crossing | Bulb outs, crosswalks | | $400,000 |
| Spruce Ave (Robert Down Elementary School) | 12th St | 13th Street | School | Add Passenger Loading Zones | 0.03 | $50,000 |
| **Total** | | | | | **0.66** | **$3,165,000** |

Figure 7-11: Pacific Grove Pedestrian Projects

### 7.2.8. Salinas

Specific priority pedestrian projects for Salinas are presented in **Table 7-10**. The City of Salinas' pedestrian improvements include curb ramp upgrades, curb ramp installation and installation of lighted crosswalks. Project cost estimates were provided by the City. **Figure 7-12** presents a map of the projects, including Class 1 projects that are listed in **Chapter 6**.

Table 7-10: Salinas Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| 2003-2004 North Salinas ADA Pedestrian Ramps | | | Crossing | Deficient Pedestrian Access Ramps West Alvin Drive, East Alvin Drive, Linwood Drive, Lassen Avenue, Modoc Avenue, Rainier Avenue, Parkside Street, Baldwin Street, Sherwood Drive and a portion of Natividad Road | | $480,000 |
| 2004-2005 East Salinas Area St Lights - Phase VIII | | | Amenities | Street Light Upgrade Rider Avenue, Alamo Way, Gee Street, South Elm Street, Holly Street | | $220,000 |
| 2004-2005 North Main St ADA Pedestrian Ramp Project | | | Crossing | Deficient Pedestrian Access Ramps- North Main Street (Bernal Drive – Lamar Street), West Curtis Street, Tyler Street (West Curtis – Laurel Drive), East Curtis Street, Chaparral Street (North Main Street - Linwood Drive), Maryal Drive (Chaparral Street – E | | $332,000 |
| Bernal Dr | Main St | Sherwood Dr | Sidewalk | Widen Bernal Drive, Construct Sidewalk & Retaining Wall On North Side Between Main St & Rosarita Drive | 0.53 | $1,647,000 |
| Central Ave & Cayuga St | | | Crossing | Install Lighted Crosswalk with Curb Return Improvements | | $150,000 |
| Chaparral St & Linwood Dr | | | Intersection | Deficient Pedestrian Access Ramps | | $25,000 |
| City-wide Sidewalk St Inventory | | | Program | Survey of City Pedestrian Facilities | | $20,000 |
| E Alisal St & Towt St | | | Intersection | Traffic Signal Installation | | $275,000 |
| E Market St & Pajaro St | | | Crossing | Install Lighted Crosswalk and improve signing | | $100,000 |
| John St & Los Padres Elementary School | | | Crossing | Install Lighted Crosswalk | | $100,000 |
| John Steinbeck U.S Post Office Accessibility | | | Crossing | New curb, gutter, sidewalk, pedestrian ramps, and minor drainage improvements. | | $41,000 |
| N Main St & Chaparral St | | | Intersection | Deficient Pedestrian Access Ramps | | $25,000 |
| N Main St & Navajo St | | | Crossing | Lack of Sidewalk; deficient pedestrian access ramp, Install Lighted Crosswalk | | $136,400 |
| N Sanborn Rd & Kimmel St | | | Intersection | Traffic Signal Installation | | $275,000 |
| Natividad St & Sorentini Dr | | | Crossing | Install Lighted Crosswalk | | $100,000 |

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Northridge Mall's North Main Str Frontage | | | Intersection | Deficient Pedestrian Access Ramps | | |
| Pedestrian Safety Education Program | | | Program | Implement Pedestrian Safety Education for motorists and pedestrians; Streets Smarts Program | | $250,000 |
| S Main St Corridor Project | | | Intersection | Deficient Pedestrian Access Ramps | | NA |
| Traffic Calming Policy | | | Planning | Develop Policy – Being Prepared | | $20,000 |
| Williams Rd & John St @ E Alisal St | | | Intersection | Install Pedestrian Access Ramps | | NA |
| **Total** | | | | | **0.53** | **$4,196,400** |

Figure 7-12: Salinas Pedestrian Projects

### 7.2.9. Seaside

**Table 7-11** presents the specific priority pedestrian improvements submitted by the City of Seaside. The City seeks to improve the pedestrian environment with sidewalk widening, crossing and curb ramp improvements. Project cost estimates were developed using the cost assumptions provided in **Table 7-2**. Sidewalk installation is assumed to be on one side of the street. **Figure 7-13** presents a map of the projects submitted by the City of Seaside.

Table 7-11: Seaside Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Broadway Ave & San Lucas St | | | Intersection | Signal installation, crosswalk, sidewalk curb and gutter | | $54,200 |
| Broadway Ave & Terrace St | | | Crossing | Sidewalk curb, gutter, crossing improvements | | $63,200 |
| W Broadway Ave | Del Monte Blvd | Fremont Blvd | Sidewalk | Widen Sidewalks, Ped And Bicycle Facilities | 0.41 | $108,300 |
| **Total** | | | | | **0.41** | **$225,700** |

Figure 7-13: Seaside Pedestrian Projects

### 7.2.10. Sand City

**Table 7-12** presents the priority pedestrian project submitted by the City of Sand City. The City did not provide project detail. Project scope is assumed to replace approximately 100 lighting fixtures. **Figure 6-13** shows location of proposed lighting replacement.

Table 7-12: Sand City Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| Sanctuary Scenic Trail | | | | Replace lighting along the trail. | | $50,000 |
| **Total** | | | | | **0.41** | **$50,000** |

### 7.2.11. Soledad

**Table 7-13** presents the priority pedestrian improvement types and general locations in the City of Soledad. Planning level cost estimates and a map of the projects are not provided because the submitted projects did not indicate specific locations. Pedestrian projects are described with unit cost assumptions for informational purposes. A map of pedestrian projects in Soledad is not provided due to the general project descriptions.

Table 7-13: Soledad Pedestrian Improvements

| Location | Improvement Description | Cost Assumption |
|---|---|---|
| Various locations | Construct lighted crosswalks in front of local schools | $120,000/ea |
| Various locations | Replace damaged and broken cross walks with new thermoplastic striping | $6/SF |
| Various locations | Construct countdown ped signals at two signalized intersections | $40,000/ea |
| Various locations | Remove and replace non ADA ramps | $4,000/ea |
| Various locations | Construct missing sidewalk | $540,000/mi |
| Various locations | Remove raised and broken sidewalk with new sidewalk | $200,000/mi |

### 7.2.12. California State University Monterey Bay

Specific pedestrian priority projects for California State University Monterey Bay are presented in **Table 7-14**. The projects primarily include providing pedestrian connections from the roadway network to campus buildings and athletic areas. Project cost estimates were developed using cost assumptions provided in **Table 7-2**. **Figure 7-14** presents a map of the facilities.

Table 7-14: California State University Monterey Bay (Seaside and Marina) Pedestrian Improvements

| Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|
| 2nd Ave to Otter Sports Center | 2nd Ave | Otter Sports Center | Sidewalk | Sidewalks | 1.00 | $570,000 |
| 2nd Ave to Sports Fields | 2nd Ave | Sports Fields | | New sidewalk walkway path | 1.30 | $741,000 |
| 4th St | General Jim Moore Blvd | Black Box Cabaret | Sidewalk | New Sidewalk | 0.33 | $188,100 |
| 5th Ave | 8th Street | Inter-Garrison | Path | Two-Way Pedestrian And Bicycling Path On West Side Of Street. | 0.35 | $199,500 |
| B St | 6th Ave | Watershed Institute | Sidewalk | New Sidewalk | 0.20 | $114,000 |
| Divarty St | General Jim Moore Blvd | 5th Ave | Sidewalk | Sidewalks | 0.37 | $210,900 |
| Divarty St (north and south side) | 2nd Ave | General Jim Moore Blvd | Sidewalk | Sidewalks | 0.37 | $210,900 |
| General Jim Moore Blvd to Stadium | General Jim Moore Blvd | Stadium | Sidewalk | New Sidewalk Walkway Path | 0.29 | $165,300 |
| Inter-Garrison Rd (south side) | 4th Ave | 5th Ave | Sidewalk | New Sidewalk | 0.22 | $125,400 |
| Inter-Garrison Rd (south side) | 2nd Ave | Ocean Hall (closest building) | Sidewalk | New Sidewalk | 0.10 | $57,000 |
| Inter-Garrison Rd south to Science Bldg | Inter-Garrison Rd | Science Bldg | Sidewalk | New Sidewalk Walkway Path | 0.08 | $45,600 |
| Inter-Garrison Rd south to Science Bldg | Inter-Garrison Rd | Science Bldg | Sidewalk | New Sidewalk Walkway Path | 0.20 | $114,000 |
| **Total** | | | | | **4.81** | **$2,741,700** |

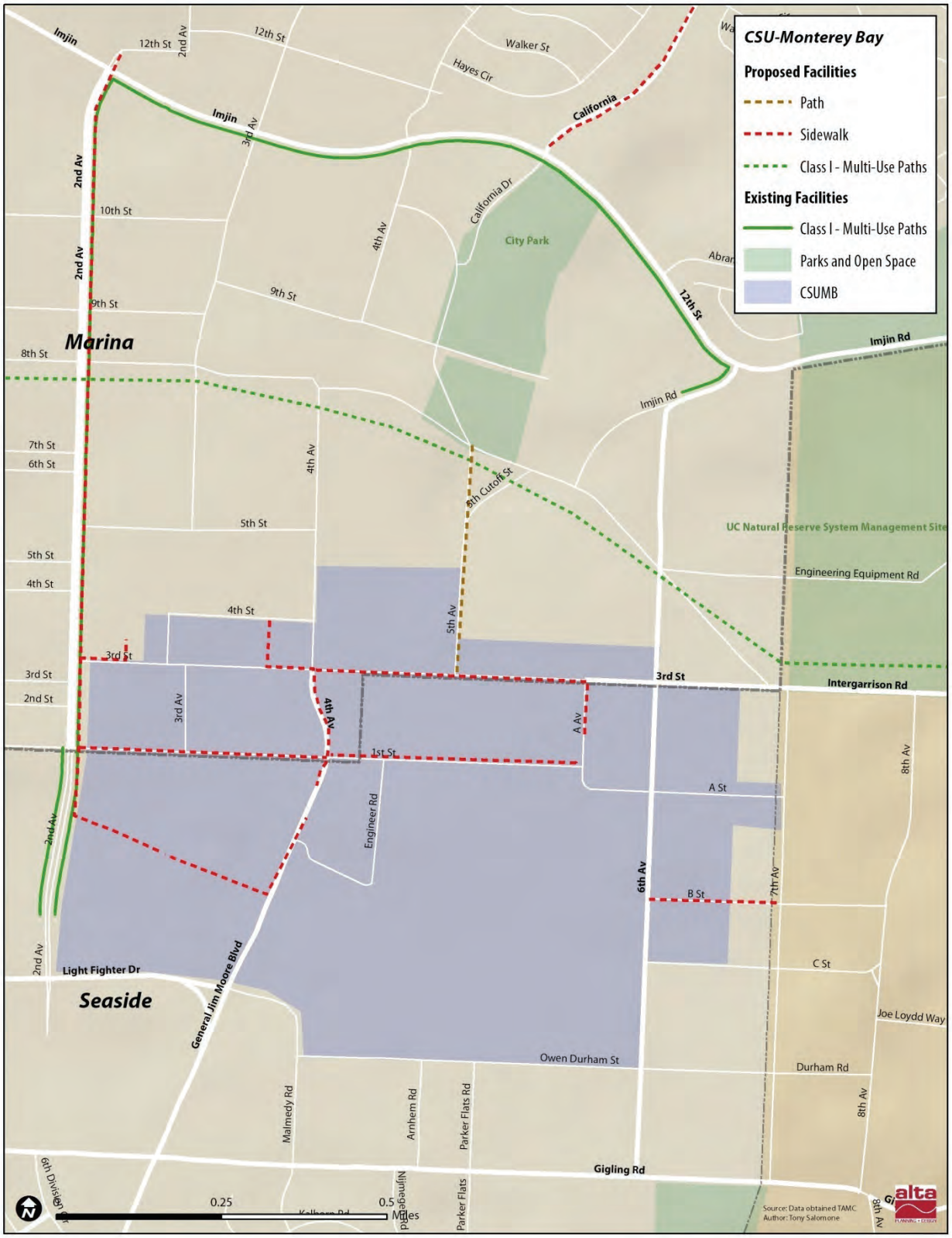


Figure 7-14: California State University Monterey Bay Pedestrian Projects

## 7.3. Recommended Pedestrian Project Prioritization Criteria

This section describes criteria that can be used to prioritize pedestrian projects during the Transportation Agency for Monterey County funding process. The Agency distributes state and federal funding for local and regional transportation projects, including approximately $250,000 per year from Transportation Development Act Article 3. These criteria reflect the goals and policies of this Plan, and ask the following questions:

- Does the project fall within a pedestrian priority area?
- Does the project improve pedestrian safety?
- Does the project provide for or improve facilities for people with disabilities, children, seniors, or a vulnerable population?
- Is the project identified in the priority project list?
- Is the project consistent with relevant pedestrian design guidelines?

### 7.3.1. Improvement Located In a Countywide Pedestrian Priority Area

Projects located in the Countywide Pedestrian Priority Areas including AMBAG Blueprint priority areas, major barrier crossing improvements, safe routes to school priority areas, safe routes to transit priority area and regional trail access areas as described in **Section 7.1** should receive priority over projects that do not.

### 7.3.2. Pedestrian Safety

Pedestrian safety is a key concern within the county and should be considered when identifying potential projects. A high rate of pedestrian injuries and fatalities suggest the pedestrian realm is an unsafe place to travel and may benefit from enhanced pedestrian facilities focusing on safety. While the total number of reported pedestrian collisions in a given area is readily available, it is often difficult to establish a rate—pedestrian collisions per pedestrian exposed to motor vehicles. When available, pedestrian collision rate should be considered to identify potential projects. When not available, number of pedestrian related collisions should be used.

### 7.3.3. Provides for Vulnerable Communities

There are vulnerable and underserved communities that would benefit significantly from improved pedestrian infrastructure. They include: people with disabilities, children, and seniors, and people living in lower income underserved communities. People with disabilities often face transportation challenges, and require a connected transportation network that meets or exceeds ADA guidelines. Children and seniors are more at risk of being injured or killed in a car crash than other age groups. People living in underserved communities are more likely to walk than other income groups. Projects that address the needs of people with disabilities, children, seniors and those living in underserved communities should receive priority over those projects that do not.

### 7.3.4. Priority Project List

Projects listed on the priority project list in **Section 7.2** were identified by local jurisdictions as high priority and of citywide importance. Projects on the priority project list should receive priority over projects that do not.

### 7.3.5. Consistency with Design Guidelines and Complete Streets Policies

Projects that meet or exceed the design guidelines listed in **Table 7-15**, should receive priority over those that do not. For additional reference, the Pedestrian Design Guidelines included in **Appendix B** of this document, provide a toolbox of potential strategies to improve walking conditions.

Table 7-15: Design Guidelines for Pedestrian Priority Areas

| | AMBAG Blueprint Priority Areas | Major Barrier Crossings | Safe Routes to School | Safe Routes to Transit | Regional Trails and Trail Access |
|---|---|---|---|---|---|
| **Streets & Sidewalks** | • 6' - 16' sidewalk<br>• Vertical curb and gutter<br>• Obstacles removed from pedestrian way<br>• ADA-compliant curb ramps<br>• Pedestrian-scale lighting<br>• 5' landscape buffer<br>• Street trees<br>• On-street parking or bike lane buffer | • 10' - 20' paths or min. 5' detached sidewalks; wider pathways where high pedestrian and/or bicycle demand expected<br>• Min. 12' path if vertical enclosure<br>• Obstacles removed from pedestrian way<br>• ADA-compliant curb ramps<br>• Pedestrian-scale lighting, min. at crossings | • 4′ – 12′ sidewalk or pathway<br>• Vertical curb and gutter where sidewalks exist<br>• Obstacles removed from pedestrian way<br>• ADA-compliant pathways<br>• Pedestrian-scale lighting, min. at crossings | • 6' - 16' sidewalk<br>• Vertical curb and gutter<br>• Obstacles removed from pedestrian way<br>• ADA-compliant curb ramps<br>• Pedestrian-scale lighting<br>• Minimum 5' landscape buffer<br>• Street trees<br>• On-street parking or bike lane buffer | • 10' - 20' paths<br>• Obstacles removed<br>• ADA-compliant curb ramps<br>• Pedestrian-scale lighting, min. at crossings<br>• Min. 12' path if vertical enclosure |

| | AMBAG Blueprint Priority Areas | Major Barrier Crossings | Safe Routes to School | Safe Routes to Transit | Regional Trails and Trail Access |
|---|---|---|---|---|---|
| **Crossings** | • Marked crossings at signalized and stop controlled locations<br>• Accessible pedestrian signals<br>• High visibility, enhanced crossings at uncontrolled locations<br>• High visibility, enhanced mid-block crossings where appropriate<br>• Median islands<br>• Bulb-outs<br>• Max 300' between crossings | • Max 1 mile between crossings<br>• Marked crossings at signalized and stop controlled locations on access routes to barrier crossing | • Marked crossings at signalized and stop controlled locations<br>• High visibility, enhanced crossings at uncontrolled locations, including possible raised crosswalks<br>• Median islands and bulbouts possible | • Marked crossings at signalized and stop controlled locations<br>• Accessible pedestrian signals<br>• High visibility, enhanced crossings at uncontrolled locations<br>• High visibility, enhanced mid-block crossings where appropriate<br>• Median islands<br>• Bulb-outs<br>• Max 300' between crossings | • Marked crossings at signalized and stop controlled locations<br>• Accessible pedestrian signals<br>• High visibility, enhanced crossings at uncontrolled locations<br>• High visibility, enhanced mid-block crossings where appropriate<br>• Median islands and bulbouts possible |
| **Pedestrian Realm Vitality** | • Medium/high density housing, employment<br>• Regional, community shopping destinations<br>• Public art<br>• Street fairs<br>• Street furniture<br>• Wayfinding<br>• Sidewalk seating/cafes<br>• Show windows<br>• Vendor carts<br>• Awnings/shade structures<br>• Paseos | • Street furniture<br>• Wayfinding<br>• Crime prevention through environmental design measures (lighting, visibility, regular maintenance, etc.) | • Slow zones for vehicles<br>• Walking programs (e.g. walking school bus) | • Medium/high density housing, employment<br>• Regional, community shopping destinations<br>• Public art<br>• Street fairs<br>• Street furniture<br>• Wayfinding<br>• Sidewalk seating/cafes<br>• Show windows<br>• Vendor carts<br>• Awnings/shade structures<br>• Paseos | • Street furniture<br>• Wayfinding<br>• Crime prevention through environmental design measures (lighting, visibility, regular maintenance, etc.) |

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# 8. Project Implementation

This chapter presents the methodology used to identify bicycle projects of regional significance as well as a strategy for project implementation. This Plan is intended to guide the Agency identify and assist with funding projects of regional significance. The Plan includes over 400 bicycle projects and phased implementation of the projects will take significant amounts of time and financial resources. The following outlines the priority projects and the methodology used to identify them.

The Agency's primary role regarding bicycle and pedestrian facilities is to distribute funding to local agencies for projects. Ultimately, cities, the County and other agencies are responsible for implementing projects.

## 8.1. Bicycle Project Implementation

### 8.1.1. Bicycle Project Ranking Methodology

This section describes the methodology used to prioritize bikeway projects. Projects were scored and prioritized based on a defined set of criteria focused on safety, gap closure, local connections, feasibility and community (destination) connections. The intent of prioritizing projects is to identify projects of regional significance and to develop a phased approach to completing a countywide bicycle network, beginning with a set of short term, achievable, projects that best meet the objectives of this Plan.

The criteria outlined below were developed to score projects based on how well they achieve the objectives of this Plan. Based on Agency staff input, Collisions/Safety, Gap Closure and Local Connections hold the most importance thus were allotted the most possible points. Project Feasibility was added to serve as a measurement for the ability of a project to be implemented. Community Connections was divided into three sub-criteria that measured connections to employment centers, activity centers and transit. Projects could score a maximum five points for each sub-criterion for a total possible score of 15. The maximum potential score for each project is 100.

**Table 8-1** describes the ranking criteria. The criteria include:

1. Collisions/Safety (0-25 points)
2. Gap Closure (0-25 points)
3. Local Connections (0-20 points)
4. Feasibility (0-15 points)
5. Community Connections (0-15 points, summed from the following)
    a. Employment connections (0-5 points)
    b. Activity center connections (0-5 points)
    c. Multimodal connections(0-5 points)

Based on the nature of the criterion, the project received a score, score/no score, or with a scaled range from zero to maximum score. For example, employment connections range by the number of employees per mile. The point range for employment connections reflects this with a scoring range from zero to five. By contrast, a project either meets or does not meet the local connections criterion and therefore receives zero or twenty points.

Table 8-1: Ranking Criteria

| Criteria | Description | Maximum Score |
|---|---|---|
| Gap Closure in Network | Projects that complete a continuous connection between cities and communities close will have higher scores. Projects will be scored with either a zero or twenty-five (25). | 25 |
| Collisions/Safety | This ranking is based on available collision data identifying corridors with high incidents of bicycle related collisions (2004-2009) within a quarter mile buffer of the proposed improvement. Projects will be scored on a scaled ranking from zero to twenty-five (25) based on number of collisions per mile. Projects that address areas with the highest number of collisions are scored with a twenty-five (25). | 25 |
| Local Connections | Projects that contribute to a continuous connection between cities communities will receive higher scores. Projects will be scored by either a zero or twenty (20). | 20 |
| Project Feasibility | Project cost affects the ability to implement a facility. Projects that are lower cost will have higher scores. Projects will be scored on a scaled ranking from zero to fifteen (15) based on the Plan developed cost estimates. | 15 |
| Activity Center Connections | Employment, community and multimodal center connections | 15 |
| Employment Centers | Projects that connect to employment centers will receive higher scores. Scoring for this criterion will be based on the US Census American Community Survey employment data (2008). Projects will be scored on a scaled ranking from zero to five based on number of employees within one mile. | (5) |
| Community Centers | Projects that connect to activity centers such as schools, shopping centers or recreational areas will score higher. Projects will be scored with either a zero or five. | (5) |
| Multimodal Centers | Projects that connect to multimodal centers including park-and-ride lots, rail, bus, aviation and maritime traffic will score higher. Projects will be scored by either a zero or five. | (5) |
| | *Maximum Score* | *100* |

## 8.1.2. Bikeway Tier Description

After projects were scored based on how they satisfy each criterion, projects were then categorized into short-term, mid-term and long-term phase tiers, as shown in **Table 8-2**. The tiers are intended to organize the projects to facilitate implementation. Tier 1 project are those that closely meet the countywide goals and have the highest potential and are intended for implementation within five years. Tier 2 projects are intended for mid-term implementation, within the next ten years. Tier 3 projects have long-term potential and are intended for implementation within the next twenty years.

Table 8-2: Project Phasing Tiers

| Tier | Overall Score | Description |
|---|---|---|
| Tier 1 | 70 and higher | Tier 1 projects have the highest potential and are intended for implementation within 1-5 years. These projects are high priority and identified in Section 8.1.6. |
| Tier 2 | 20-69 | Tier 2 projects intended for implementation within 6-10 years. |
| Tier 3 | 0-20 | Tier 3 projects are projects not currently ready to be implemented but will be included as long-term potential projects over the next 11-20 years. |

Appendix D lists all the bikeway projects by rank and tier.

### 8.1.3. Bikeway Cost Assumptions

Table 8-3 presents per mile bikeway cost estimates based on standard quantities of construction items. Because this is a planning level document, estimated costs do not consider project-specific factors such as intensive grading, landscaping, intersection modifications and right-of-way acquisition. However, a number of project specific costs were used when member agencies were able to provide the data.

Table 8-3: Bikeway Cost Assumptions Per Mile

| Item | Quantity | Units | Unit Cost | Total |
|---|---|---|---|---|
| **Class 3 Bike Route** | | | | |
| Bike Route Sign/Wayfinding[1] | 10 | EA | $ 300 | $ 3,000 |
| Total Cost Per Mile | | | | **$ 3,000** |
| **Class 3 Bike Route with Shared Lane Markings (Applied to Bicycle Boulevard projects)** | | | | |
| Bike Route Sign/Wayfinding | 10 | EA | $ 300 | $ 3,000 |
| Shared Lane Markings[2] | 20 | EA | $ 250 | $ 5,000 |
| Total Cost Per Mile | | | | **$ 8,000** |
| **Class 2 Bike Lanes** | | | | |
| Bike Lane Sign/Wayfinding | 10 | EA | $ 300 | $ 3,000 |
| Striping Removal | 10,560 | LF | $ 1.25 | $ 13,200 |
| Striping and Stenciling | 10,560 | LF | $ 2.50 | $ 26,400 |
| Total Cost Per Mile | | | | **$ 43,600** |
| **Class 1 Shared Use Path - 10' paved, 2' shoulders** | | | | |
| Wayfinding | 4 | EA | $ 300 | $ 1,200 |
| Clear and Grub | 73,920 | SF | $ 1.00 | $ 73,920 |
| Asphalt Concrete Pavement | 52,800 | SF | $ 8.00 | $ 422,400 |
| Decomposed Granite Shoulders | 21,120 | SF | $ 5.00 | $ 105,600 |
| Striping[3] | 15,840 | LF | $ 2.50 | $ 39,600 |
| Total Cost Per Mile | | | | **$ 642,720** |

[1] Assumes five signs per mile in each direction.

[2] Assumes approximately one shared lane marking per 500 feet in each direction.

[3] Includes center stripe and striping along path edges.

### 8.1.4. Bikeway Cost by Jurisdiction and Improvement Type

Implementation of the bikeway network identified in this plan would cost approximately $115 million dollars. **Table 8-5**, on the following page, presents recommended bikeway network cost by jurisdiction and bikeway classification and shows Class 1 pathways costs make up 70 percent, Class 2 bike lanes make up 15 percent, and Class 3 make up 15 percent of the total bike network cost. Class 3 projects include the Highway 68 bridge widening at the Salinas River, which is estimated to cost approximately $15.8 million and will include a Class 3 bicycle route.

### 8.1.5. Bikeway Cost by Tier

Using the planning level cost estimates described earlier, the recommended bikeway network will cost approximately $117 million. **Table 8-4** presents the cost estimates for each tier.

Table 8-4: Bikeway Cost by Tier

| Tier | Cost Estimate |
|---|---:|
| 1 | $36,382,680 |
| 2 | $29,924,675 |
| 3 | $51,207,950 |
| **Total** | **$117,515,305** |

Table 8-5: Bikeway Cost by Jurisdiction

| Jurisdiction Class | Sum of Miles | Sum of Cost |
|---|---|---|
| **County of Monterey** | | |
| 1 | 34.92 | $46,328,900 |
| 2 | 187.64 | $11,404,120 |
| 3 | 172.93 | $519,200 |
| County Total | 391.08 | $58,252,220 |
| **Carmel by the Sea** | | |
| 1 | 1.17 | $666,900 |
| 2 | 0.24 | $10,300 |
| 3 | 4.48 | $13,300 |
| Carmel by the Sea Total | 5.89 | $690,500 |
| **Del Rey Oaks** | | |
| 2 | 3.33 | $143,000 |
| Del Rey Oaks Total | 3.33 | $143,000 |
| **Gonzales** | | |
| 2 | 1.41 | $60,700 |
| 3 | 4.37 | $13,000 |
| Gonzales Total | 5.78 | $73,700 |
| **Greenfield** | | |
| 2 | 5.86 | $252,200 |
| 3 | 2.66 | $8,000 |
| Greenfield Total | 8.52 | $260,200 |
| **King City** | | |
| 2 | 7.27 | $312,500 |
| 3 | 2.74 | $8,300 |
| King City Total | 10.00 | $320,800 |
| **Marina** | | |
| 1 | 0.50 | $297,600 |
| 2 | 17.31 | $2,827,600 |
| Marina Total | 17.81 | $3,125,200 |
| **Monterey** | | |
| 1 | 1.07 | $641,000 |
| 2 | 7.02 | $301,930 |
| 3 | 9.08 | $27,400 |
| BB | 3.39 | $35,560 |
| Monterey Total | 20.56 | $1,005,890 |
| **Pacific Grove** | | |
| 2 | 4.11 | $628,447 |
| 3 | 9.23 | $27,600 |
| Pacific Grove Total | 13.34 | $656,047 |
| **Salinas** | | |
| 1 | 4.24 | $2,588,100 |
| 2 | 9.89 | $425,200 |
| 3 | 5.31 | $15,800 |
| Salinas Total | 19.44 | $3,029,100 |
| **Sand City** | | |
| 1 | 0.82 | $534,200 |
| 2 | 0.67 | $28,700 |
| 3 | 0.85 | $2,500 |
| Sand City Total | 2.34 | $565,400 |
| **Seaside** | | |
| 1 | 0.06 | $36,800 |
| 2 | 11.26 | $484,302 |
| 3 | 7.65 | $22,900 |
| Seaside Total | 18.98 | $544,002 |
| **Soledad** | | |
| 2 | 2.76 | $118,800 |
| Soledad Total | 2.76 | $118,800 |
| **CA State Parks** | | |
| 1 | 19.55 | $31,754,100 |
| CA State Parks Total | 19.55 | $31,754,100 |
| **Caltrans** | | |
| 1 | 0.89 | $532,000 |
| 2 | 8.65 | $372,100 |
| 3 | 2.03 | $15,805,300 |
| Caltrans Total | 15.97 | $16,709,400 |
| **CSUMB** | | |
| 2 | 5.80 | $249,546 |
| BB | 2.16 | $17,400 |
| CSUMB Total | 7.97 | $266,946 |
| **Grand Total** | **563.33** | **$117,515,305** |

Table 8-6: Bikeway Costs by Class

| Class | Miles | Cost Estimate |
|---|---|---|
| 1 | 63.21 | $83,379,600 |
| 2 | 273.24 | $17,619,445 |
| 3 | 221.32 | $16,463,300* |
| Bicycle Boulevard | 5.55 | $52,960 |
| **Total** | **563.33** | **$117,515,305** |

** $15.8 million estimated for the Highway 68 bridge widening that will include a Class 3 bicycle route.*

## 8.1.6. Priority Bikeway Projects

All bikeway projects were scored and evaluated based on the criteria described in **Section 8.1** and evaluated by Agency Staff, member agencies and Bicycle and Pedestrian Facilities Advisory Committee members. **Table 8-7** presents the priority bikeway projects. A complete list of projects organized the rank and tier are presented in **Appendix D**.

Table 8-7: Priority Bikeway Projects

| Rank | Name | Class | Start | End | Miles | Jurisdiction | Cost |
|---|---|---|---|---|---|---|---|
| 1 | Imjin Rd/12th St | 2 | Imjin Rd | Reservation Rd | 2.72 | Marina | $2,200,000 |
| 2 | Canyon del Rey Blvd | 2 | General Jim Moore Blvd | Hwy 68 | 0.76 | Del Rey Oaks | $32,500 |
| 3 | Castroville Bicycle Path and Railroad Crossing | 1 | Axtell St | Castroville Blvd | 0.31 | County | $5,995,000 |
| 4 | Blanco Rd | 2 | Research Dr | Luther Way | 5.16 | County | $221,880 |
| 5 | Davis Rd | 2 | Blanco Rd | Rossi St | 1.75 | County | $3,411,000 |
| 6 | Blanco Rd | 2 | Luther Way | Abbott St | 2.50 | County | $107,300 |
| 7 | Broadway | 2 | Del Monte Blvd | Mescal St | 1.58 | Seaside | $67,900 |
| 8 | Hwy 68 Segment | 2 | Joselyn Canyon Rd | San Benancio Rd | 8.17 | Caltrans | $351,300 |
| 9 | Sanctuary Scenic Trail Segment 15 | 1 | Moss Landing Rd | Elkhorn Bridge (N) | 0.74 | County | $5,082,000 |
| 10 | San Juan Grade Rd | 2 | Russell Rd | Boronda Rd | 0.91 | Salinas | $39,200 |
| 10 | San Juan Grade Rd | 2 | Herbert Rd | Rogge Rd | 2.05 | County | $88,300 |
| 10 | San Juan Grade Rd | 3 | Russell Rd | Rogge Rd | 0.40 | County | $1,200 |
| 11 | Gabilan Creek | 1 | Danbury St | Constitution Blvd | 0.88 | Salinas | $569,300 |
| 12 | Central Ave | 2 | Davis Rd | Hartnell College | 0.45 | Salinas | $19,200 |
| 13 | Hwy 68 | 2 | San Benancio Rd | Salinas Creek Bridge (S) | 4.40 | County | $189,300 |
| 14 | Hatton Canyon Path | 1 | Carmel Valley Rd | Hwy 1 | 2.60 | County | $1,689,600 |
| 15 | Aguajito Rd | 3 | Hwy 1 | Monhollan Rd | 2.53 | County | $7,600 |
| 16 | Hwy 68 Bridge Widening at Salinas River Segment | 3 | Hwy 68 | Salinas River | 0.25 | Caltrans | $15,800,000 |
| 17 | Ocean View | 2 | Asilomar Blvd | 17 Mile Dr | 2.31 | Pacific Grove | $99,100 |
| 18 | General Jim Moore | 2 | Del Rey Oaks City Limit | Canyon Del Rey Blvd | 0.43 | Del Rey Oaks | $18,300 |
| 19 | Del Monte Blvd | 2 | Canyon del Rey Blvd | Broadway | 0.20 | Seaside | $8,700 |
| 20 | 2nd Ave | 2 | 3rd St | 1st St | 0.26 | CSUMB | $11,400 |
| 21 | Sanctuary Scenic Trail Segment 4B | 1 | Tioga Ave | Monterey Peninsula Recreational Trail | 0.42 | Sand City | $292,600 |
| 22 | 15th Ave | 2 | Bay View Ave | Rio Rd | 0.80 | County | $34,300 |
| 23 | Prunedale North Rd | 2 | San Miguel Canyon Rd | 300' S of Hwy 156 overpass | 1.06 | County | $45,700 |

## 8.2. Pedestrian Project Implementation

### 8.2.1. Pedestrian Project Prioritization

Agency staff and Bicycle and Pedestrian Committee members selected the top scoring Class 1 projects as priority pedestrian projects because they serve a wide range of users and can improve the pedestrian environment. Pedestrians are anticipated to use these paths for utilitarian and recreational purposes. Because these paths are physically separated from roadways, they are anticipated to be used by people of all ages and abilities.

### 8.2.2. Pedestrian Cost Assumptions

Table 8-8 presents pedestrian facility construction item costs used to calculate the cost of sidewalks and soft-surface walkways per mile. Lump sums are provided for pedestrian facilities that are primarily comprised of a few construction items.

Table 8-8: Pedestrian Facilities Cost Assumptions

| Item | Quantity | Units | Unit Cost | | Total |
|---|---|---|---|---|---|
| **Sidewalk** | | | | | |
| Concrete | 21,120 | SF | $15 | $ | 316,800 |
| Curb Gutter | 5,280 | LF | $35 | $ | 184,800 |
| Clearing Grubbing | 21,120 | SF | $1.50 | $ | 31,680 |
| Curb Ramp | 8 | EA | $4,000 | $ | 32,000 |
| **Sidewalk per mile** | | | | **$** | **570,000** |
| | | | | | |
| **Soft Surface Walkway** | | | | | |
| Erosion Control | 1 | LS | $12,000 | $ | 12,000 |
| Clearing Grubbing | 1 | LS | $12,000 | $ | 12,000 |
| Earthwork | 1 | LS | $20,000 | $ | 20,000 |
| Aggregate Base | 1,030 | TON | $50 | $ | 51,500 |
| Decomposed Granite | 700 | TON | $95 | $ | 66,500 |
| Header Board | 14,600 | LF | $8 | $ | 116,800 |
| Driveway Modification | 1,080 | SF | $85 | $ | 91,800 |
| Tree/Stump Removal | 40 | EA | $600 | $ | 24,000 |
| Tree Replacement | 1 | LS | $65,000 | $ | 65,000 |
| **Soft Surface Walkway per mile** | | | | **$** | **460,000** |
| | | | | | |
| **Crosswalk** | **1** | **EA** | **$1,000** | **$** | **1,000** |
| | | | | | |
| **Raised Textured Crosswalk** | **480** | **SF** | **$15** | **$** | **7,200** |
| | | | | | |
| **Traffic Signal Reconfiguration** | **1** | **EA** | **$250,000** | **$** | **250,000** |
| | | | | | |
| **Pre Fabricated Bridge** | **2,400** | **SF** | **$150** | **$** | **360,000** |
| Renovate Bridge | 2,400 | **SF** | $75 | $ | 180,000 |
| **Maintenance (resurfacing)** | **1** | **MI** | **$200,000** | **$** | **200,000** |
| | | | | | |
| **Pedestrian Amenities** | | | | | |
| Lighting | 10 | EA | $5,000 | $ | 50,000 |
| Bench | 2 | EA | $1,000 | $ | 2,000 |
| Trash Receptacle | 2 | EA | $800 | $ | 1,600 |
| **Pedestrian Amenities per mile** | | | | **$** | **53,600** |
| Bathroom in wooden enclosure | 1 | EA | $8,000 | $ | 8,000 |
| **Pedestrian Amenities per mile w/ bathroom** | | | | **$** | **61,600** |

### 8.2.3. Pedestrian Project Cost by Jurisdiction and Improvement Type

Construction cost of the pedestrian facilities submitted is estimated at $74 million dollars. This amount does not include additional costs associated with construction, including administration, design, engineering, mobilization or traffic control. **Table 8-9** lists improvement types and costs by jurisdiction. Sidewalk construction makes up 72 percent of pedestrian facilities cost, as shown in **Table** 8-10.

Table 8-9: Pedestrian Facilities Cost by Jurisdiction

| Jurisdiction Improvement | Sum of Miles | Sum of Cost |
|---|---|---|
| **County of Monterey** | | |
| Intersection | | $2,034,000 |
| Sidewalk | 5.28 | $32,602,000 |
| **County Total** | **5.28** | **$34,636,000** |
| **Carmel by the Sea** | | |
| Bridge | | $540,000 |
| Crossing | | $387,600 |
| Intersection | | $114,000 |
| Path | 7.16 | $3,159,300* |
| Sidewalk | 2.59 | $1,476,300 |
| **Carmel Total** | **9.75** | **$5,677,200** |
| **Gonzales** | | |
| Amenities | 0.07 | $90,000 |
| Intersection | | $6,030,000 |
| Path | 0.23 | $300,000 |
| Sidewalk | | $3,500,000 |
| **Gonzales Total** | **0.30** | **$9,920,000** |
| **King City** | | |
| Crossing | | $250,000 |
| Intersection | | NA |
| Sidewalk | 2.25 | $1,282,500 |
| **King City Total** | **2.25** | **$1,532,500** |
| **Marina** | | |
| Crossing | | $96,900 |
| Intersection | | $4,000 |
| Sidewalk | 6.43 | $3,665,100 |
| **Marina Total** | **6.43** | **$3,766,000** |
| **Monterey** | | |
| Crossing | | $1,060,000 |
| Intersection | | $3,250,000 |
| Sidewalk | 2.60 | $2,921,200 |
| **Monterey Total** | **2.60** | **$7,231,200** |
| **Pacific Grove** | | |
| Crossing | | $740,000 |
| Intersection | | $1,375,000 |
| Maintenance | | $100,000 |
| School | 0.03 | $50,000 |
| Sidewalk | 0.63 | $900,000 |
| **Pacific Grove Total** | **0.66** | **$3,165,000** |
| **Salinas** | | |
| Amenities | | $220,000 |
| Crossing | | $1,439,400 |
| Intersection | | $600,000 |
| Planning | | $20,000 |
| Program | | $270,000 |
| Sidewalk | 0.53 | $1,647,000 |
| **Salinas Total** | **0.53** | **$4,196,400** |
| **Sand City** | | |
| Amenities | 1.27 | $50,000 |
| **Sand City Total** | **1.27** | **$50,000** |
| **Seaside** | | |
| Crossing | | $63,200 |
| Intersection | | $54,200 |
| Sidewalk | 0.41 | $108,300 |
| **Seaside Total** | **0.41** | **$225,700** |
| **CSUMB** | | |
| Path | 0.35 | $199,500 |
| Sidewalk | 4.46 | $2,542,200 |
| **CSUMB Total** | **4.81** | **$2,741,700** |
| **Grand Total** | **34.29** | **$73,141,700** |

**Cost does not include Canyon/Flanders/Carmel Hills path, which is accounted for in the bikeways project list.*

Table 8-10: Costs by Improvement

| Improvement Type | Sum of Mileage | Sum of Cost |
|---|---|---|
| Amenities | 1.34 | $360,000 |
| Bridge | | $540,000 |
| Crossing | | $4,037,100 |
| Intersection | | $13,461,200 |
| Maintenance | | $100,000 |
| Path | 7.74 | $3,658,800* |
| Planning | | $20,000 |
| Program | | $270,000 |
| School | 0.03 | $50,000 |
| Sidewalk | 25.18 | $50,644,600 |
| **Total** | **34.29** | **$73,141,700** |

** Does not include Canyon/Flanders/Carmel Hill path cost, which is accounted for in the bikeways project list.*

### 8.2.4. Priority Pedestrian Projects

Table 8-11 lists the top five pedestrian priority projects, which are also the top scoring Class 1 multi-use path projects when using the bikeway scoring criteria. Agency staff and Bicycle and Pedestrian Committee members prioritized the top scoring Class 1 projects because they serve the widest range of users.

The projects are listed based on how well they fill gaps in the existing network, connect to community destinations and employment centers, and how well they address safety concerns. The top priority project, Castroville Path and Railroad Crossing fills a critical gap separating the residents of Castroville from the existing Castroville path along Castroville Boulevard, which leads to North Monterey High School. In addition, this project includes facilities to control pedestrian crossings of the railroad tracks.

Table 8-11: Pedestrian Priority Projects

| Project | Class | Start | End | Miles | Jurisdiction | Cost |
|---|---|---|---|---|---|---|
| Castroville Path and Railroad Crossing | 1 | Axtell St | Castroville Blvd | 0.31 | County | $5,995,000 |
| Sanctuary Scenic Trail 15 | 1 | Moss Landing Rd | Elkhorn Bridge (N) | 0.74 | County | $5,082,000 |
| Gabilan Creek Path | 1 | Danbury St | Constitution Blvd | 0.88 | Salinas | $569,300 |
| Hatton Canyon Path | 1 | Carmel Valley Rd | Hwy 1 | 2.60 | County | $1,689,600 |
| Sanctuary Scenic Trail Segment 4B | 1 | Tioga Ave | Monterey Peninsula Recreational Trail | 0.42 | Sand City | $292,600 |

** Carmel residents are the primary beneficiaries of Hatton Canyon Path, which runs along Highway 1 in County jurisdiction.*

### 8.2.5. Priority Priority Project Summary

The highest priority projects are estimated to cost $48million as shown in Table 8-12.

Table 8-12: Priority Project Costs

| Project Type | Cost Estimate |
|---|---|
| Priority Bikeways | $36,282,680 |
| Priority Pedestrian Projects | $13,628,500 |
| **Total** | **$47,752,280*** |

** Gabilan Creek and Hatton Canyon Paths are both bicycle and pedestrian priority projects and their costs are counted only once in the total cost calculation line.*

# 9. Funding

The Agency administers two funding sources for bicycle and pedestrian projects in Monterey County: Transportation Development Act Article 3 and the Bicycle Protection Program. Transportation Development Act and Bicycle Protection Program funds are just two of many funding sources available for bicycle and pedestrian projects. To implement the projects recommended in this Plan, local cities and the County will need to draw from many different funding sources. This chapter provides implementing agencies with a list of potential sources to fund bicycle and pedestrian projects and programs.

Bicycle and pedestrian funding is administered at all levels of government. This chapter begins with explaining the current state of federally-administered funding and the anticipated new transportation bill, which influences State, regional and local funding. **Table 9-1** lists the funding sources and summarizes important funding source components, such as funding amount available, application deadlines and eligible applicants.

Given the countywide scope of this Plan, this chapter provides a menu of potential funding sources intended to provide a reference for implementing agencies but does not identify a funding strategy for each project.

## 9.1. Federal

SAFETEA-LU, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, is the primary federal funding source for bicycle and pedestrian projects. SAFETEA-LU is the fourth iteration of the transportation vision established by the Intermodal Surface Transportation Efficiency Act (1991). Also known as the federal transportation bill, Congress passed the $286.5 billion SAFETEA-LU bill in 2005. SAFETEA-LU expired in 2009, at which time Congress approved extending funds through 2010. When the next multi-year federal transportation bill is reauthorized, funding available for bicycle and pedestrian projects is likely to change. Historically, these modes have received larger allocations with each new multi-year transportation bill.

The Federal Highway Administration (FHWA) is charged with obligating transportation funding and provides bicycle and pedestrian funding through seven programs:

- American Recovery and Reinvestment Act
- Congestion Mitigation and Air Quality Improvement Program
- Surface Transportation Program set aside for safety
- Surface Transportation Program set aside for transportation enhancements
- Safe Routes to School and Non-motorized Transportation Pilot Program
- Regional Trails Program

**Figure 9-1** presents the total amount obligated to the programs listed above since 2000. The programs listed above are not the sole sources for bicycle and pedestrian funding. Larger highway projects paid for through other funding streams can include bicycle and pedestrian facilities, which are not accounted for in **Figure 9-1**.

**Table 9-1** lists the funding sources and summarizes important funding source components, such as funding amount available, application deadlines and eligible applicants.

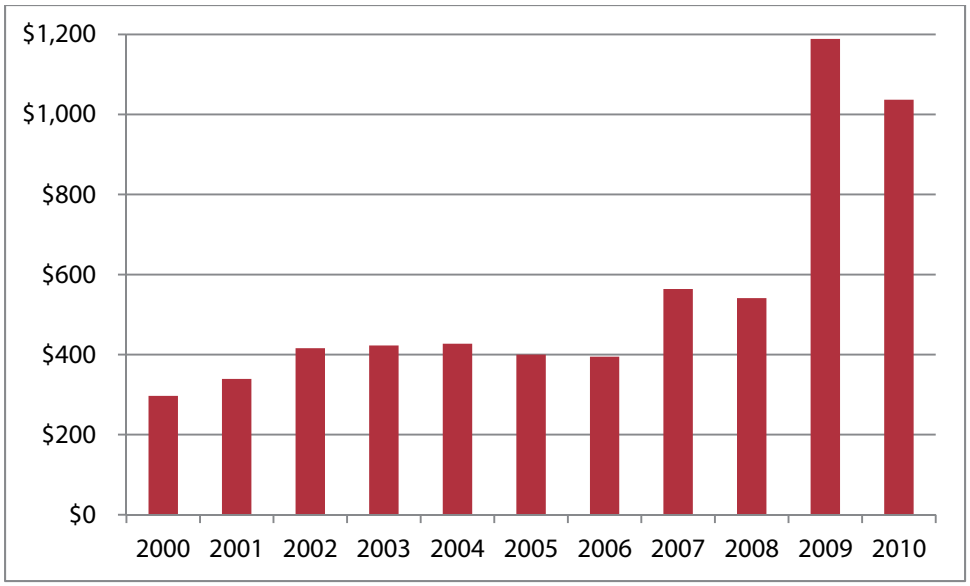


Figure 9-1: Federal Obligations for Bicycle and Pedestrian Projects in Millions (Source: FHWA)

## 9.2. State

After the FHWA obligates funds for bicycle and pedestrian projects, it allocates those funds to state agencies responsible for fund administration. Caltrans, the State Resources Agency, and regional planning agencies administer bicycle and pedestrian funding in California. **Figure 9-2** shows how Federal transportation funding generally flows to State and regional agencies. Most, but not all of these funding programs emphasize transportation modes and purposes that reduce auto trips and provide inter-modal connections. SAFETEA-LU programs require local matches between zero percent and 20 percent. SAFETEA-LU funds primarily capital improvements and safety and education programs that relate to the surface transportation system.

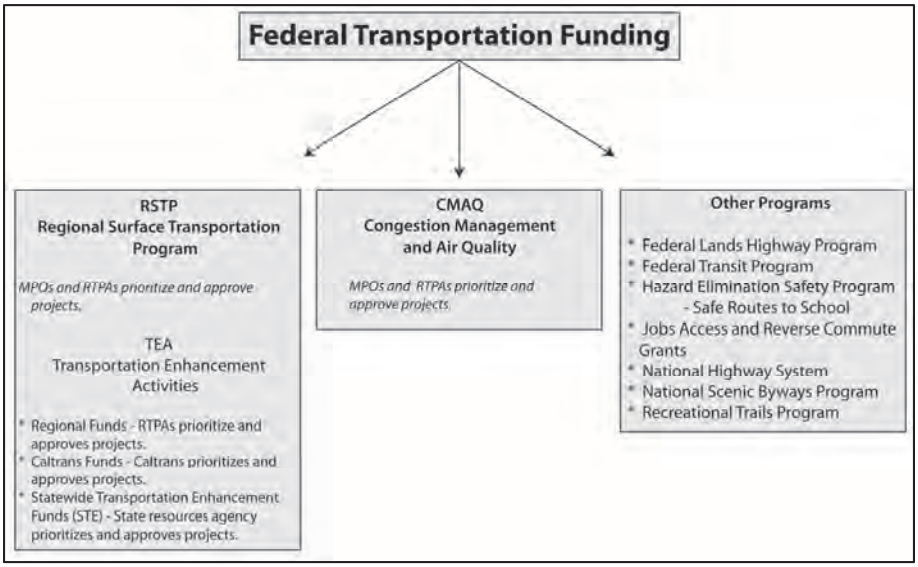


Figure 9-2: Transportation Funding Flow Chart

**Figure 9-3** shows the amount of bicycle and pedestrian funds spent in California since 2000. In addition to federally obligated funds, California also provides competitive grant opportunities through the Bicycle Transportation Account, State Coastal Conservancy and a Safe Routes to School Program separate from that at the federal level.

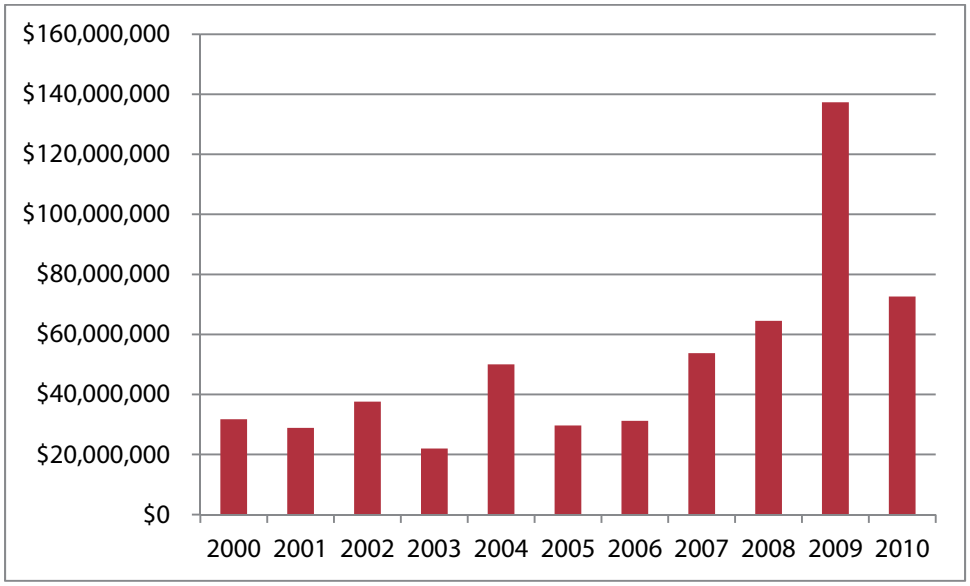


Figure 9-3: California Spending on Bicycle and Pedestrian Projects (Source: FHWA)

## 9.3. Regional

### 9.3.1. Regional Surface Transportation Program Funds

The Agency administers Regional Surface Transportation Program funds, which was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects. The State allows the Agency to exchange these federal funds for state funds to maximize the ability of local public works departments to use the funds on a wide variety of projects including street and road maintenance. The Agency for Monterey County has the responsibility to distribute these exchanged funds to the local jurisdictions. The exchanged funds are distributed on a fair share and competitive basis. Annual apportionments of Regional Surface Transportation Program funds range from $3 to $4 million and may be used on on-street bicycle facilities.

### 9.3.2. Transportation Development Act

Transportation Development Act funds are derived from a ¼ cent general sales tax collected by the State and returned to Monterey County. Annual apportionments average around $12,000,000. Two percent of Local Transportation Funds can be used for planning and constructing bicycle and pedestrian facilities.

### 9.3.3. Transportation Enhancements

Transportation Enhancement funds are for constructing transportation projects that are over and above the "normal" types of projects. The goal of program is to enhance the transportation system aesthetically and through support of non-motorized transportation. Projects may include but are not limited to streetscaping

and landscaping along roadways, bicycle facilities, and decorative sidewalks. Annual apportionments of Transportation Enhancement funds average around $800,000.

## 9.4. Local

Local cities and the County of Monterey will design, construct and maintain the bicycle and pedestrian infrastructure. The countywide bicycle network and pedestrian facilities are drawn from the plans and proposed projects of local agencies. Local agencies should refer to the detailed project tables and detailed maps provided in **Chapters 6 and 7** to identify proposed projects.

### 9.4.1. Construction

Cities and the County have limited funds available to construct and maintain all infrastructure, including bicycle and pedestrian projects. The Agency will use this Plan to prioritize funds from the Transportation Develop Act and Regional Surface Transportation Program. Many local implementing agencies may also apply for grant funding to construct bicycle and pedestrian facilities. Maximum grant awards for bicycle and pedestrian projects tend to be low—ranging up to a million dollars. Cities and the County may also consider funding bicycle and pedestrian infrastructure identified in this Plan as part of conditions of development, based on the impact the development has on bicycle and pedestrian circulation. Pedestrian streetscape improvements can be codified in city design guidelines and constructed with new development or redevelopment.

Other local sources of construction funding include creating an assessment district or business improvement district to fund construction and maintenance costs.

### 9.4.2. Maintenance

New bicycle and pedestrian projects will increase costs of operations and maintenance for local implementing agencies. Maintenance and operations for on-street bikeways can typically be rolled into existing street sweeping and repaving programs, but maintenance of sidewalks, pathways, and bridges will require significant additional resources.

Ideally, funding for maintenance and operations should be secured before local implementing agencies decide to construct new bicycle or pedestrian infrastructure. As grant funding is generally not available for on-going costs of maintenance and operations, local implementing agencies will need to identify local revenues to fund these activities. Local funding mechanisms for maintenance include development of a local assessment district, business improvement district, community facilities district, and requiring property owners to maintain adjacent sidewalks and pathways. Any funding source should include an automatic increase linked to inflation and bring in enough to support a reserve fund for larger maintenance needs, such as emergency repair, path resurfacing, or bridge replacement.

Local implementing agencies may also consider volunteer community-based maintenance and patrols for pathways, and adopt-a-trail programs. The costs of administering these programs should be weighed against the benefits of reduced maintenance and operations costs.

Table 9-1: Funding Sources

| Source | Due Date | Admin Agency | Annual Total | Matching Requirement | Eligible Applicants | Planning | Construction | Other | Comments |
|---|---|---|---|---|---|---|---|---|---|
| **Federally-Administered Funding** | | | | | | | | | |
| Transportation, Community and System Preservation Program | Varies, generally January or February. | Federal Transit Administration | $204 m nationally in 2009 | 20% | States, MPOs, local governments and tribal agencies | X | X | X | Because TCSP program is one of many programs authorized under SAFETEA-LU, current funding has only been extended through March 4 of 2011, and program officials are not currently accepting applications for 2011. In most years, Congress has identified projects to be selected for funding through the TCSP program. the Agency will need to work with AMBAG, Caltrans and Members of Congress to gain access to this funding. **Online resource:** http://www.fhwa.dot.gov/discretionary/tcsp2012info.htm |
| Rivers, Trails and Conservation Assistance Program | Aug 1 for the following fiscal year | National Parks Service | Program staff time is awarded. | Not applicable | Public agencies | | | X | RTCA staff provides technical assistance to communities so they can conserve rivers, preserve open space, and develop trails and greenways. **Online resource:** http://www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html |
| National Scenic Byways Program | Varies by agency | Federal Highway Administration | $3 m annually nationwide | 20% | State agencies | X | X | X | NSB funds may be used to fund on-street or off-street facilities, intersection improvements, user maps and other publications. Projects must be located along a National Scenic Byway. Highway 1 south of the City of Monterey is a designated Nation Scenic Byway. **Online resource:** http://www.bywaysonline.org/grants/ |
| Paul S. Sarbanes Transit in Parks and Public Lands Program | Varies, Generally October. | Federal Transit Administration | $27 m in 2009 | Not available | Federal, State, local and tribal agencies that manage federal lands | X | X | | Funds transportation modes that reduce congestion in parks and public lands. **Online resource:** http://www.fta.dot.gov/grants/13094_6106.html |

| Source | Due Date | Admin Agency | Annual Total | Matching Requirement | Eligible Applicants | Planning | Construction | Other | Comments |
|---|---|---|---|---|---|---|---|---|---|
| **State-Administered Funding** | | | | | | | | | |
| Bicycle Transportation Account | March (2011) | Caltrans | $7.2 m | min. 10% local match on construction | Public agencies | X | X | X | Eligible projects must improve safety and convenience of bicycle commuters. In addition to construction and planning, funds may be used for right of way acquisition. **Online resource:** http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm |
| Federal Safe Routes to School | Mid-July | Caltrans | $46 m | none | State, city, county, MPOs, RTPAs and other organizations that partner with one of the above. | | X | X | Construction, education, encouragement and enforcement program to encourage walking and bicycling to school. **Online resource: http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm** |
| California Safe Routes to School | Varies | Caltrans | $24.5 m | 10% | city, county | | X | X | SR2S is primarily a construction program to enhance safety of pedestrian and bicycle facilities near schools. **Online resource: http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm** |
| Recreational Trails Program | October | CA Dept. of Parks and Recreation | $1.3 m in2010 | 12% | Agencies and organizations that manage public lands | X | X | X | Funds can be used for acquisition of easements for trails from willing sellers. **Online resource: http://www.parks.ca.gov/?page_id=24324** |
| State Coastal Conservancy | Rolling | State Coastal Conservancy | Varies | None | Public agencies, non-profit organizations | X | X | X | Projects must be in accordance with Division 21 and meet the goals and objectives of the Conservancy's strategic plan. **Online resource: http://scc.ca.gov/category/grants/** |
| Community Based Transportation Planning | March (2011) | Caltrans | $3 m | 20% | MPO, RPTA, city, county | | X | | Eligible projects that exemplify livable community concepts including enhancing bicycle and pedestrian access. **Online resource: http://www.dot.ca.gov/hq/tpp/grants.html** |

| Source | Due Date | Admin Agency | Annual Total | Matching Requirement | Eligible Applicants | Planning | Construction | Other | Comments |
|---|---|---|---|---|---|---|---|---|---|
| Land and Water Conservation Fund | March | NPS, CA Dept. of Parks and Recreation | $2.3 m in CA in 2009 | 50% + 2-6% administration surcharge | Cities, counties and districts authorized to operate, acquire, develop and maintain park and recreation facilities | X | | X | Fund provides matching grants to state and local governments for the acquisition and development of land for outdoor recreation areas. Lands acquired through program must be retained in perpetuity for public recreational use. Individual project awards are not available. The Department of Parks and Recreation levies a surcharge for administering the funds. **Online resource: http://parks.ca.gov/?Page_id=21360** |
| Environmental Enhancement and Mitigation Program | October (2010) | California Natural Resources Agency | $10 m | None | Federal, State, local agencies and NPO | | X | X | EEMP funds projects in California, at an annual project average of $250,000. Funds may be used for land acquisition. **Online resource: http://resources.ca.gov/eem/** |
| Petroleum Violation Escrow Account | Not Applicable | Caltrans | Varies annually | None | Local and regional agencies | | X | X | Funds programs based on public transportation, computerized bus routing and ride sharing, home weatherization, energy assistance and building energy audits, highway and bridge maintenance, and reducing airport user fees. Interested local agencies should contact their State Legislator. **Online resource: http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g22state.pdf** |
| Office of Traffic Safety (OTS) Grants | January | Caltrans | Varies annually | None | Government agencies, state colleges, state universities, city, county, school district, fire department, public emergency service provider | | | X | Funds safety improvements to existing facilities, safety promotions including bicycle helmet giveaways and studies to improve traffic safety. **Online resource: http://www.ots.ca.gov/Grants/Apply/default.asp** |

| Source | Due Date | Admin Agency | Annual Total | Matching Requirement | Eligible Applicants | Planning | Construction | Other | Comments |
|---|---|---|---|---|---|---|---|---|---|
| Community Development Block Grants | Varies between grants | U.S. Dept. of Housing and Urban Development (HUD) | $42.8 m | Varies between grants | City, county | X | X | X | Funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. Can be used to build sidewalks, recreational facilities. **Online resource: http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs** |
| River Parkways | Varies | California Natural Resources Agency | $30 m | | Public agencies and Non-profits | X | X | X | Projects must meet at least two of the following five statutory conditions: • Recreation • Habitat Protection • Flood Management • Conversion to River Parkways • Conservation and Interpretive Enhancement **Online resource: http://resources.ca.gov/grant_programs.html#** |
| **Locally-Administered Funding** | | | | | | | | | |
| Regional Surface Transportation Program | Varies | Caltrans, the Agency | Varies annually | Not applicable | Regional, local agencies | X | X | | The Agency prioritizes and approves projects receiving RSTP funds. |
| Transportation Development Act Article 3 (2% of total TDA) | Jan. | the Agency | varies | None | City, county, joint powers agency | X | X | | Projects must be included in either a detailed circulation element or plan included in a general plan or an adopted comprehensive bikeway plan and must be ready to implement within the next fiscal year. **Online resource: http://www.tamcmonterey.org/programs/bikeped/related_prog.html** |
| Mello-Roos Community Facilities Act | Not Applicable | City, county, special district, school district, joint powers authority | Varies | Not Applicable | city, county, special district, school district, joint powers of authority | | X | X | Property owners within the district are responsible for paying back the bonds. May include maintenance. **Online resource: http://www.treasurer.ca.gov/cdiac/reporting/mello-roos/reportingguide.asp** |

| Source | Due Date | Admin Agency | Annual Total | Matching Requirement | Eligible Applicants | Planning | Construction | Other | Comments |
|---|---|---|---|---|---|---|---|---|---|
| **Other Funding Sources** | | | | | | | | | |
| Bikes Belong Grant | Multiple dates throughout year. | Bikes Belong | Not Available | 50% minimum | organizations and agencies | | X | X | Bikes Belong provides grants for up to $10,000 with a 50% match that recipients may use towards paths, bridges and parks. **Online resource: http://www.bikesbelong.org/grants/apply-for-a-grant/how-to-apply-for-a-bikes-belong-grant/** |
| Volunteer and Public-Private Partnerships | Not Applicable | City, county, joint powers authority | Varies | Not Applicable | Public agency, private industry, schools, community groups | | X | X | Requires community-based initiative to implement improvements. **Online resource: http://www.dot.ca.gov/hq/innovfinance/Public-Private%20Partnerships/PPP_main.html** |

** Due dates are subject to change due to pending authorization of a new federal transportation bill.*

## 9.5. Finance Plan

This section presents a 20 year financial plan based on the bicycle and pedestrian project cost estimates presented in **Chapter 8** as well as typical funding sources. **Table 9-2** presents a summary of costs organized by phasing tier and jurisdiction. The table also presents the likely funding sources by group – local, regional. State and Federal.

The funding source percentages applied is based on how typical bicycle and pedestrian projects are often funded in California. Communities may fund projects in different ways and the actual percentages of funding by source may differ.

Table 9-2: Phased Finance Plan by Jurisdiction ($ millions)

| Phase/Jurisdiction | Bike Projects Cost Estimates | Pedestrian Projects Cost Estimates * | Local - 10% | Regional - 15% | State - 25% | Federal - 50% |
|---|---|---|---|---|---|---|
| Priority/Short Term (5 year) | $36.20 | $0.00 | $3.62 | $5.43 | $9.05 | $18.10 |
| **Caltrans** | **$16.15** | **NA** | NA | NA | $4.09 | $8.08 |
| **CSUMB** | **$0.01** | **NA** | NA | NA | $0.00 | $0.01 |
| **CA State Parks** | **$0.00** | **NA** | NA | NA | $0.00 | $0.00 |
| **County of Monterey** | **$16.87** | **NA** | $1.69 | $2.53 | $4.22 | $844 |
| **Carmel by the Sea** | **$0.00** | **NA** | $0.00 | $0.00 | $0.00 | $0.00 |
| **Del Rey Oaks** | **$0.05** | **NA** | $0.01 | $0.01 | $0.01 | $0.03 |
| **Gonzales** | **$0.00** | **NA** | $0.00 | $0.00 | $0.00 | $0.00 |
| **Greenfield** | **$0.00** | **NA** | $0.00 | $0.00 | $0.00 | $0.00 |
| **King City** | **$0.00** | **NA** | $0.00 | $0.00 | $0.00 | $0.00 |
| **Marina** | **$2.20** | **NA** | $0.22 | $0.33 | $0.55 | $1.10 |
| **Monterey** | **$0.00** | **NA** | $0.00 | $0.00 | $0.00 | $0.00 |
| **Pacific Grove** | **$0.10** | **NA** | $0.01 | $0.01 | $0.02 | $0.05 |
| **Salinas** | **$0.63** | **NA** | $0.06 | $0.09 | $0.16 | $0.31 |
| **Sand City** | **$0.29** | **NA** | $0.03 | $0.04 | $0.07 | $0.15 |
| **Seaside** | **$0.08** | **NA** | $0.01 | $0.01 | $0.02 | $0.04 |
| **Soledad** | **$0.00** | **NA** | $0.00 | $0.00 | $0.00 | $0.00 |
| Mid Term (10 year) | $29.92 | $36.60 | $2.99 | $4.49 | $7.48 | $14.96 |
| **Caltrans** | **$0.54** | **NA** | NA | NA | $0.13 | $0.27 |
| **CSUMB** | **$0.10** | **$1.37** | NA | NA | $0.37 | $0.74 |
| **CA State Parks** | **$1.23** | **NA** | NA | NA | $0.31 | $0.61 |
| **County of Monterey** | **$22.00** | **$69.27** | $2.89 | $13.69 | $22.82 | $45.63 |
| **Carmel by the Sea** | **$0.02** | **$11.35** | $0.12 | $1.71 | $2.84 | $5.69 |
| **Del Rey Oaks** | **$0.09** | **NA** | $0.01 | $0.01 | $0.02 | $0.05 |
| **Gonzales** | **$0.03** | **$19.84** | $0.20 | $2.98 | $4.97 | $9.94 |

| Phase/Jurisdiction | Bike Projects Cost Estimates | Pedestrian Projects Cost Estimates * | Local - 10% | Regional - 15% | State - 25% | Federal - 50% |
|---|---|---|---|---|---|---|
| **Greenfield** | **$0.23** | **NA** | $0.02 | $0.04 | $0.06 | $0.12 |
| **King City** | **$0.19** | **$3.07** | $0.05 | $0.49 | $0.81 | $1.63 |
| **Marina** | **$0.73** | **$7.53** | $0.15 | $1.24 | $2.07 | $4.13 |
| **Monterey** | **$1.01** | **$14.46** | $0.25 | $2.32 | $3.87 | $7.73 |
| **Pacific Grove** | **$0.56** | **$6.33** | $0.12 | $1.03 | $1.72 | $3.44 |
| **Salinas** | **$2.40** | **$8.39** | $0.32 | $1.62 | $2.70 | $5.40 |
| **Sand City** | **$0.27** | **$0.10** | $0.03 | $0.06 | $0.09 | $0.19 |
| **Seaside** | **$0.42** | **$0.45** | $0.05 | $0.13 | $0.22 | $0.44 |
| **Soledad** | **$0.10** | **NA** | $0.01 | $0.01 | $0.02 | $0.05 |
| Long Term (20 year) | $51.21 | $36.60 | $5.12 | $7.68 | $12.80 | $25.61 |
| **Caltrans** | **$0.02** | **NA** | NA | NA | $0.01 | $0.01 |
| **CSUMB** | **$0.15** | **$5.48** | NA | NA | $1.41 | $2.82 |
| **CA State Parks** | **$30.53** | **NA** | NA | NA | $7.63 | $15.26 |
| **County of Monterey** | **$19.38** | **$69.27** | $2.63 | $13.30 | $22.16 | $44.33 |
| **Carmel by the Sea** | **$0.67** | **$11.35** | $0.18 | $1.80 | $3.01 | $6.01 |
| **Del Rey Oaks** | **$0.00** | **NA** | $0.00 | $0.00 | $0.00 | $0.00 |
| **Gonzales** | **$0.04** | **$19.84** | $0.20 | $2.98 | $4.97 | $9.94 |
| **Greenfield** | **$0.03** | **NA** | $0.00 | $0.00 | $0.01 | $0.01 |
| **King City** | **$0.13** | **$3.07** | $0.04 | $0.48 | $0.80 | $1.60 |
| **Marina** | **$0.19** | **$7.53** | $0.09 | $1.16 | $1.93 | $3.86 |
| **Monterey** | **$0.00** | **$14.46** | $0.14 | $2.17 | $3.62 | $7.23 |
| **Pacific Grove** | **$0.00** | **$6.33** | $0.06 | $0.95 | $1.58 | $3.17 |
| **Salinas** | **$0.00** | **$8.39** | $0.08 | $1.26 | $2.10 | $4.20 |
| **Sand City** | **$0.00** | **$0.10** | $0.00 | $0.02 | $0.03 | $0.05 |
| **Seaside** | **$0.04** | **$0.45** | $0.01 | $0.07 | $0.12 | $0.25 |
| **Soledad** | **$0.02** | **NA** | $0.00 | $0.00 | $0.01 | $0.01 |

**Table 9-3** presents the estimated funds available for the recommended bicycle and pedestrian facilities over a 20 year period. The funding amounts are based on past experiences in Monterey County and are provided for reference. Of the available funding sources, only the Transportation Development Act (Article 3) sets a percentage (2%) for agencies to plan and construct bicycle and pedestrian facilities. As discussed on page 9-3, all Surface Transportation and Transportation Enhancements Program funds may be used for bicycle and pedestrian related projects. However, both programs provide agencies flexible use of funds. The Agency allocates a portion of Regional Surface Transportation Program funds to local agencies by formula and the remaining funds through competitive grants. Local agencies use discretion regarding the use of allocated funds, typically using funds for facility maintenance and grant matches.

Table 9-3: Historic Bicycle and Pedestrian Annual Funding Source Amounts in Monterey County ($ millions)

| Funding Source | Amount Programmed | Amount for Bike/Ped |
|---|---|---|
| Regional Surface Transportation Program | $4.0 | NA |
| Transportation Development Act | $12.0 | $0.24 |
| Transportation Enhancements | $0.8 | $0.08 |

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# Appendix A. Bicycle Design Guidelines

This appendix presents an overview of bicycle facility designs, based on appropriate California Manual of Uniform Traffic Control Devices (California MUTCD) and Highway Design Manuals, and supplemented by AASHTO and NACTO best practices. The purpose is to provide readers and project designers with an understanding of the facility types that are proposed in the Plan, and with specific treatments that are recommended or required.

The guidelines present standards and recommendations that specifically provide for consistency in the Monterey County, or where details are needed beyond what is provided by state and federal design standards. All projects must also meet state and federal design standards. Therefore, in addition to these Design Guidelines, engineers, planners and designers should also refer to the following documents and their subsequent updates when planning and designing bicycle and pedestrian facilities.

Signage in Monterey County is governed by the California MUTCD. As of January 21, 2010, the California Department of Transportation (Caltrans) has revised the California MUTCD 2010 to include FHWA's 2003 MUTCD Revision 2 dated December 21, 2007. FHWA has released the new 2009 MUTCD but it is not effective in California until Caltrans and the California Traffic Control Devices Committee (CTCDC) review it and incorporate the changes into California MUTCD through formal efforts. California has until January 15, 2012 to accomplish this task and a Draft 2011 MUTCD is currently under review. In the event that a specific treatment is not in the California MUTCD, it may be necessary to go through experimental testing procedures. Experimental testing is overseen by the California Traffic Control Devices Committee.

The following manuals, guides, policies, directives, and plans informed these design guidelines:

- California Manual on Uniform Traffic Control Devices, 2010 Update. http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd2010.htm
- Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration. http://mutcd.fhwa.dot.gov/
- Caltrans Policies and Directives. http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy.htm including:
    - Traffic Operations Policy Directive 09-06 "Provide Bicycle and Motorcycle Detection on all new and modified approaches to traffic-actuated signals in the state of California."
    - Caltrans Deputy Directive DD-64 "Complete Streets – Integrating the Transportation System."
    - Caltrans Highway Design Manual. http://www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm
    - Caltrans Design Information Bulletins. http://www.dot.ca.gov/hq/oppd/dib/dibprg.htm

      including:
        - DIB 80-01 Roundabouts

        - DIB 82-03 Design Information Bulletin 82-03 "Pedestrian Accessibility Guidelines for Highway Projects"
    - Caltrans Standard Plans. http://www.dot.ca.gov/hq/esc/oe/project_plans/HTM/06_plans_disclaim_US.htm

- ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). http://www.access-board.gov/adaag/html/adaag.htm
- Revised Draft Guidelines for Accessible Public Rights-of-Way, Access Board. http://www.access-board.gov/prowac/draft.htm
- Guidelines for the Development of Bicycle Facilities, AASHTO. Guidelines for the Planning, Design, and Operations of Pedestrian Facilities, AASHTO. https://bookstore.transportation.org/home.aspx
- A Policy on Geometric Designs of Highways, AASHTO. https://bookstore.transportation.org/Item_details.aspx?id=110
- National Association of City Transportation Officials Urban Bikeway Design Guide http://nacto.org/cities-for-cycling/design-guide/

This appendix is not intended to replace existing state or national mandatory or advisory standards, nor the exercise of engineering judgment by licensed professionals.

Cost estimates cited in the document reflect 2009 dollars and are included for reference only. All costs are for equipment and materials, and do not include labor. Actual costs to construct the facilities may vary depending on market fluctuations, design specifications, engineering requirements and availability of materials.

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# A.1. Bikeway Classification

## A.1.1. Bikeway Classification Overview

### Discussion

Caltrans has defined three types of bikeways in Chapter 1000 of the Highway Design Manual: Class I/shared use path, Class II/Bike Lane, and Class III/Bike Route. This document uses the generic terms "shared use path", "bike lane" and "bike route".

### Design Summary

**Path Width:**

- 8 feet is the minimum allowed for a two-way bicycle path and is only recommended for low traffic situations.
- 10 feet is recommended in most situations and will be adequate for moderate to heavy use.
- 12 feet is recommended for heavy use situations with high concentrations of multiple users such as joggers, bicyclists, rollerbladers and pedestrians. A separate track (5' minimum) can be provided for pedestrian use.

**Bike Lane Width with Adjacent On-Street Parking:**

5 feet minimum recommended when parking stalls are marked

**Bike Lane Width without Adjacent Parking:**

4 feet minimum when no gutter is present (rural road sections)

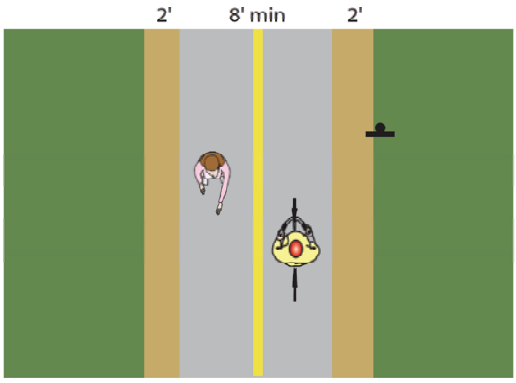
5 feet minimum when adjacent to curb and gutter (3' more than the gutter pan width if the gutter pan is greater than 2')

Recommended Width: 6 feet where right-of-way allows

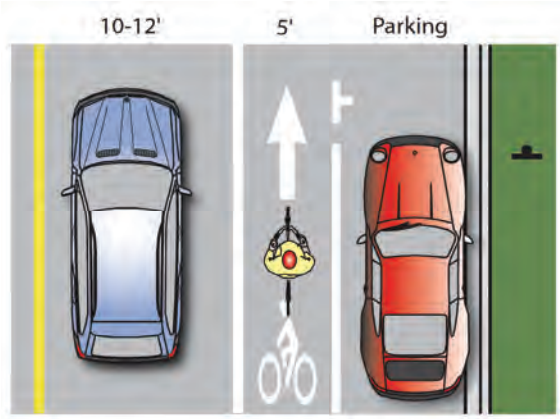
**Lane Width for Bicycle Route With Wide Outside Lane:**

Fourteen feet (14') minimum is preferred. Fifteen feet (15') should be considered if heavy truck or bus traffic is present. Bike lanes should be considered on roadways with outside lanes wider than 15 feet.

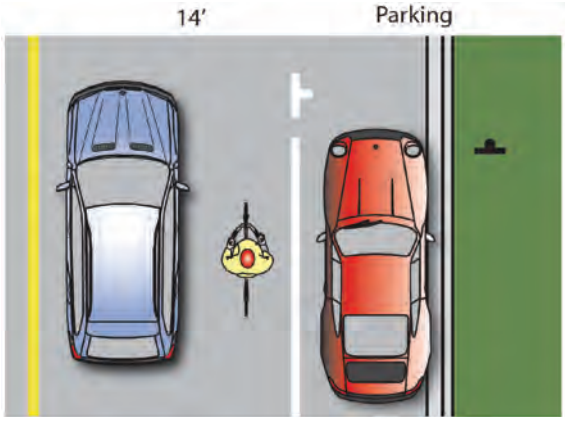
### Design Example




*Class I Shared Use Bike Path*




*Class II Bike Lane*

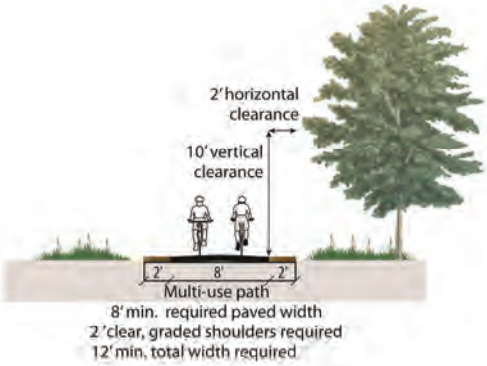



*Class III Bike Route*

## Recommended Design

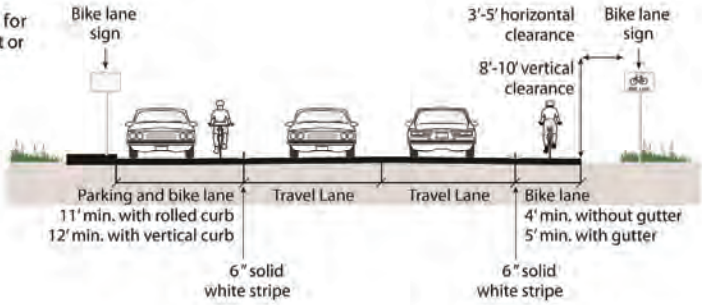
**CLASS I**
**Multi-Use Path**

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



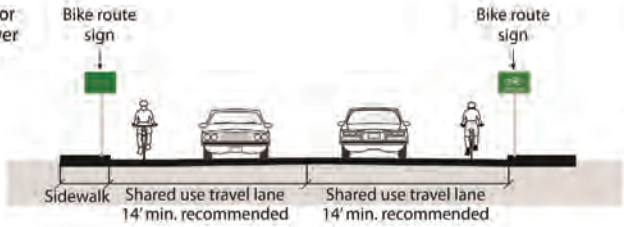

**CLASS II**
**Bike Lane**

Provides a striped lane for one-way bike travel on a street or highway.




**CLASS III**
**Bike Route**
**Signed Shared Roadway**

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.




| Guidance | Cost |
|---|---|
| • Caltrans Highway Design Manual (Chapter 1000: Sections 1003.1(1) and (2), 1003.2(1), 1003.3(1), and 1003.5)<br>• California MUTCD Chapter 9<br>• AASHTO Guide for the Development of Bicycle Facilities, Chapter 2 | • Class I Path: $500,000 - $4,000,000 per mile<br>• Class II Bike Lane: $5,000 - $500,000 per mile<br>• Class III Bike Route: $1,000 - $300,000 per mile |

## A.2. Shared Use Paths

A shared use path (Class I) allows for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. These facilities are frequently found in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Class I facilities can also include amenities such as lighting, signage, and fencing (where appropriate).

### General Design Practices

Both the California Highway Design Manual Chapter 1000 and the AASHTO Guide for the Development of Bicycle Facilities generally recommend against the development of shared use paths directly adjacent to roadways. Also known as "sidepaths," these facilities create a situation where a portion of the bicycle traffic rides against the normal flow of motor vehicle traffic and can result in wrong-way riding when either entering or exiting the path. This can also result in an unsafe situation where motorists entering or crossing the roadway at intersections and driveways do not notice bicyclists coming from their right, as they are not expecting traffic coming from that direction. Stopped cross-street motor vehicle traffic or vehicles exiting side streets or driveways may frequently block path crossings. Even bicyclists coming from the left may also go unnoticed, especially when sight distances are poor.

Shared use paths may be considered along roadways under the following conditions:

- The path will generally be separated from all motor vehicle traffic.
- Bicycle and pedestrian use is anticipated to be high.
- In order to provide continuity with an existing path through a roadway corridor.
- In order to direct bicycle and pedestrian traffic away from freeway ramps
- The path can be terminated at each end onto streets with good bicycle facilities, or onto another well-designed path.
- There is adequate access to local cross-streets and other facilities along the route.
- The total cost of providing the proposed path is proportionate to the need.

As bicyclists gain experience and realize some of the advantages of riding on the roadway, many stop riding on paths adjacent to roadways. Bicyclists may also tend to prefer the roadway as pedestrian traffic on the bicycle path increases due to its location next to an urban roadway. When designing a bikeway network, the presence of a nearby or parallel path should not be used as a reason to not provide adequate shoulder or bicycle lane width on the roadway, as the on-street bicycle facility will generally be superior to the "sidepath" for experienced bicyclists and those who are cycling for transportation purposes. Bicycle lanes should be provided as an alternate (more transportation-oriented) facility whenever possible.

## A.2.1. Pathway Design

### Discussion

Ten-foot wide paved paths are usually best for accommodating all uses, and better for long-term maintenance and emergency vehicle access. When motor vehicles are driven on shared use paths, their wheels often will be at or very near the edges of the path. Since this can cause edge damage that, in turn, will reduce the effective operating width of the path, adequate edge support should be provided. Edge support can be either in the form of stabilized shoulders, a concrete "ribbon curb" along one or more edges of the path, or constructing additional pavement width or thickness. Constructing a typical pavement width of 10 feet, where right-of-way and other conditions permit, lessens the edge raveling problem.

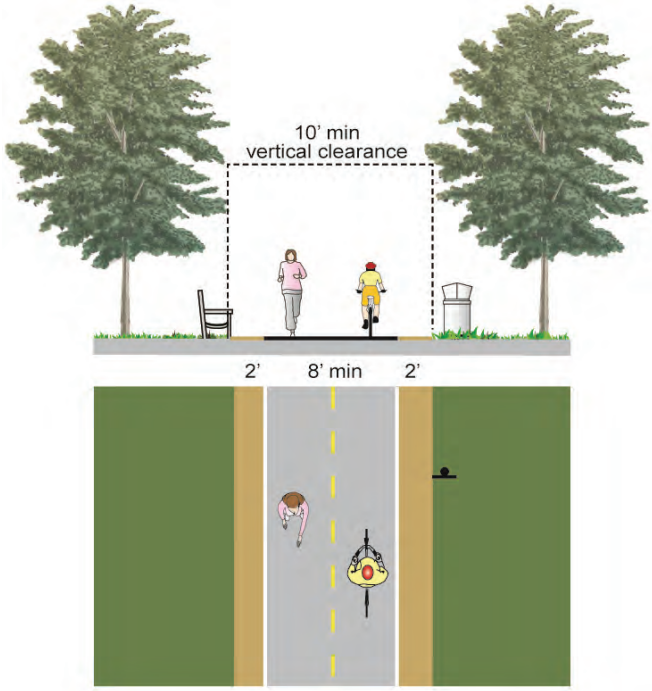
**Surfacing and Path Construction**

Thicker surfacing and a well-prepared sub-grade will reduce deformation over time and reduce long-term maintenance costs. At a minimum, off-street paths should be designed with sufficient surfacing structural depth for the sub-grade soil type to support maintenance and emergency vehicles.

Asphalt and concrete are the most common surface treatment for multi-use paths, however the material composition and construction methods used can have a significant determination on the longevity of the pathway. Surface selection should take place during the design process.

If trees are adjacent to the path, a root barrier should be installed along the path to avoid root uplift.

### Recommended Design




### Design Summary

**Width**

8 feet minimum paved path width (Caltrans). AASHTO recommends a paved width of 10 feet.

A 3 to 4-foot wide native surface path may be considered alongside shared-use paths for runners.

**Paving**

Hard, all-weather pavement surfaces are usually preferred over those of crushed aggregate, sand, clay or stabilized earth (AASHTO).

**Separation From Highway**

When two-way shared use paths are located adjacent to a roadway, wide separation between a shared use path and the adjacent highway is desirable. Bike paths closer than 5 feet from the edge of the shoulder shall include a physical barrier to prevent bicyclists from encroaching onto the highway (Caltrans). Where used, the barrier should be a minimum of 42 inches high (AASHTO).

### Design Example

| | |
|---|---|
| | **Guidance**<br>• Caltrans Highway Design Manual (Chapter 1000 Section 1003.1(1) and (2), and 1003.5)<br>• AASHTO Guide for the Development of Bicycle Facilities, Chapter 2<br>• California MUTCD Chapter 9B. Signs Guidelines for Accessible Public Rights-of-Way |
| | **Cost**<br>• Class I Path: $500,000 - $4,000,000 per mile (Note 1: This assumes an asphalt or concrete path. Note 2: The concrete option is likely to cost 50 percent more than a standard asphalt pathway.) |

## A.2.2. Bollards

### Discussion

Minimize the use of bollards to avoid creating obstacles for bicyclists. Bollards, particularly solid bollards, have caused serious injury to bicyclists. The California MUTCD explains, "Such devices should be used only where extreme problems are encountered" (Section 9C.101). Instead, design the path entry and use signage to alert drivers that motor vehicles are prohibited.

Bollards are ether fixed or removable and may be flexible or rigid. Flexible bollards and posts are designed to give way on impact and can be used instead of steel or solid posts. Bollards are typically installed using one of two methods: 1) The bollard is set into concrete footing in the ground; and 2) the bollard is attached to the surface by mechanical means (mechanical anchoring or chemical anchor).

### Design Summary

- Where removable bollards are used, the top of the mount point should be flush with the path's surface so as not to create a hazard. Posts shall be permanently reflectorized for nighttime visibility and painted a bright color for improved daytime visibility.
- Striping an envelope around the post is recommended.
- When more than one post is used, an odd number of posts at 1.5m (5-foot) spacing is desirable. Wider spacing can allow entry by adult tricycles, wheelchair users and bicycles with trailers.

### Guidance

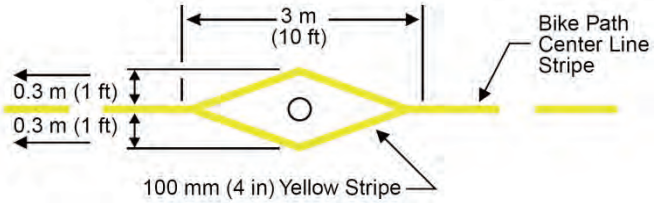
- MUTCD – California Supplement (Section 9C.101-CA)
- AASHTO Guide for the Development of Bicycle Facilities Chapter 2

### Cost

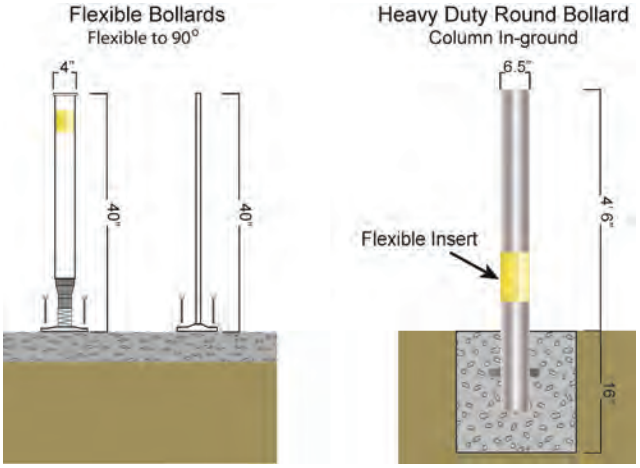
- Bollard, fixed: $220 - $800 each
- Bollard, removable: $680 - $940 each

### Recommended Design

**Barrier Post Striping**




**Flexible Bollards**




*Source: Lighthouse Bollards* *Source: Andian Sales*

**Removable Bollards**

*Source: Reliance Foundry Co. Ltd*

## A.2.3. Recommended Path Signage

### Discussion

Custom signage may be installed to guide trail users on proper trail etiquette (see graphic), especially in areas where conflicts are likely to occur. Because pedestrians typically travel at slower speeds than bicyclists, it is recommended that any signage direct pedestrians to walk on the right. Where signage is necessary, any of the three types of signage to the right are recommended as ways to encourage path users to yield to each other and to keep the paths clear.

A centerline marking is particularly beneficial in the following circumstances: A) Where there is heavy use; B) On curves with restricted sight distance; and C) Where the path is unlighted and nighttime riding is expected.

### Design Summary

**Signage**

The Shared-Use Path Restriction (R9-7) sign may be installed on facilities shared by pedestrians and bicyclists.

### Recommended Design

R9-7

*User Etiquette Signs along Multi-Use Paths*

### Guidance

- MUTCD, Sections 9B.12 and 9C.03
- MUTCD – California Supplement, Section 9B.11 and 9C.03
- AASHTO Guide for the Development of Bicycle Facilities, Chapter 2

### Cost

- Signs, trail regulation: $150 each
- Signs, trail wayfinding / information: $500 - $2,000 each

## A.3. Pathway Crossing

Shared use paths can intersect with roadways at midblock locations, or as part of a roadway-roadway intersection. Common issues at intersections of shared use paths and roadways include:

- Bicyclists entering or exiting the path may travel against motor vehicle traffic;
- Motorists crossing the shared use path at driveways and intersections may not notice path users, particularly path users coming from the right;
- Stopped motor vehicle traffic or vehicles exiting side streets or driveways may block the path; and
- Motorists may not expect or be able to yield to fast-moving bicyclists at the intersection.

### Treatments

Bicycle and pedestrian pathway designers and traffic engineers generally have four options for designing multi-use pathway crossings. These include:

Option 1- Reroute to the nearest at-grade controlled intersection crossing;

Option 2- Create a new at-grade midblock crossing with traffic controls where the pathway intersects with the roadway;

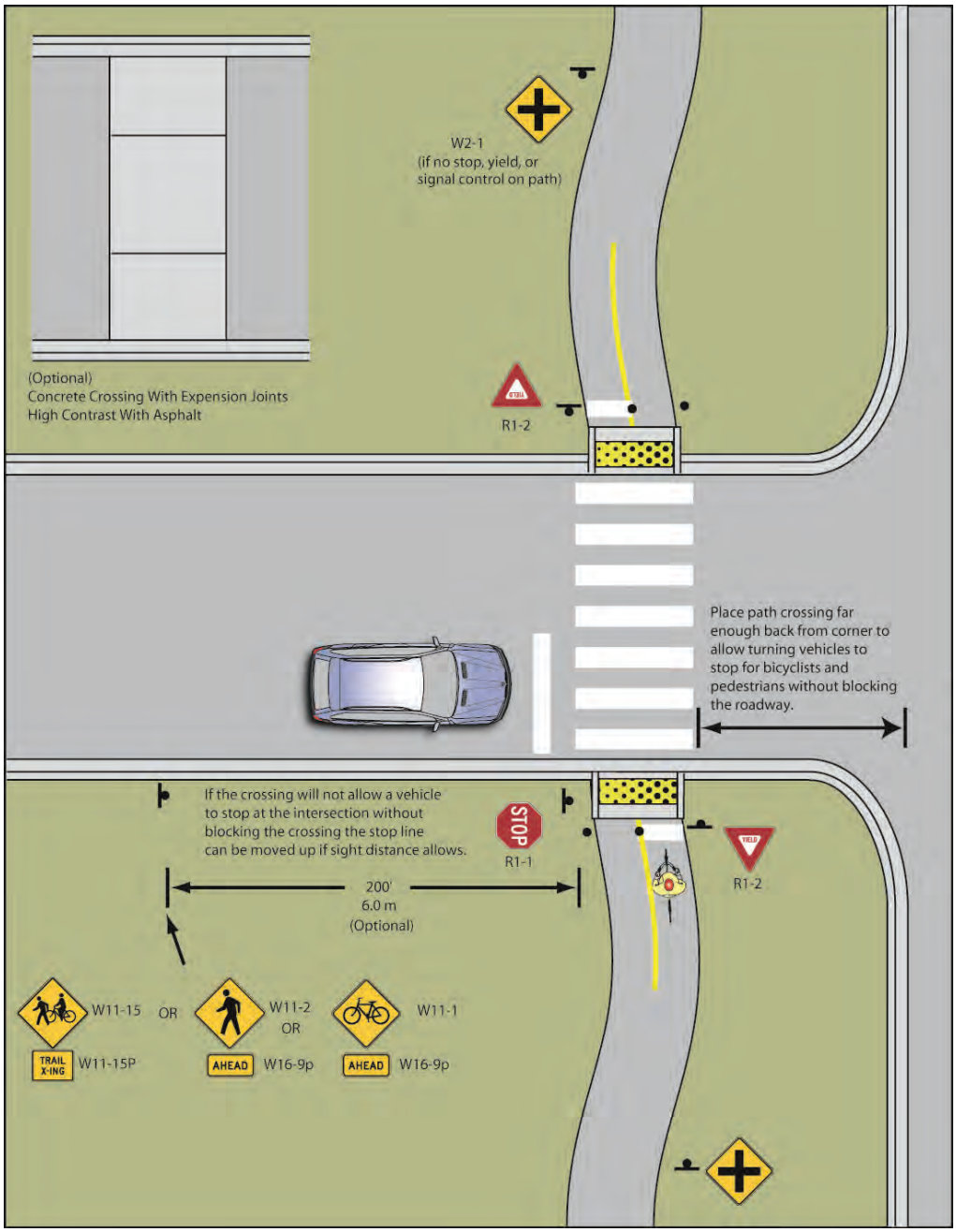
Option 3- Create a new unprotected midblock crossing where the pathway intersects with the roadway; and

Option 4- Create a grade-separated undercrossing or overcrossing of the roadway where the pathway intersects the roadway.

## A.3.1. Path Crossing at Intersection

| Discussion | Design Summary |
|---|---|
| The evaluation of a roadway crossing involves analysis of vehicular traffic and path user travel patterns, including speeds, street width, traffic volumes (average daily traffic, peak hour traffic), line of sight, and trail user profile (age distribution and destinations).<br><br>When engineering judgment determines that the visibility of the intersection is limited on the shared-use path approach, Intersection Warning signs should be used. | A path should be routed to a signalized intersection if the path would cross a major arterial with a high ADT within 350 feet of a signalized intersection.<br><br>**Signage**<br>Intersection Warning (W2-1 through W2-5) signs may be used on a roadway, street, or shared-use path in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic. A trail-sized stop sign (R1-1) should be placed about 5 feet before the intersection.<br><br>**Traffic Calming**<br>Reducing the speed of the conflicting motor vehicle traffic should be considered. Options may include: transverse rumble strips approaching the trail crossing or sinusoidal speed humps.<br><br>**Crosswalk Markings**<br>Colored and/or high visibility crosswalks should be considered.<br><br>**Path Speed Control**<br>A chicane, or swerve in multi-use path approaching the crossing is recommended to slow bicyclist speed. Path users traveling in different directions should be separated either with physical separation (bollard or raised median) or a centerline. If a centerline is used, it should be striped for the last 100 feet of the approach. |

**Recommended Design**




*Recommended "Typical" At-Grade Crossing at an Intersection Where Trail is Adjacent to a Road*

## Design Example

*Typical "at grade" roadway crossing.*
*Source: PBIC Image Library*
*Photographer: Danny McCullough*

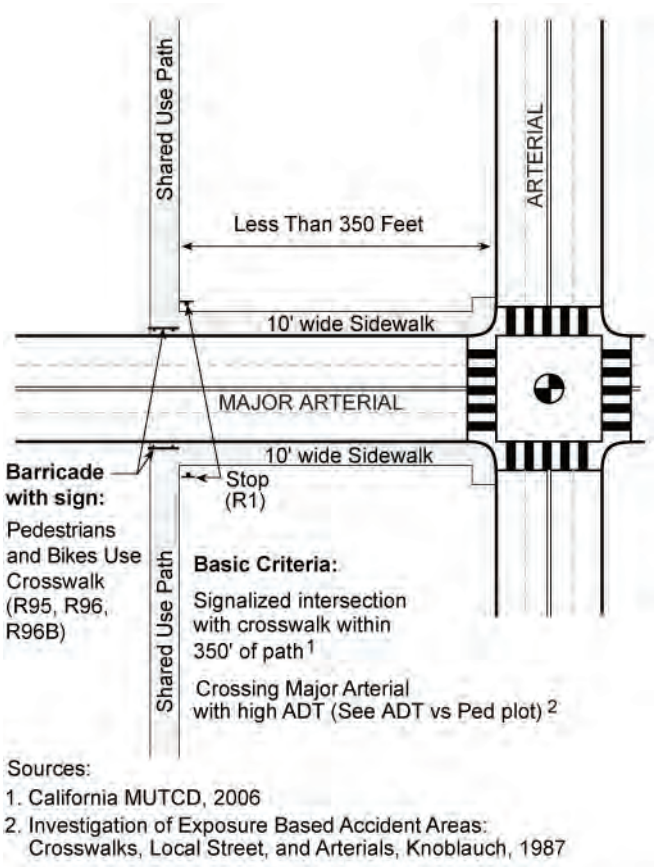
## Guidance

- Caltrans Highway Design Manual (Chapter 1000 Section 1003.1(4))
- MUTCD – California Supplement, Part 9
- AASHTO Guide for the Development of Bicycle Facilities and "A Policy on the Geometric Design of Highways and Streets"
- FHWA-RD-87-038 Investigation of Exposure-Based Pedestrian Accident Areas: Crosswalks, Sidewalks, Local Streets, and Major Arterials.

## Cost

- Crosswalk, Transverse (parallel) Lines: $320 - $550 each
- Crosswalk, Thermoplastic: $6 per square foot
- Stop bar: $210 each
- Stop Limit Bars / Yield Teeth: $210 - $530 each
- Stop Pavement Markings: $420 each
- Curb Ramps, Retrofit (diagonal, per corner): $800 – 5,340 each
- Curb Ramps, Retrofit (perpendicular, per corner): $5,340 - $10,000 each
- Signs, High-Visibility: $430 each
- Bollard, fixed: $220 - $800 each
- Bollard, removable: $680 - $940 each

## Recommended Design (Continued)




*Recommended "Typical" At-Grade Crossing of a Major Arterial at an Intersection Where Trail is Within 350 Feet of a Roadway Intersection*

## A.3.2. Uncontrolled Mid-Block Crossing

### Discussion

The table on the following page is a summary for implementing at-grade roadway crossings in Monterey County. The number one (1) indicates a ladder style crosswalk with appropriate signage is warranted. (1/1+) indicates the crossing warrants enhanced treatments such as flashing beacons, or in-pavement flashers. (1+/3) indicates Pedestrian Light Control Activated (Pelican), or Hawk signals should be considered.

### Design Summary

**Placement**

Mid-block crosswalks should be installed where there is a significant demand for crossing and no nearby existing crosswalks.

**Yield Lines**

If yield lines are used for vehicles, they shall be placed 20 to 50 feet in advance of the nearest crosswalk line to indicate the point at which the yield is intended or required to be made and 'Yield Here to Pedestrians' signs shall be placed adjacent to the yield line. Where traffic is not heavy, stop or yield signs for pedestrians and bicyclists may suffice.

**Warning Signs**

The Bicycle Warning (W11-1) sign alerts the road user to unexpected entries into the roadway by bicyclists, and other crossing activities that might cause conflicts.

**Pavement Markings**

A ladder crosswalk should be used. Warning markings on the path and roadway should be installed.

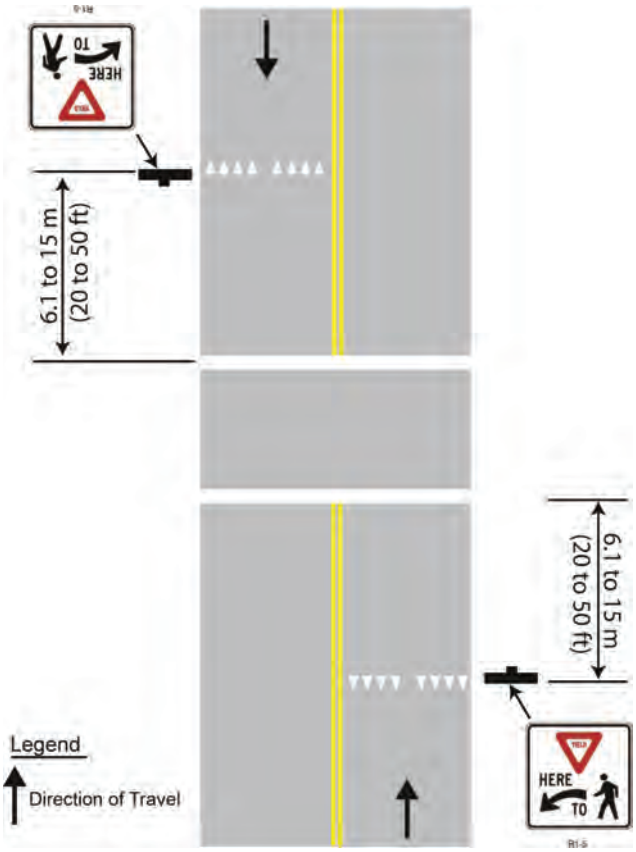
**Other Treatments**

See table on the following page to determine if treatments such as raised median refuges, flashing beacons should be used.

**Beacons**

See A.3.3 Crossing in this document

### Recommended Design




*Source: California MUTCD, Figure 3B-15*

| Guidance | Recommended Design (continued) |
|---|---|
| • Caltrans Highway Design Manual (Chapter 1000)<br>• MUTCD – California Supplement, Parts 2 and 9<br>• AASHTO Guide for the Development of Bicycle Facilities | <br>*CA MUTCD* |
| **Cost** | |
| • $250-$400 per sign<br>• $1.60 per LF of thermoplastic<br>• $1,000 per new curb ramp | |

| Roadway Type (Number of Travel Lanes and Median Type) | Vehicle ADT < 9,000 | | | Vehicle ADT (> 9,000 to 12,000) | | | Vehicle ADT >12,000 to 15,000 | | | Vehicle ADT > 15,000 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Speed Limit** | | | | | | | | | | | |
| | <30 MPH | 35 MPH | 40 MPH | <30 MPH | 35 MPH | 40 MPH | <30 MPH | 35 MPH | 40 MPH | <30 MPH | 35 MPH | 40 MPH |
| 2 Lanes | 1 | 1 | 1/1+ | 1 | 1 | 1/1+ | 1 | 1 | 1+/3 | 1 | 1/1+ | 1+/3 |
| 3 Lanes | 1 | 1 | 1/1+ | 1 | 1/1+ | 1/1+ | 1/1+ | 1/1+ | 1+/3 | 1/1+ | 1+/3 | 1+/3 |
| Multi-Lane (4 or more lanes ) with raised median*** | 1 | 1 | 1/1+ | 1 | 1/1+ | 1+/3 | 1/1+ | 1/1+ | 1+/3 | 1+/3 | 1+/3 | 1+/3 |
| Multi-Lane (4 or more lanes) without raised median | 1 | 1/1+ | 1+/3 | 1/1+ | 1/1+ | 1+/3 | 1+/3 | 1+/3 | 1+/3 | 1+/3 | 1+/3 | 1+/3 |

*General Notes: Crosswalks should not be installed at locations that could present an increased risk to bicyclists and pedestrians, such as where there is poor sigh distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossing safer, nor will they necessarily result in more vehicles stopping for bicyclists and pedestrians. Whether or not marked crosswalks are installed, it is important to consider other facility enhancements (e.g. raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, curb extensions), as needed, to improve the safety of the crossing. These are general recommendations; good engineering judgment should be used in individual cases for deciding which treatment to use. For each trail-road way crossing, an engineering study is needed to determine the proper location. For each engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites.

**Where the speed limit exceeds 40 MPH (64.4 km/h), marked crosswalks alone should not be used at unsignalized locations.
***The raised median or crossing island must be at least 4 ft (1.2 m) wide and 6 ft (1.8 m long) to adequately serve as a refuge area for pedestrians in accordance with MUTCD and AASHTO guidelines. A two-way center turn lane is not considered a median.
1 = Type 1 Crossings. Ladder-style crosswalks with appropriate signage should be used.
1/1+ = With the higher volumes and speeds, enhanced treatments should be used, including marked ladder style crosswalks, median refuge, flashing beacons, and/or in-pavement flashers. Ensure there are sufficient gaps through signal timing, as well as sight distance.

1+/3 = Carefully analyze signal warrants using a combination of Warrant 2 or 5 (depending on school presence) and EAU factoring. Make sure to project usage based on future potential demand. Consider Pelican or Hawk signals in lieu of full signals. For those intersections not meeting warrants or where engineering judgment or cost recommends against signalization, implement Type 1 enhanced crosswalk markings with marked ladder style crosswalks, median refuge, flashing beacons, and/or in-pavement flashers. Ensure there are sufficient gaps through signal timing, as well as sight distance.

## A.3.3. Crossing Beacons

### Discussion

Beacons are typically used to supplement advance warning signals or at midblock crosswalks.

**Types of Beacons**

MUTCD identifies the following types of flashing beacons relevant to shared use trail - roadway intersections:

- Intersection control beacon - a beacon used only at an intersection to control two or more directions of travel
- Warning beacons - a beacon used only to supplement an appropriate warning or regulatory sign or marker
- Stop beacons - a beacon used to supplement a STOP sign, a DO NOT ENTER sign, or a WRONG WAY sign

**Experimental Treatments**

There are other experimental pedestrian beacons that have been shown to have higher yielding rates than the standard flashing beacon. These include:

- The Rectangular-Shaped Rapid Flash LED Beacons, which have been shown to have an 80 to 90 percent compliance rate in the field; and
- The Pedestrian Hybrid Beacon, or High-Intensity Actuated Crosswalk (HAWK). The HAWK has a driver yielding rate of 97 percent and reduces pedestrian-motor vehicle crashes by 58 percent.

The application of experimental treatments within California should follow the California Traffic Control Devices Committee's (CTCDC) approval process

(http://www.dot.ca.gov/hq/traffops/signtech/newtech/).

Note that the CTCDC has not approved the HAWK treatment to date.

### Recommended Design

*HAWK Crossing*
*(This beacon type has not been approved for use in California)*

### Design Summary

**Traffic Control Signal Warrants**

MUTCD Section 4C.01 identifies the minimum use and spacing parameters that must be met in order to warrant installation of a beacon.

Overhead flashing pedestrian beacons are governed under Section 4K.03 of the CA MUTCD.

CA MUTCD Section 4K.103 (CA) permits flashing beacons at school crosswalks. Section 4C.06 describes warrants (i.e., minimum requirements) for installation of a signal on a route to school.

### Guidance

- MUTCD – California Supplement, Sections 4C and 4K
- ITE – Alternative Treatments for At-Grade Pedestrian Crossings

### Cost

- Signs, Overhead Beacon: $15,000-$55,120 each
- Detection, Automated Beacon: $800 each
- Crossing, Hawk: $50,000 each
- Actuated Pedestrian Crossing: $40,000 each

## A.3.4. Signalized Mid-Block Crossing

### Discussion

Warrants from the MUTCD combined with sound engineering judgment should be considered when determining the type of traffic control device to be installed at path-roadway intersections. Traffic signals for path-roadway intersections are appropriate under certain circumstances. The MUTCD lists 11 warrants for traffic signals, and although path crossings are not addressed, bicycle traffic on the path may be functionally classified as vehicular traffic and the warrants applied accordingly.

Pedestrian volumes can also be used for warrants.

**Experimental Treatment**

A Toucan crossing (derived from: "two can cross") is used in higher traffic areas where pedestrians and bicyclists are crossing together.

### Design Summary

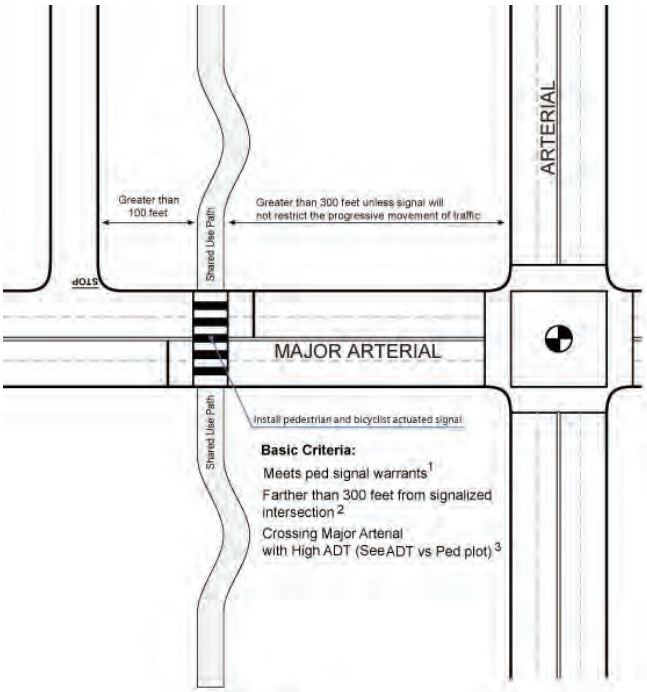
**Warrants**

Section 4C.05 in the CAMUTCD describes pedestrian volume minimum requirements (referred to as warrants) for a mid-block pedestrian-actuated signal.

**Pavement Markings**

Stop lines at midblock signalized locations should be placed at least 40 feet in advance of the nearest signal indication.

### Recommended Design




**Sources:**
1. California MUTCD 4C.05
2. California MUTCD 4D.01
3. Investigation of Exposure Based Accident Areas: Crosswalks, Local Street, and Arterials, Knoblauch, 1987

### Design Example

*Toucan Crossing (This experimental treatment has not been approved for use in California)*

### Guidance

- MUTCD – California Supplement, Chapters 3 and 9 and Section 4C.05 and 4D
- AASHTO Guide for the Development of Bicycle Facilities, Chapter 2

### Cost

- Crossing, Toucan: $90,000 each

## A.4. On-Street Bicycle Facility Design

### Bike Lanes

Bike lanes or Class II bicycle facilities (Caltrans designation) are defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes are generally found on major arterial and collector roadways and are 4 to 7 feet wide. Bike lanes can be found in a large variety of configurations, and can even incorporate special characteristics including coloring and placement, if beneficial.

Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists. Bicyclists may leave the bike lane to pass other bicyclists, make left turns, avoid obstacles or debris, and to avoid other conflicts with other roadway users.

### General Design Guidance:

**Width: Varies depending on roadway configuration, see following pages for design examples.**

### Striping:

Line separating vehicle lane from bike lane (typically left sideline): 6 inches

Line separating bike lane from parking lane (if applicable): 4 inches

Dashed white stripe when:

- Vehicle merging area: Varies
- Delineate conflict area in intersections(optional): Length of conflict area

### Signing:

Use R-81 Bike Lane Sign at:

- Beginning of bike lane;
- Far side of all intersection crossings;
- At approaches and at far side of all arterial crossings;
- At major changes in direction; and
- At intervals not to exceed ½ mile.

*R-81 Sign*

### Pavement Markings:

There are three potential variations of pavement markings for bike lanes allowed by the California MUTCD. Most cities nationwide use the graphic representation of cyclist with directional arrow (pictured right). This stencil should be used at:

- Beginning of bike lane;
- Far side of all bike path (Class I) crossings;
- At approaches and at far side of all arterial crossings;
- At major changes in direction;
- At intervals not to exceed ½ mile; and
- At beginning and end of bike lane pockets at approach to intersection.

*Recommended Bike Lane Stencil*

## A.4.1. Bike Lane with No On-Street Parking

### Discussion

Recommended bicycle lane width is 5 feet minimum when adjacent to curb and gutter. Wider bicycle lanes are desirable in certain circumstances such as on higher speed arterials (45 mph+) where a wider bicycle lane can increase separation between passing vehicles and bicyclists. Appropriate signing and stenciling is important with wide bicycle lanes to ensure motorists do not mistake the lane for a vehicle lane or parking lane. Bicycle lanes wider than seven feet are not recommended.

### Design Summary

**Bike Lane Width:**

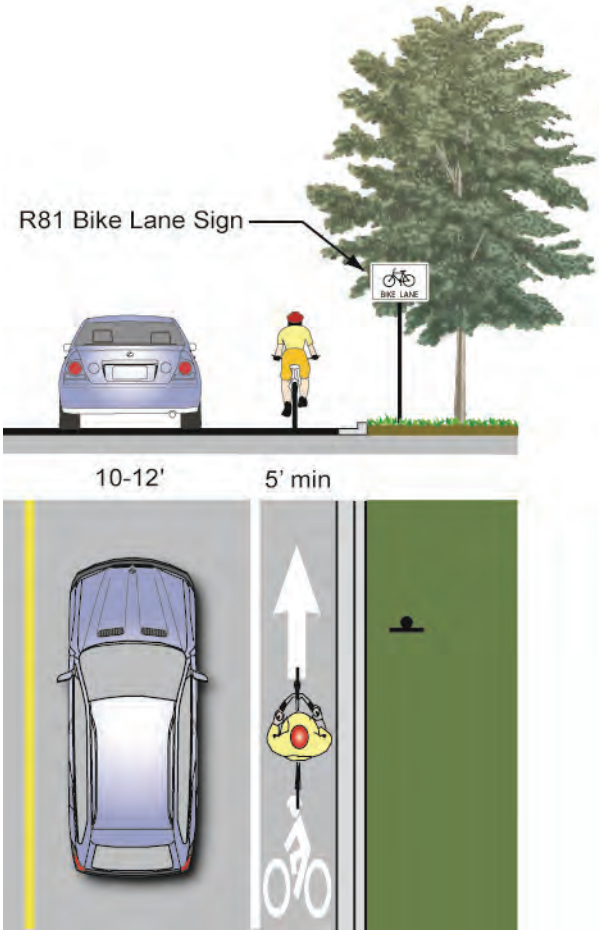
4 feet minimum when no gutter is present (rural road sections)

5 feet minimum when adjacent to curb and gutter (3' more than the gutter pan width if the gutter pan is greater than 2')

**Recommended Width:**

6 feet where right-of-way allows

### Recommended Design




### Guidance

- MUTCD
- Caltrans Highway Design Manual (Chapter 1000)
- MUTCD – California Supplement
- AASHTO Guide for the Development of Bicycle Facilities

### Cost

- Class II Bike Lane: $5,000-$500,000 per mile

## A.4.2. Bike Lane With On-Street Parallel Parking

### Discussion

Bike lanes adjacent to parallel parking should be designed to be wide enough to allow bicyclists to ride outside of the "door zone" (i.e., five feet minimum).

### Design Summary

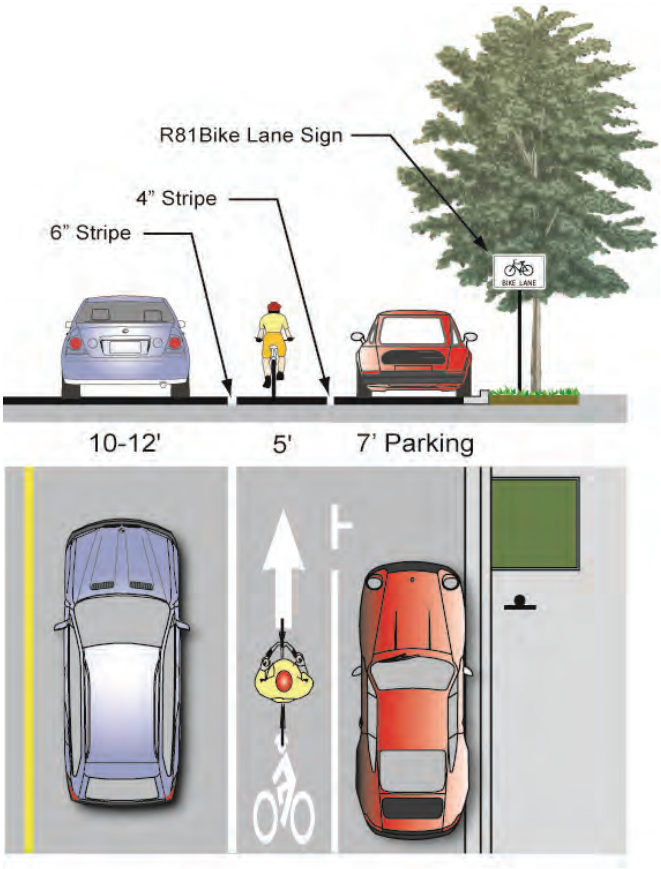
**Bike Lane Width:**

5 feet minimum recommended when parking stalls are marked

7 feet maximum (wider lanes may encourage vehicle loading in bike lane)

12 feet for a shared lane adjacent to a curb face (13 feet is preferred where parking is substantial or turnover is high), or 11' minimum for a shared bike/parking lane on streets without curbs where parking is permitted.

### Recommended Design




### Guidance

- Caltrans Highway Design Manual (Chapter 1000)
- MUTCD – California Supplement
- AASHTO Guide for the Development of Bicycle Facilities

### Cost

- Class II Bike Lane: $5,000-$500,000 per mile

## A.5. Bike Routes

Bike routes, or Class III bicycle facilities – (Caltrans designation) are defined as facilities shared with motor vehicles. They are typically used on roads with low speeds and traffic volumes, however can be used on higher volume roads with wide outside lanes or with shoulders. Bike routes can be established along through routes not served by shared use paths (Class I) or bike lanes (Class II), or to connect discontinuous segments of bikeway. A motor vehicle driver will usually have to cross over into the adjacent travel lane to pass a bicyclist, unless a wide outside lane or shoulder is provided.

Bicycle Routes can employ a large variety of treatments from simple signage to complex treatments including various types of traffic calming and/or pavement stenciling. The level of treatment to be provided for a specific location or corridor depends on several factors.

**General Design Guidance:**

**Signing:**

Use D11-1 Bicycle Route Sign at:

- Beginning or end of bicycle route (with applicable M4 series sign);
- Entrance to bicycle path (Class I) – optional;
- At major changes in direction or at intersections with other bicycle routes (with applicable M7 series sign); and
- At intervals along bicycle routes not to exceed ½ mile.

*D11-1 Sign*

**Pavement Markings:**

Shared Lane Markings may be applied to bicycle routes per **A.5.2 Class III Bike Route with Shared Lane Markings** .

## A.5.1. Bike Route

### Discussion

Bicycle routes on local streets should have vehicle traffic volumes under 1,000 vehicles per day. Traffic calming may be appropriate on streets that exceed this limit.

Bicycle routes may be placed on streets with outside lane width of less than 15 feet if vehicle speeds and volumes are low.

Where bicycle routes are place on rural roadways with narrow travel lanes a striped should be provided for bicycle use.

### Signage Example

D11-1

### Guidance

- Caltrans Highway Design Manual (Chapter 1000)
- MUTCD – California Supplement
- AASHTO Guide for the Development of Bicycle Facilities

### Cost

Class III Bike Route: $1,000-$40,000 per mile (assumes no major renovation is required)

$150,000 - $300,000 (assuming moderate to major roadway renovation)

### Design Summary

Width of roadway:

- Although it is not a requirement, a wide outside traffic lane (14-feet) is typically preferable to enable cars to safely pass bicyclists without crossing the centerline.
- When encouraging bicyclists to travel along selected routes, traffic speed and volume, parking, traffic control devices, and surface quality should be acceptable for bicycle travel

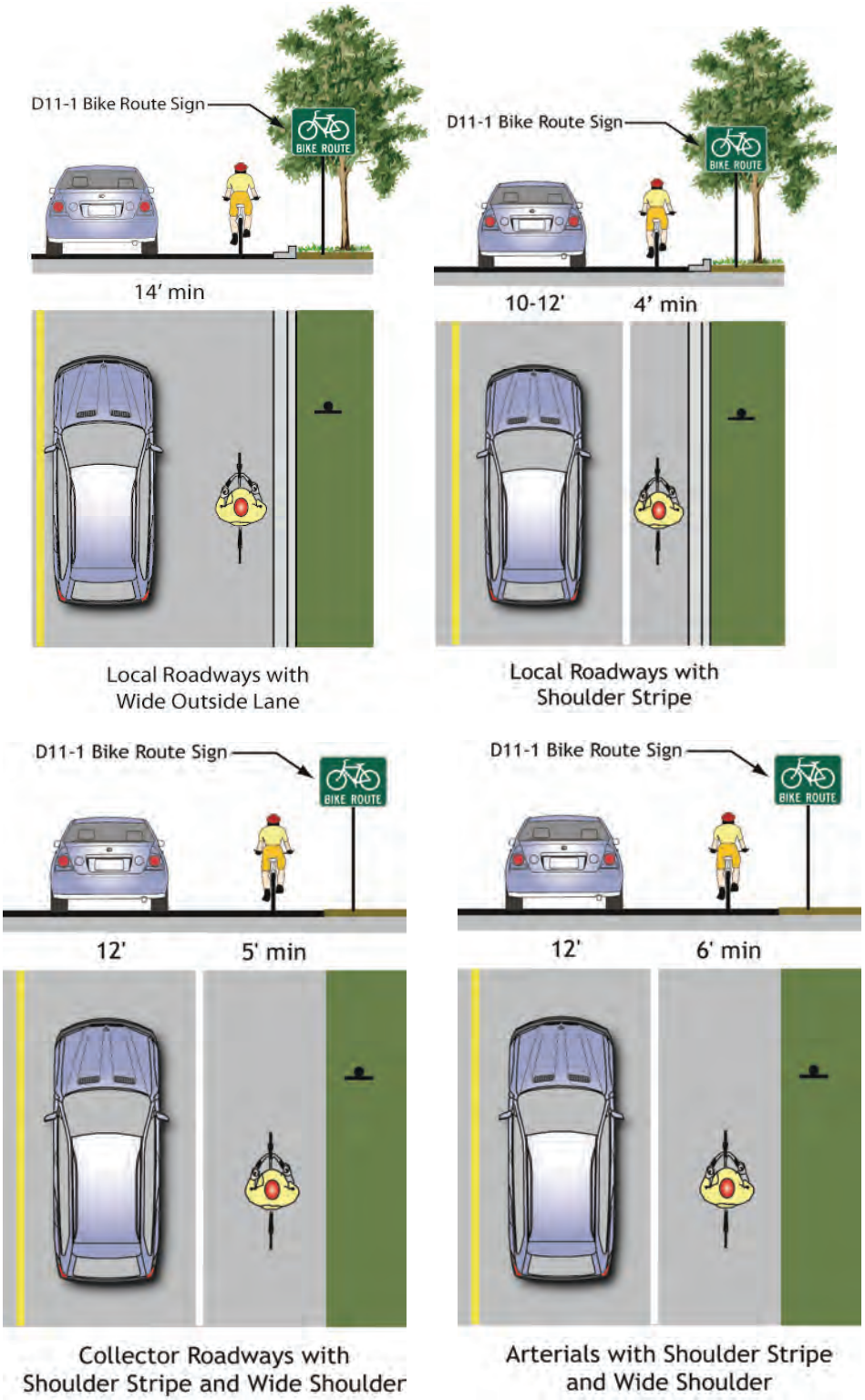
Width of shoulder (see recommended design on following page):

- A minimum four-foot clear shoulder width is recommended for the following roadway classifications:
    - Urban Local
    - Local
- A minimum five-foot shoulder width is preferable for all collectors, especially for new roadways or when an existing roadway is rehabilitated. Four-foot shoulder widths are acceptable for collectors, especially where the existing roadway is 32-feet wide. Collectors include the following roadway classifications:
    - Urban Major Collector
    - Rural Major Collector
    - Rural Minor Collector
- A minimum six-foot shoulder width is recommended for the following roadway classifications:
    - Urban Principal Arterial – Interstate
    - Urban Principal Arterial – Other Freeways or Expressways
    - Urban Other Principal Arterial
    - Urban Minor Arterial
    - Rural Principal Arterial – Interstate
    - Rural Other Principal Arterial
    - Rural Minor Arterial

Bicycle Route signage may include City specific logos.

Route signage should be applied at intervals frequent enough to keep bicyclists informed of changes in route direction and to remind motorists of the presence of bicyclists.

**Recommended Design**



## A.5.2. Class III Bike Route with Shared Lane Markings (SLM)

### Discussion

Shared Lane Marking (SLM) stencils (also called "Sharrows") have been introduced for use in California as an additional treatment for bike route (Class III) facilities and are currently approved in conjunction with on-street parking. The stencil can serve a number of purposes, such as making motorists aware of the need to share the road with bicyclists, showing bicyclists the direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent "dooring" collisions.

The 2010 California MUTCD specifies that SLM only be used on roadways with parallel parking, but the forthcoming 2011 edition will give local engineers greater discretion with SLM placement on roadways with or without parking.

SLM should be placed a minimum of 11 feet from the curb. Where there are two or more travel lanes per direction, if the outside lane is less than 14 feet, or where there is high parking turnover or where bicyclists may need positioning guidance, the SLM may be placed in the middle of the outside travel lane. Additionally SLM's may be placed where drivers may need additional notice to expect bicyclists.

Though not always possible, placing the SLM markings outside of vehicle tire tracks will increase the life of the markings and the long-term cost of the treatment.

### Design Summary

**Door Zone Width:**

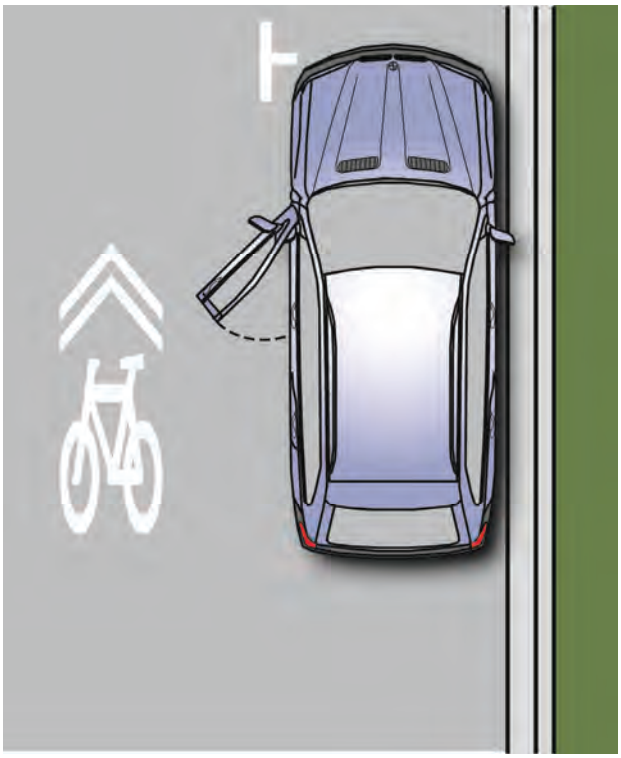
The width of the door zone is generally assumed to be 2.5 feet from the edge of the parking lane.

**Recommended SLM placement:**

A minimum of 11.5 feet from edge of curb where on-street parking is present.

Where there are two or more travel lanes per direction, if the outside lane is less than 14 feet, or where there is high parking turnover or where bicyclists may need positioning guidance, the SLM may be placed in the middle of the outside travel lane.

### Recommended Design



### Guidance

- MUTCD – California Supplement, Section 9C.103

### Cost

- Stencils only: $250 each

## A.5.3. Additional Bike Route Signage

### Discussion

'Share the Road' signs are intended to 'reduce motor vehicle/bicyclist conflict' and are appropriate to be placed on routes that lack paved shoulders or other bicycle facilities. They typically work best in rural situations, or when placed near activity centers such as schools, shopping centers and other destinations that attract bicycle traffic.

In urban areas, many cities around the country have been experimenting with a new type of signage that encourages bicyclists to take the lane when the lane is too narrow. This type of sign is becoming known as BAUFL (Bikes Allowed Use of Full Lane). This can be quantified to lanes being less than 14 feet wide with no parking and less than 22 feet wide with adjacent parallel parking. The 2009 update to the MUTCD recognizes the need for such signage and has designated the white and black sign at right (R4-11). The 2010 CA MUTCD states that Shared Lane Markings (which serve a similar function as Bikes May Use Full Lane signage) should not be placed on roadways that have a speed limit above 40 mph. Dedicated bicycle facilities are recommended for roadways with speed limits above 40 mph where the need for bicycle access exists.

### Design Summary

**Placement:**

Signs should be placed at regular intervals along routes with no designated bicycle facilities.

### Guidance

- MUTCD – California Supplement Section 9C.103

### Cost

- Sign, regulation: $150 each

### Recommended Design

**R4-11**

*Share The Road Signs (National MUTCD)*

## A.5.4. Bicycle Boulevards

### Discussion

Bicycle boulevards have been implemented in a variety of locations including Palo Alto, San Luis Obispo, Berkeley and Davis, California and Portland, Oregon. Bicycle boulevards, also known as bicycle priority streets, are non-arterial streets that are designed to allow bicyclists to travel at a consistent, comfortable speed along low-traffic roadways and to cross arterials conveniently and safely. Bicycle boulevards typically include treatments that allow bicyclists to travel along the bicycle boulevard with minimal stopping while discouraging motor vehicle traffic. Traffic calming and traffic management treatments such as traffic circles, chicanes, and diverters are used to discourage motor vehicles from speeding and using the bicycle boulevard as a cut-through. Quick-response traffic signals, median islands, or other crossing treatments are provided to facilitate bicycle crossings of arterial roadways.

### Design Summary

- Residential streets with low traffic volumes (typically between 3000 to 5000 average daily vehicles).
- Can include secondary commercial streets.
- Bicycle boulevard pavement markings should be installed in conjunction with wayfinding signs.
- Can be designed to accommodate the particular needs of the residents and businesses along the routes, and may be as simple as pavement markings with wayfinding signs or as complex as a street with traffic diverters and bicycle signals.

### Guidance

- This treatment is not currently present in any State or Federal design standards
- Berkeley Bicycle Boulevard Design Tools and Guidelines: http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=6652

### Cost

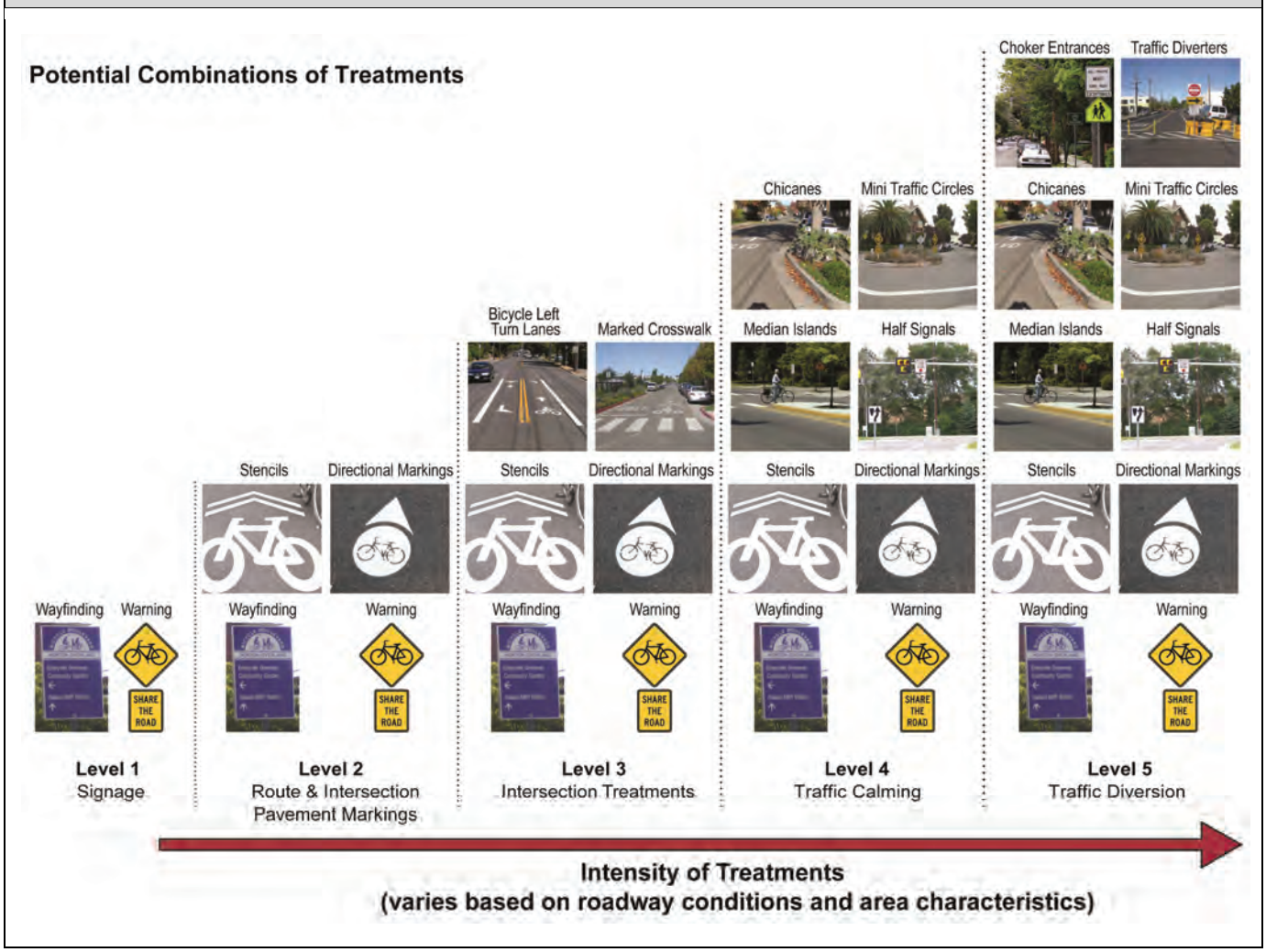
- $310,500 per mi (source: San Benito Bike Plan, 2009)

### Design Example

*CSUMB Bicycle Boulevard Sign*

See next page for potential bicycle boulevard treatments

**Bicycle Boulevard Treatment Continuum**



## A.5.5. Buffered Bike Lanes

### Discussion

A buffered bike lane, also called an enhanced bike lane or protected bike lane, is a five-foot-wide bike lane that is buffered by a striped "shy zone" between the bike lane and the moving vehicle lane. With the shy zone, the buffered lane offers a more comfortable riding environment for bicyclists who prefer not to ride adjacent to traffic. This design makes movement safer for both bicyclists and vehicles. Motorists can drive at a normal speed and only need to watch for cyclists when turning right at cross-streets or driveways and when crossing the buffered lane to park. The advantages of the buffered bicycle lane design are that it provides a more protected and comfortable space for cyclists than a conventional bike lane and does not have the same turning movement constraints as cycletracks that accommodate two-way bicycle travel along one side of the roadway.

The buffer area may only be painted on the road or it may be physically separated by devices such as bots dots or bollards.

### Design Summary

- A spatial buffer increases the distance between the bike lane and the automobile travel lane or the parking zone.
- Appropriate for roadways with high automobile traffic speeds and volumes, and/or high volume of truck/oversized vehicle traffic, and roadways with bike lanes adjacent to high turnover on-street parking.

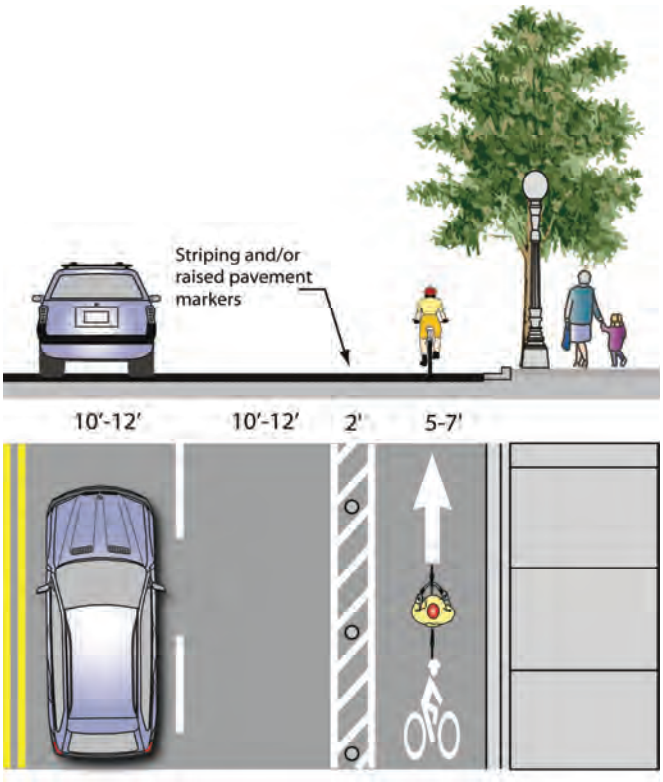
### Design Example

*Buffered bike lane in Fairfax, CA*

### Cost

- Bike lanes with 2-foot buffers on each side were installed for 3,000 linear feet in Portland for $45,000 in 2009.

### Recommended Design



## A.5.6. Colored Bike Lanes

### Discussion

Color applied to bike lanes helps alert roadway users to the presence of bicyclists and clearly assigns right-of-way to cyclists. Motorists are expected to yield to cyclists in these areas. Some cities apply color selectively to highlight potential conflict zones, while others use it to mark all non-shared bicycle facilities in high volume traffic situations.

**Color Considerations:**

There are three colors commonly used in bicycle lanes: blue, green, and red. All help the bike lane stand out in merging areas. The City of Portland began using green lanes in 2008, and the Federal Highway Administration recently issued an interim approval for green pavement markings in bike lanes.

**Material Options:**

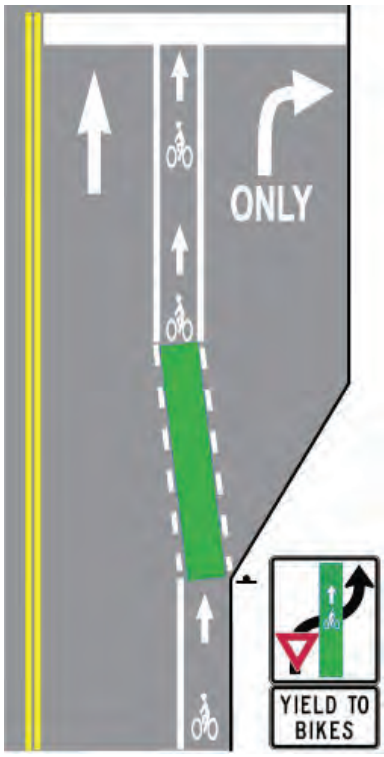
Colored bike lanes require additional cost to install and maintain. Techniques include:

- Paint – less durable and can be slippery when wet
- Colored asphalt – colored medium in asphalt during construction – most durable.
- Colored and textured sheets of acrylic epoxy coating.

### Design Summary

- Bike lane width: See **A.4 On-Street Bicycle Facility Design.**
- Appropriate for heavy auto traffic streets with bike lanes; at transition points where cyclists, motorists and/or pedestrians must weave with one another; conflict areas or intersections with a record of crashes; and to emphasize bicycle space in unfamiliar or unique design treatments.

### Recommended Design




*Colored bike lanes used to designate a conflict zone*

### Design Example

### Guidance

- http://mutcd.fhwa.dot.gov/resources/interim_approval/ia14/index.htm

## A.5.7. Drainage Grates

### Discussion

Utility infrastructure within the roadway can present significant hazards to bicyclists. Manholes, water valve covers, drain inlets and other obstructions can present an abrupt change in level, or present a situation where the bicyclist's tire could become stuck, potentially creating an accident. As such, every effort should be made to locate such hazards outside of the likely travel path of bicyclists on new roadway construction.

For existing roadways, the roadway surface can be ground down around the manhole or drainage grate to be no more than half an inch of vertical drop. When roadways undergo overlays, this step is often omitted and significant elevation differences can result in hazardous conditions for bicyclists.

Bicycle drainage grates should not have longitudinal slats that can catch a bicycle tire and potentially cause an accident. Acceptable grate designs are presented (top right) as A: patterned, B: transverse grate, or C: modified longitudinal with no more than 6" between transverse supports). Type C is the least desirable as it could still cause problems with some bicycle tires.

The drop in-inlet avoids all issues with grates in the bicyclists' line of travel, however, these drainage inlets are not recommended by Caltrans for use on California Highways.

The CA MUTCD recommends providing a diagonal solid white line for hazards or obstructions in bikeways (see right).

### Design Summary

**Placement:**

Manholes should be placed outside of any bike lanes. Drainage grates should be of one of the types at right.

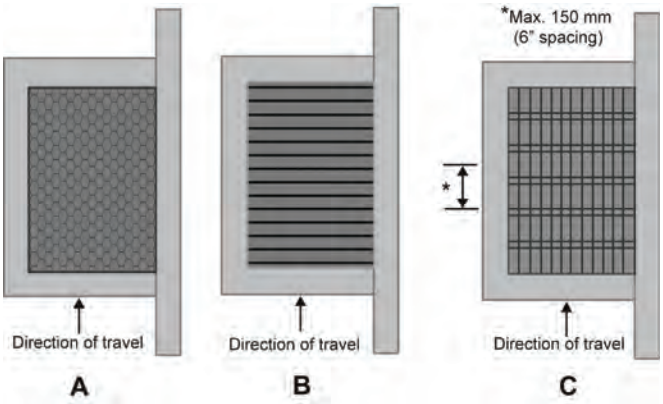
### Guidance

- Caltrans Highway Design Manual (Chapter 1000)
- MUTCD – California Supplement
- AASHTO Guide for the Development of Bicycle Facilities

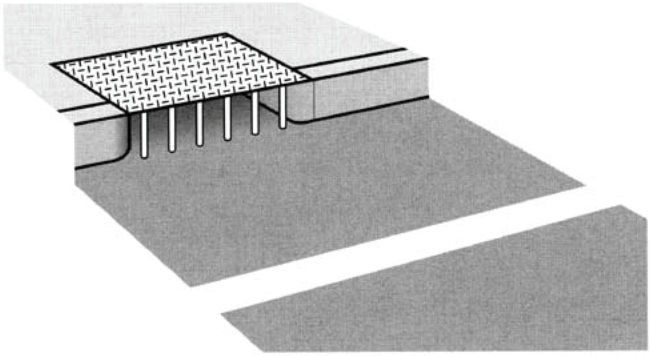
### Cost

- Striping: $2 per linear foot
- Drainage grate: $500

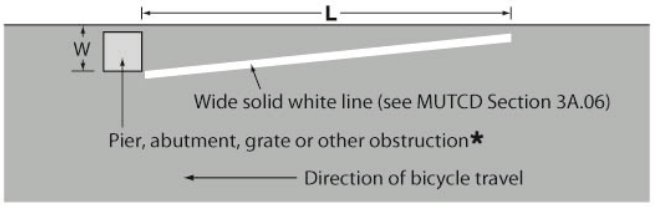
### Recommended Design




*Bicycle Compatible Drainage Grates*



*Drop-in inlet flush with in the curb face (Oregon DOT)*




L = WS, where W is the offset in feet and S is bicycle approach speed in mph

* Provide an additional foot of offset for a raised obstruction and use the formula L= (W+1) S for the taper length

## A.5.8. Bicycle Access During Construction Activities

### Discussion

When construction impedes a bicycle facility, the provision for bicycle access should be developed during the construction project planning. Caltrans Traffic Operations Policy Directive 11-01 amends and provides typical applications for accommodating bicyclists in temporary traffic control zones. When existing accommodations for bicycle travel are disrupted or closed, existing conditions for bicyclist should be replicated through the zone.

Long detour routing should be avoided.

Advance warning of the detour should be placed at appropriate locations and clear wayfinding should be implemented to enable bicyclists to continue safe operation along travel corridor. Bicyclists shall not be led into conflicts with auto traffic, work site vehicles, or equipment.

### Design Summary

Detours should be adequately marked with standard temporary route and destination signs (M409a or M4-9c). The Pedestrian/Bicycle Detour sign should have an arrow pointing in the appropriate direction.

When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project and the roadway width is inadequate for allowing motor vehicles and bicyclists to travel side-by-side, "share the road" signage (W11-1 and W16-1) should be used to advise motorists of the presence of bicyclists in the travel lane.

Signs should be placed so that they do not block the bicyclist's path of travel and they do not narrow any existing pedestrian passages to less than 1200 mm (48 in).

### Recommended Design

*National MUTCD*

*California MUTCD*

### Design Example

### Guidance

- MUTCD (Section 6F.53)
- California MUTCD – Part 6
- California Highway Design Manual
- Caltrans Traffic Operations Policy Directive 11-01

### Cost

- Sign, regulation: $150 each

## A.6. Intersection and Interchange Design for Bicyclists

Adequately accommodating bicyclists at traffic intersections and interchanges can be challenging for traffic engineers as the needs and characteristics of bicycles and motor vehicles vary greatly. This chapter contains sections on detection of bicycles at signals, bicycle pavement markings at signals, and bicycle signals.

### A.6.1. Bicycle Detection at Signalized Intersections

**Discussion**

Traffic Operations Policy Directive 09-06, issued August 27, 2009 by Caltrans modified CA MUTCD 4D.105 to require bicyclists to be detected at all traffic-actuated signals on public and private roads and driveways. If more than 50 percent of the limit line detectors need to be replaced at a signalized intersection, then the entire intersection should be upgraded so that every line has a limit line detection zone. Bicycle detection must be confirmed when a new detection system has been installed or when the detection system has been modified.

The California Policy Directive does not state which type of bicycle detection technology should be used. Two common types of detection are video and in pavement loop detectors. Push buttons may not be used as a sole method of bicycle detection.

**Design Summary**

**Limit Lines**

- The Reference Bicycle Rider must be detected with 95% accuracy within a 6 foot by 6 foot Limit Line Detection Zone.

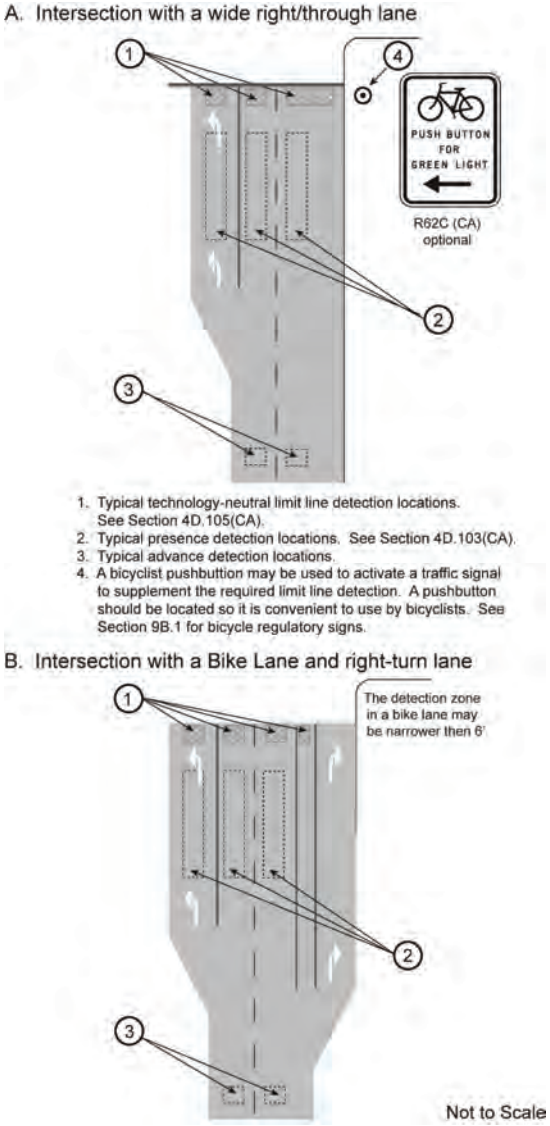
**Loop Detection**

- In order to minimize delay to bicyclists, it is recommended to install one loop about 100 feet from the stop bar within the bike lane, with a second loop located at the stop bar.

Details of saw cuts and winding patterns for inductive detector loop types appear on Caltrans Standard Detail ES-5B.

NOTE: In California, Caltrans "Type C" and "Type D" quadruple loop detectors have been proven to be the most effective at detecting bicycles at signalized intersections.

**Recommended Design**




*Source: Traffic Operations Policy Directive 09-06*
*Video Detection – Designs not available*

| Design Example | Guidance |
|---|---|
| <br>*Type "C" loop detector in use in California*<br>*(Pavement stencil shown does not meet CAMUTCD)* | • Caltrans Highway Design Manual (Chapter 1000)<br>• Caltrans Standard Plans (1999) ES-5B<br>• MUTCD – California Supplement<br>• AASHTO Guide for the Development of Bicycle Facilities<br>• Caltrans Traffic Operation Policy Directive 09-06 |
| | **Cost** |
| | • Bicycle Loop Detector: $1,000-$2,500 each |

## A.6.2. Loop Detector Pavement Markings and Signage

### Discussion

Bicycle Detector Pavement Markings guide bicyclists to position themselves at an intersection to trigger signal actuation. Frequently these pavement markings are accompanied by signage that can provide additional guidance (see right).

### Design Summary

Locate Bicycle Detector Pavement Marking over center of quadrupole loop detector if in bike lane, or where bicycle can be detected in a shared lane by loop detector or other detection technology.

### Design Example

### Guidance

- Caltrans Highway Design Manual (Chapter 1000)
- Caltrans Standard Plans (1999) ES-5B
- MUTCD – California Supplement
- AASHTO Guide for the Development of Bicycle Facilities

### Cost

- Bicycle Loop Detector, Install stencils: $100 per intersection leg

### Recommended Design

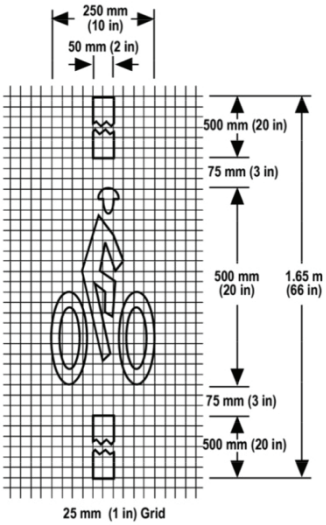



*Figure 9C-7 – CAMUTCD*

*Accompanying Signage (R10-22)*

## A.6.3. Bike Lane at Intersection with Right Turn Only Lane

### Discussion

A bicyclist continuing straight through an intersection from the right of a right turn lane would be inconsistent with normal traffic behavior and would violate the expectations of right-turning motorists. Specific signage, pavement markings and striping are recommended to improve safety for bicyclists and motorists.

The appropriate treatment for right-turn only lanes is to place a bike lane pocket between the right-turn lane and the right-most through lane or, where right-of-way is insufficient, to drop the bike lane entirely approaching the right-turn lane. The design (right) illustrates a bike lane pocket, with signage indicating that motorists should yield to bicyclists through the merge area.

Dropping the bike lane is not recommended, and should only be done when a bike lane pocket cannot be accommodated.

Travel lane reductions may be required to achieve this design.

Some communities have experimented with colored bicycle lanes through the weaving zone. See Portland's Blue Bike Lanes: http://www.portlandonline.com/shared/cfm/image.cfm?id=58842.

Where the right turn only lane is separated with a raised island, the island should be designed to allow adequate width to stripe the bike lane up to the intersection.

### Design Summary

**Bike Lane Placement**

A through bicycle lane shall not be positioned to the right of a right turn only lane.

**Bike Lane Width**

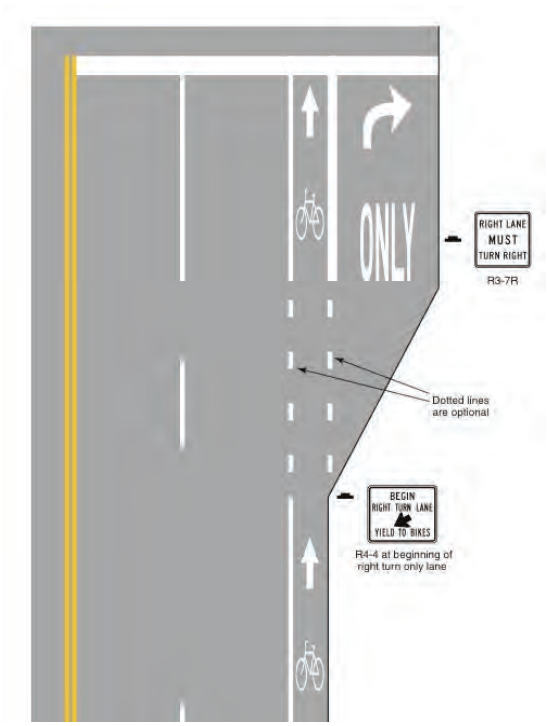
Bike Lane through merge area of 5 feet is required.

**Bike Lane Striping**

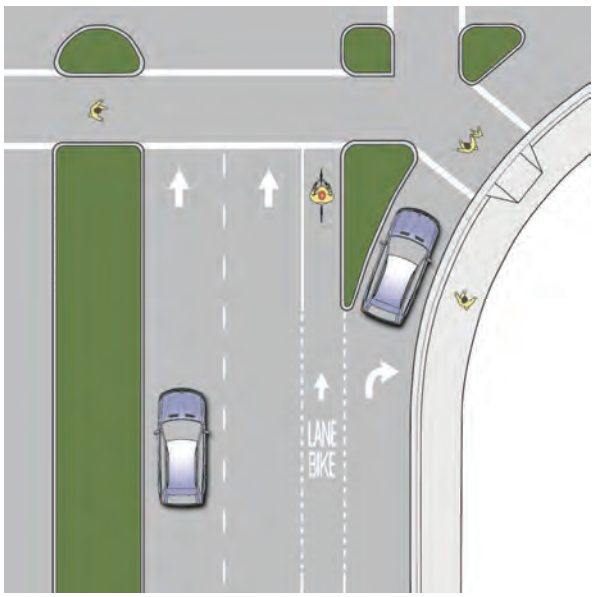
When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right turn lane. Through bicycle lane markings should resume to the left of the right turn only lane (MUTCD).

Where motorist right turns are permitted, the solid bike lane shall either be dropped entirely, or dashed beginning at a point between 100 and 200 feet in advance of the intersection.

### Recommended Design




*Bike Lane Next to a Right Turn Only Lane*




*Bike Lane Next to a Right Turn Only Lane Separated by a Raised Island*

| Design Summary (continued) | |
|---|---|
| **Signage**<br>Refer to CA MUTCD. | |
| **Guidance** | |
| • Caltrans Highway Design Manual (Chapter 1000)<br>• MUTCD – California Supplement Section 9C.04<br>• AASHTO Guide for the Development of Bicycle Facilities | |

## A.6.4. Bicycle Boxes

### Discussion

A bike box is generally a right angle extension to a bike lane at the head of a signalized intersection. The bike box allows bicyclists to get to the front of the traffic queue on a red light and proceed first when that signal turns green. The bike box can also act as a storage area if heavy bicycle traffic exists. On a two-lane roadway the bike box can also facilitate left turning movements for bicyclists. Motor vehicles must stop behind the white stop line at the rear of the bike box.

Bike Boxes should be located at signalized intersections only, and right turns on red should be prohibited unless a separate right turn pocket is provided to the right of the bike box.

Bike boxes can be combined with dashed lines through the intersection for green light situations to remind vehicles to be aware of bicyclists traveling straight, similar to the colored bike lane treatment in **A.5.6 Colored Bike Lanes.** Bike Boxes have been installed with striping only or with colored treatments to increase visibility.

### Design Summary

**Bike Box Dimensions**

The Bike Box should be 14 feet deep to allow for bicycle positioning.

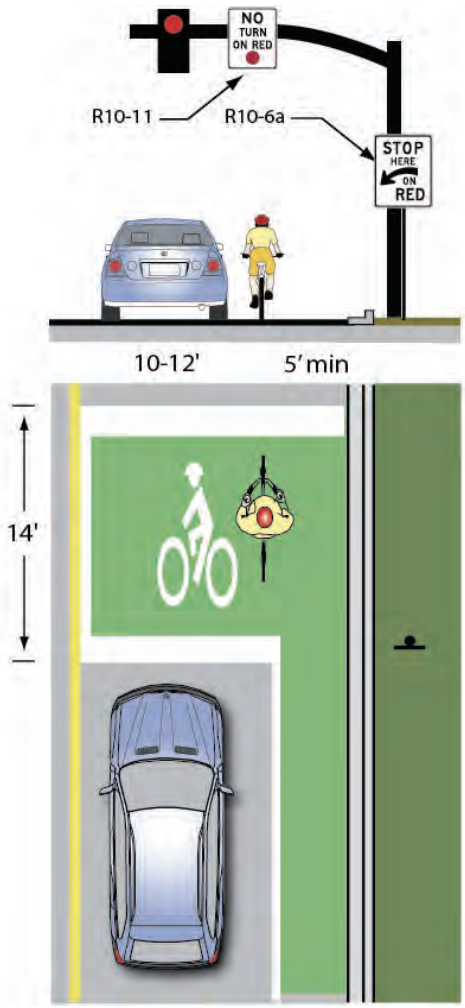
**Signage**

Appropriate signage as recommended by the MUTCD applies. Signage should be present to prevent 'right turn on red' and to indicate where the motorist must stop.

### Guidance

- This treatment is not currently present in any State or Federal design standards

### Recommended Design



## A.6.5. Interchange Design

### Discussion

Interchanges often provide the only bicycle access across a highway within one or more miles, but are not always designed to provide comfortable or safe bicycle access. The best interchange configurations for bicyclists are those where the ramp intersects the crossroad at a 90 degree angle and where the intersection is controlled by a stop or signal. These characteristics cause motorists to slow down before turning, increasing the likelihood that they will see and yield to nonmotorists. If an impact occurs, severity is lessened by slower speeds.

The Caltrans Highway Design Manual classifies interchanges into 13 different types. As illustrated to the right, six of these types have ramp intersection designs that meet the crossroad at 90 degrees and are STOP-controlled or signalized. These interchanges generally incorporate diamond-type ramps or J loop ramps.

On high traffic bicycle corridors non-standard treatments may be desirable over current practices outlined in Figure 9C-103 in the CA MUTCD. Dashed bicycle lane lines with or without colored bike lanes may be applied to provide increased visibility for bicycles in the merging area.

### Design Summary

**Alignment**

- Ramps intersection the crossroad at a 90 degree angle.
- The intersection is stop- or signal-controlled.

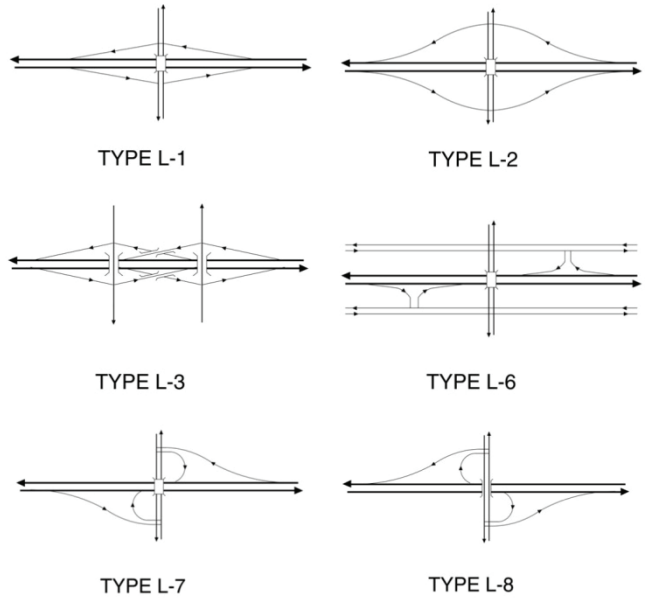
**Bike lane/shared roadway width**

- See Chapter 3. The minimum shoulder width through the interchange area is four feet, or five feet if a gutter exists.

### Guidance

- Caltrans Highway Design Manual (Chapter 500)
- MUTCD – California Supplement Section 9C.04 and Figure 9C-103
- AASHTO Guide for the Development of Bicycle Facilities, p. 62

### Recommended Design




*Interchange types that accommodate bicyclists*

*Source: Figure 502.2 Caltrans Highway Design Manual*

## A.6.6. Accommodating Bicyclists at On and Off-Ramps

### Discussion

When crossing free-flow ramps, pedestrians and bicyclists face challenges related to motorists not yielding, high motor vehicle speeds, limited visibility, and the absence of bicycle or pedestrian facilities. Bicyclists additionally face challenges related to unclear path of travel.

Treatments for addressing pedestrian and bicyclist concerns at on- and off-ramps range from using striping and signage to make motorists more aware of and more likely to yield to pedestrians and bicyclists, to reconstructing the intersection to eliminate all free-flow turning movements and reconfiguring intersections so that on and off ramps meet the crossroad at or near 90 degrees.

### Design Summary

**Bike Lane Width**

Bike Lane should follow guidance in Chapter 3.

**Signage**

Install warning signage at all uncontrolled crossings.

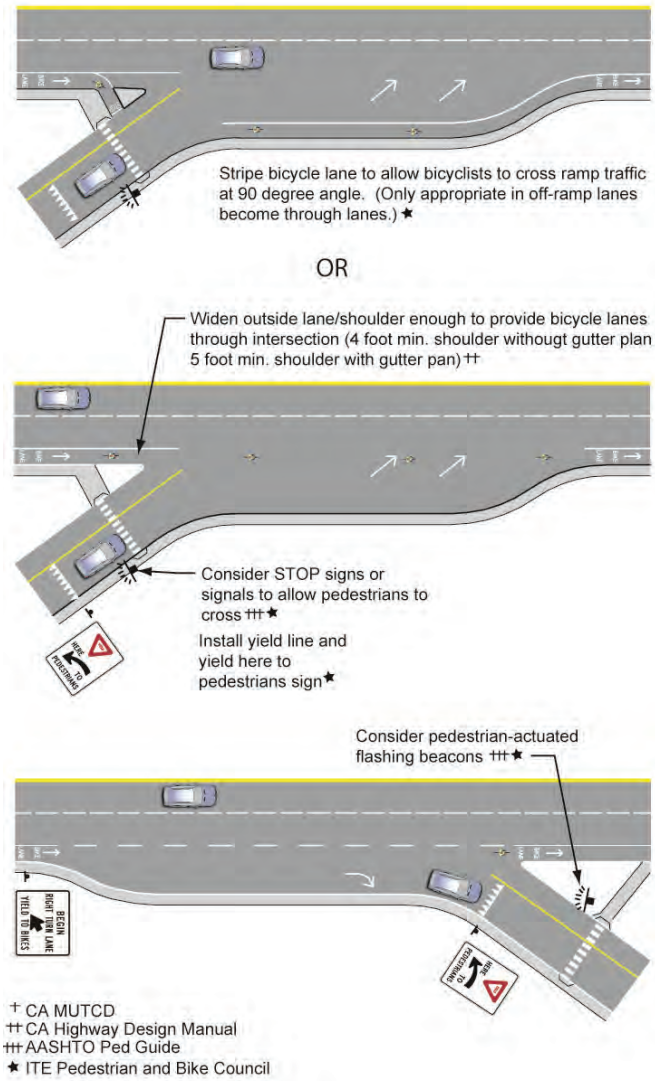
**Striping**

Stripe high-visibility crosswalks at all intersections. Stripe on- and off-ramps so that through-moving bicyclists do not need to weave across turning motorists, but instead can travel straight. Where bicyclists weave across a vehicle lane, drop the bicycle lane to encourage the bicyclist to use their judgment when deciding when to weave. Where bicyclists travel between moving vehicles for more than 200 feet, install a painted or raised buffer. Install yield lines at all uncontrolled crossings.

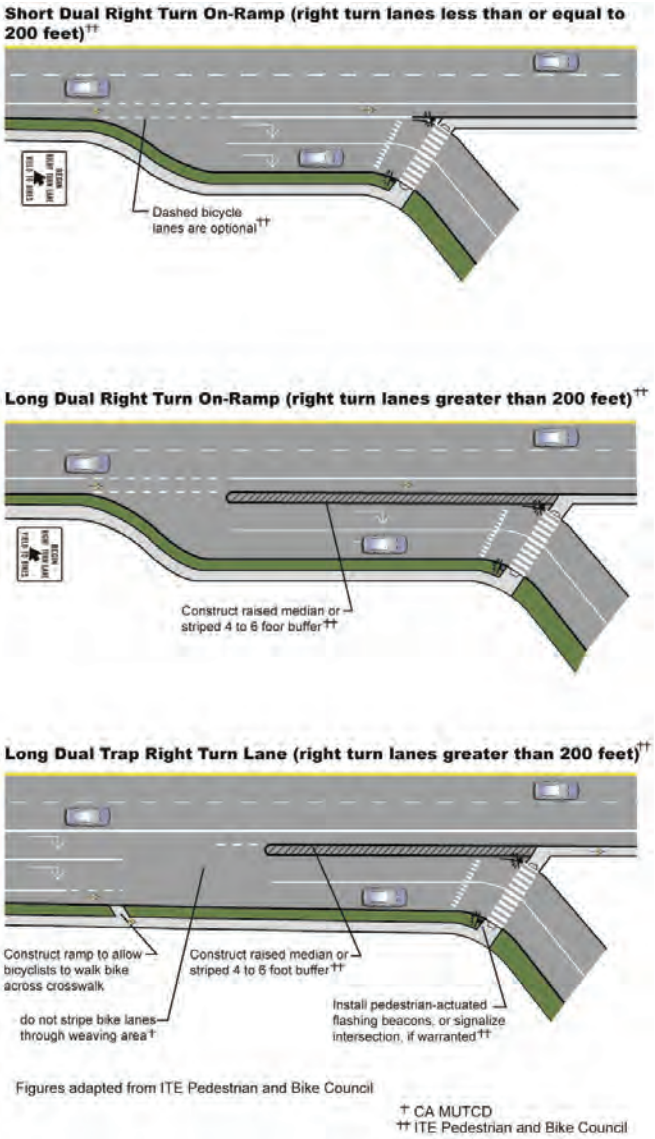
**Beacons**

Install pedestrian-actuated beacons at all uncontrolled crossings.

### Recommended Design




*Signage and Striping Treatments for Free-Flow Ramp*

| Guidance | Recommended Design (continued) |
|---|---|
| • Caltrans Highway Design Manual (Chapter 500)<br>• MUTCD – California Supplement Section 9C.04 and Figure 9C-103<br>• AASHTO Guide for the Development of Bicycle Facilities, p. 62 |  <br>*Treatments for Dual-Lane On-Ramps* |

## A.6.7. Bicycle and Pedestrian Overcrossing Design

### Discussion

Overcrossings require a minimum of 17 feet of vertical clearance to the roadway below versus a minimum elevation differential of around 12 feet for an undercrossing. This results in potentially greater elevation differences and much longer ramps for bicycles and pedestrians to negotiate.

See following page for additional discussion.

### Design Example

### Design Summary

**Width**

8 feet minimum, 14 feet preferred. If overcrossing has any scenic vistas additional width should be provided to allow for stopped path users. A separate 5 foot pedestrian area may be provided for facilities with high bicycle and pedestrian use.

**Height**

10 feet headroom on overcrossing; clearance below will vary depending on feature being crossed.

**Signage & Striping**

The overcrossing should have a centerline stripe even if the rest of the path does not have one.

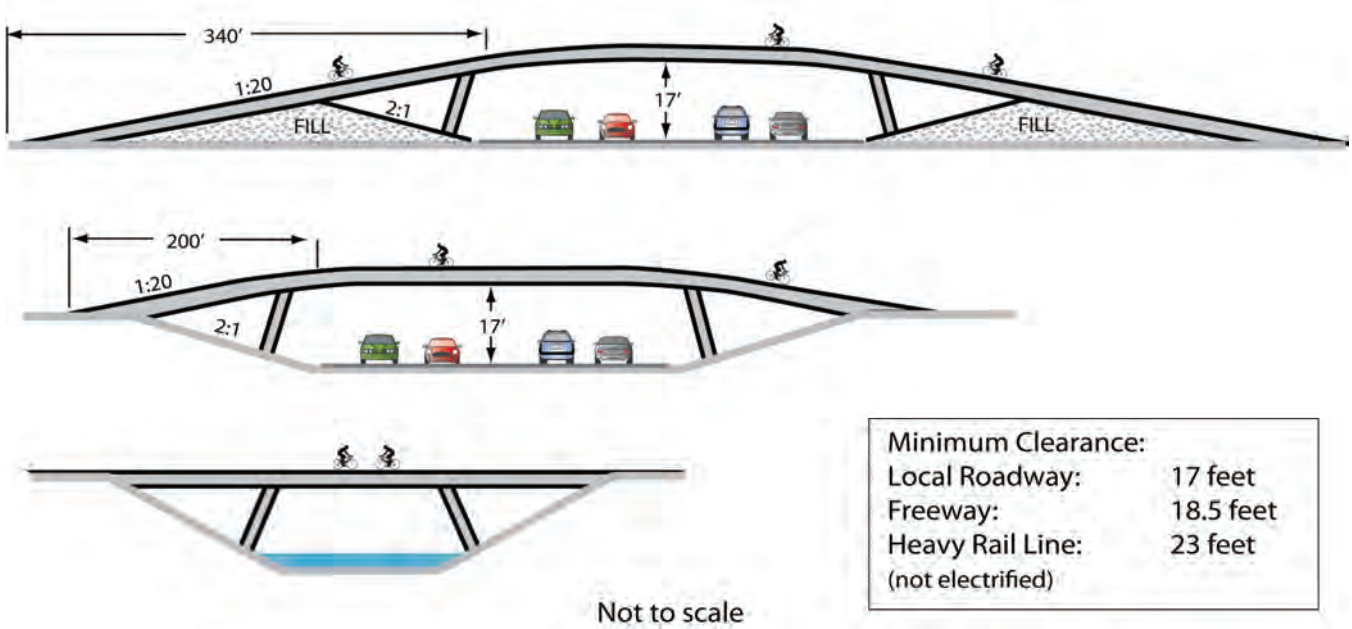
**ADA Compliance**

Either ramp slopes to 5% (1:20) with landings at 400 foot intervals or ramp slopes of 8.33% (1:12) with landings every 30 feet.

### Guidance

- Caltrans Highway Design Manual (Chapters 200 & 1000)
- Caltrans Bridge Design Specifications
- MUTCD – California Supplement
- AASHTO Guide for the Development of Bicycle Facilities
- AASHTO Guide Specifications for Design of Pedestrian Bridges

**Recommended Design**




**Additional Discussion – Grade Separated Overcrossing**

**Ramp Considerations:**

Overcrossings for bicycles and pedestrians typically fall under the Americans with Disabilities Act (ADA), which strictly limits ramp slopes to 5% (1:20) with landings at 400 foot intervals, or 8.33% (1:12) with landings every 30 feet.

**Overcrossing Use:**

Overcrossings should be considered when high volumes of bicycles and pedestrians are expected along a corridor and:

- Vehicle volumes/speeds are high.
- The roadway is wide.
- An at-grade crossing is not feasible.
- Crossing is needed over a grade-separated facility such as a freeway or rail line.

**Advantages of Grade Separated Overcrossing**

- Improves bicycle and pedestrian safety while reducing delay for all users.
- Eliminates barriers to bicyclists and pedestrians.

**Disadvantages / Potential Hazards**

- If crossing is not convenient or does not serve a direct connection it may not be well utilized.
- Overcrossings require at least 17 feet of clearance to the roadway below involving up to 400 feet or greater of approach ramps at each end. Long ramps can sometimes be difficult for the disabled.
- Potential issues with vandalism, maintenance.
- High cost.

## A.6.8. Bicycle and Pedestrian Undercrossing Design

### Discussion

See following page for discussion.

### Design Summary

**Width**

14 feet minimum to allow for access by maintenance vehicles if necessary

Greater widths may increase security

**Height**

10 feet

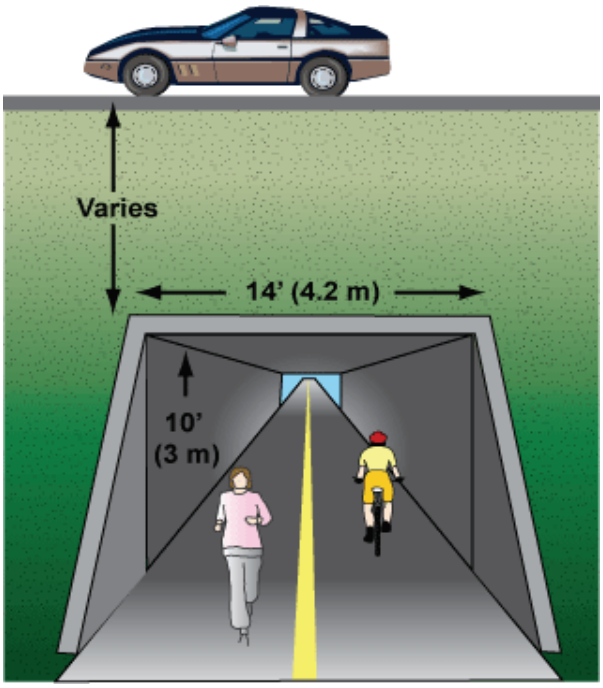
**Signage & Striping**

The undercrossing should have a centerline stripe even if the rest of the path does not have one.

**Lighting**

Lighting should be considered during design process for any undercrossing with high anticipated use or in culverts or tunnels.

### Recommended Design




### Design Example

### Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- Caltrans Highway Design Manual (Chapter 1000)

## Additional Discussion – Grade Separated Undercrossing

**General Notes On Grade-Separated Crossings**

Bicycle/pedestrian overcrossings and undercrossings provide critical non-motorized system links by joining areas separated by any number of barriers. Overcrossings and undercrossings address real or perceived safety issues by providing users a formalized means for traversing "problem areas" such as deep canyons, waterways or major transportation corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist. For instance, an overcrossing or undercrossing may be appropriate where moderate to high pedestrian/ bicycle demand exists to cross a freeway in a specific location, or where a flood control channel separates a neighborhood from a nearby bicyclist destination. These facilities also overcome barriers posed by railroads, and are appropriate in areas where frequent or high-speed trains would create at-grade crossing safety issues, and in areas where trains frequently stop and block a desired pedestrian or bicycle crossing point. They may also be an appropriate response to railroad and other agency policies prohibiting new at-grade railroad crossings, as well as efforts to close existing at-grade crossings for efficiency, safety, and liability reasons.

Overcrossings and undercrossings also respond to user needs where existing at-grade crossing opportunities exist but are undesirable for any number of reasons. In some cases, high vehicle speeds and heavy traffic volumes might warrant a grade-separated crossing. Hazardous pedestrian/bicycle crossing conditions (e.g., few or no gaps in the traffic stream, conflicts between motorists and bicyclists/pedestrians at intersections, etc.) could also create the need for an overcrossing or undercrossing.

**Undercrossing Use**

Undercrossings should be considered when high volumes of bicycles and pedestrians are expected along a corridor and:

- Vehicle volumes/speeds are high.
- The roadway is wide.
- An at-grade crossing is not feasible.
- Crossing is needed under another grade-separated facility such as a freeway or rail line.

**Advantages of Grade Separated Undercrossing**

- Improves bicycle and pedestrian safety while reducing delay for all users.
- Eliminates barriers to bicyclists and pedestrians.
- Undercrossings require 10' of overhead clearance from the path surface. Undercrossings often require less ramping and elevation change for the user versus an overcrossing, particularly for railroad crossings.

**Disadvantages / Potential Hazards**

- If crossing is not convenient or does not serve a direct connection it may not be well utilized.
- Potential issues with vandalism, maintenance.
- Security may be an issue if sight lines through undercrossing and approaches are inadequate. Undercrossing width greater than 14 feet, lighting and /or skylights may be desirable for longer crossings to enhance users' sense of security.
- High cost.

# A.7. Design of Interpretive and Wayfinding Signage

## A.7.1. Wayfinding Signage - General

### Discussion

The 2000 Comprehensive Bicycle Route Plan recommended wayfinding signage and bicycle signal detection along the 37.4-mile North-South Bike Route corridor paralleling El Camino Real.

Wayfinding signage acts as a "map on the street" for cyclists, pedestrians, and trail users. Signage and wayfinding is an important component for trail users. Visitors who feel comfortable and empowered will keep coming back to an area, and an effective wayfinding system is key to creating that comfort level. Wayfinding also plays an important role in trail use safety, connecting users with emergency services.

Wayfinding signs are typically placed at key locations leading to and along bicycle facilities, including where multiple routes intersect and at key bicyclist "decision points." Wayfinding signs displaying destinations, distances and "riding time" can dispel common misperceptions about time and distance while increasing users' comfort and accessibility to the priority street network. Wayfinding signs also visually cue motorists that they are driving along a bicycle route and should correspondingly use caution. Note that too many road signs tend to clutter the right-of-way, and it is recommended that these signs be posted at a level most visible to bicyclists and pedestrians, rather than per vehicle signage standards.

### Design Summary

- If used, Bicycle Route Guide (D11-1) signs should be provided at decision points along designated bicycle routes, including signs to inform bicyclists of bicycle route direction changes. Bicycle Route Guide signs should be repeated at regular intervals so that bicyclists entering from side streets will have an opportunity to know that they are on a bicycle route.
    - Similar guide signing should be used for shared roadways with intermediate signs placed for bicyclist guidance.
    - Signage should be focused along major routes near key destinations.
    - Signage should be oriented toward both commuter and recreational cyclists.
- Destination signage should be easy to read. Signage should be installed on existing Bike Route or Bike Lane signs where possible to avoid sign clutter.

### Recommended Design

| Design Example | Guidance |
|---|---|
| <br>*City of Berkeley, CA Wayfinding Sign* | • Caltrans Highway Design Manual (Chapter 1000)<br>• MUTCD, Section 9B.20<br>• MUTCD – California Supplement, Section 9B.19 through 21<br>• AASHTO Guide for the Development of Bicycle Facilities |
| | **Cost** |
| | • Sign, regulatory: $150 - $250 per sign |

# A.8. Bicycle Parking

## A.8.1. Bicycle Rack Design

### Design Summary

- Bicycle racks should be a design that is intuitive and easy to use.
- A standard inverted-U style rack is recommended for use in Monterey County.
- Bicycle racks should be securely anchored to a surface or structure.
- The rack element (part of the rack that supports the bicycle) should keep the bicycle upright by supporting the frame in two places without the bicycle frame touching the rack. The rack should allow one or both wheels to be secured.
- Avoid use of multiple-capacity "wave" style racks. Users commonly misunderstand how to correctly park at wave racks, placing their bikes parallel to the rack and limiting capacity to 1 or 2 bikes.
- Position racks so there is enough room between parked bicycles. Racks should be situated on 36" minimum centers.
- A five-foot aisle for bicycle maneuvering should be provided and maintained beside or between each row of bicycle racks.
- Empty racks should not pose a tripping hazard for visually impaired pedestrians. Position racks out of the walkway's clear zone.
- For sidewalks with heavy pedestrian traffic, at least seven feet of unobstructed right-of-way is required.
- Racks should be located close to a main building entrance, in a lighted, high-visibility area protected from the elements.

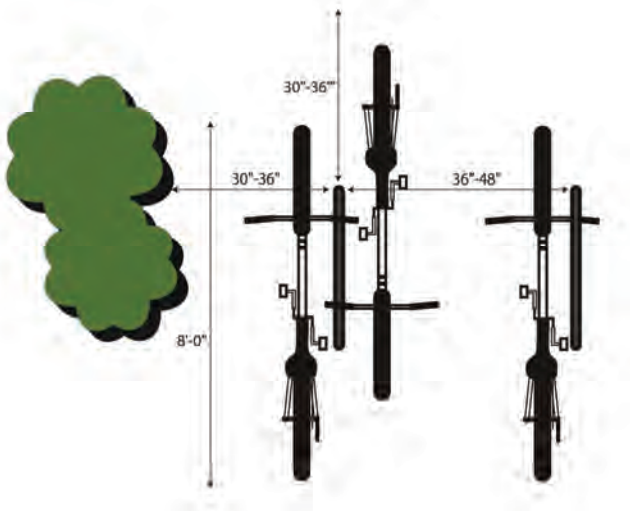
### Discussion

Bicycle Parking Manufactures:

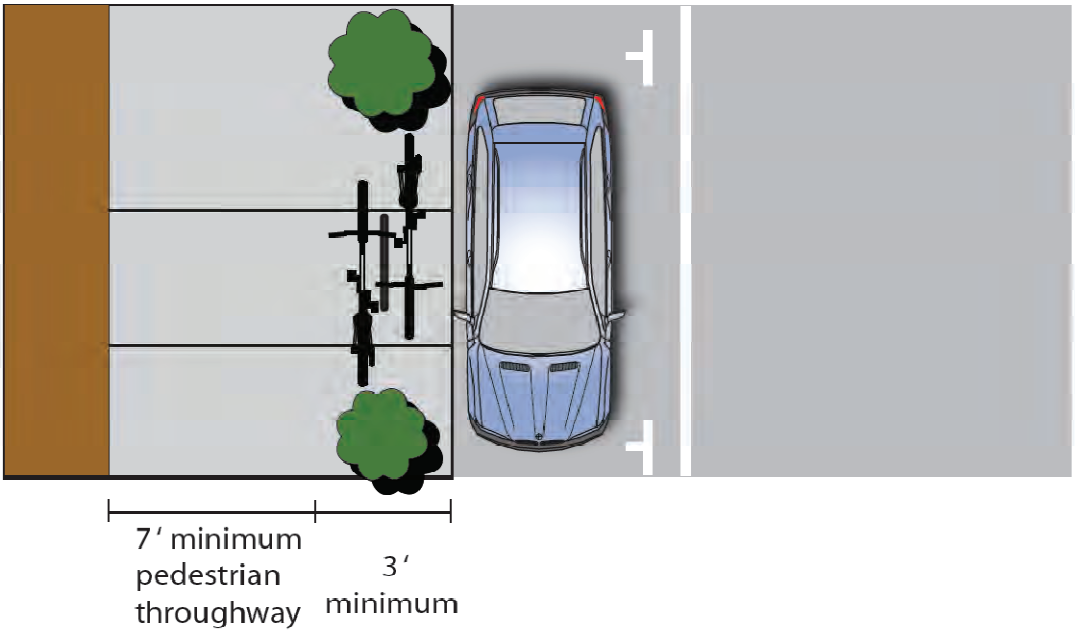
- Palmer: www.bikeparking.com
- Park-a-Bike: www.parkabike.com
- Dero: www.dero.com
- Creative Pipe: www.creativepipe.com
- Cycle Safe: www.cyclesafe.com

### Recommended Design

**Inverted-U Bicycle Rack**



**Recommended Design (continued)**




**Design Example**

*Short-term bicycle parking showing recommended clearances (non-local)*

**Guidance**

- Association of Bicycle and Pedestrian Professionals Bicycle Parking Guidelines (2nd edition 2010)
- City of Oakland, CA Bicycle Parking Ordinance (2008)

**Cost**

- Bicycle racks: $150-$200 each

## A.8.2. Bicycle Locker Design

### Design Summary

- Bicycle lockers should be a design that is intuitive and easy to use.
- Bicycle lockers should be securely anchored to a surface or structure.
- Bicycle lockers should be constructed to provide protection from theft, vandalism and weather.
- A five-foot aisle for bicycle maneuvering should be provided and maintained beside or between each row of bicycle lockers.
- Lockers should be located close to a main building entrance, in a lighted, high-visibility area protected from the elements. Long-term parking should always be protected from the weather.

### Discussion

Bicycle Parking Manufactures:

- Palmer: www.bikeparking.com
- Park-a-Bike: www.parkabike.com
- Dero: www.dero.com
- Creative Pipe: www.creativepipe.com
- Cycle Safe: www.cyclesafe.com

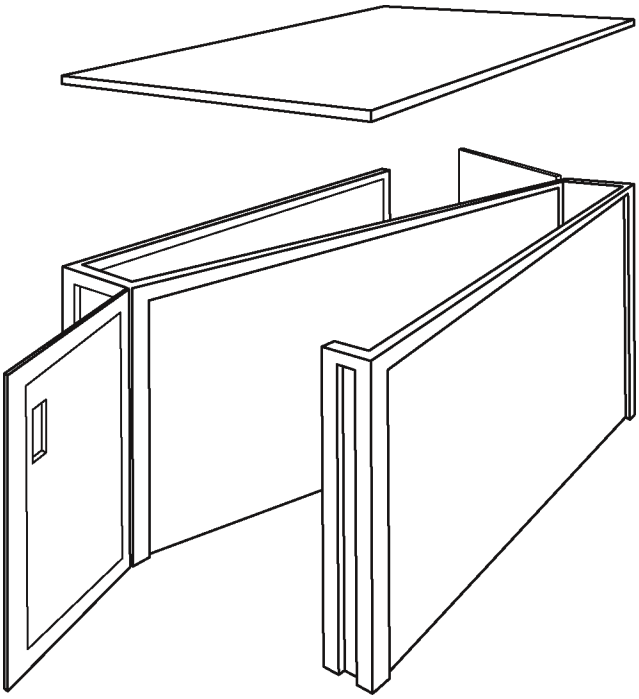
### Guidance

- Association of Bicycle and Pedestrian Professionals Bicycle Parking Guidelines (2nd edition, 2010)
- City of Oakland, CA Bicycle Parking Ordinance (2008)

### Cost

- Bicycle lockers: $1,350-$2,000 each

### Recommended Design



## A.9. Maintenance Standards

Like all roadways, bicycle and pedestrian facilities require regular maintenance. This includes sweeping, re-striping, maintaining a smooth roadway, ensuring that the gutter-to-pavement transition remains relatively flat, and installing bicycle-friendly drainage grates. Shared use paths also require regular plant trimming. The following recommendations are provided as a maintenance guideline for communities in Monterey County consider as they augments and enhances its maintenance capabilities.

### A.9.1. Shared Use Path Maintenance Standards

**Recommended Standards Summary**

| Maintenance Activity | Frequency |
|---|---|
| Surface gap repair | As needed (see additional guidance below) |
| Inspections | Tice a year |
| Pavement sweeping/ blowing | As needed |
| Pavement markings replacement | 3-5 years |
| Signage replacement | As needed when vandalized, 5-10 years as maintenance |
| Shoulder plant trimming (weeds, trees, brambles) | Yearly |
| Tree and shrub plantings, trimming | 1 – 3 years |
| Major damage response (washouts, fallen trees, flooding) | As soon as possible |

**SURFACE GAP REPAIR**

**Path Surface**

- The surface of the pedestrian access route shall be firm, stable and slip resistant (Draft Guidelines for Public Rights of Way, Section R301.5).

**Vertical Changes in Level**

- Changes in level up to ¼ inch may be vertical and without edge treatment. Changes in level between ¼ inch and ½ inch shall be beveled with a slope no greater than 1:2. Changes in level greater than ½ inch shall be accomplished by means of a ramp that complies with ADAAG Section 4.7 or 4.8 (ADAAG Section 4.5.2).
- Surface discontinuities shall not exceed ½ inch maximum. Vertical discontinuities between ¼ inch and ½ inch maximum shall be beveled at 1:2 minimum. The bevel shall be applied across the entire level change (Draft Guidelines for Public Rights of Way, Section R301.5.2).

**Gaps and Elongated Openings**

- If gratings are located in walking surfaces, then they shall have spaces no greater than ½ inch wide in one direction. If gratings have elongated openings, then they shall be placed so that the long dimension is perpendicular to the dominant direction of travel (ADAAG Section 4.5.4).
- Walkway Joints and Gratings. Openings shall not permit passage of a sphere more than ½ inch in diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel (Draft Guidelines for Public Rights of Way, Section R301.7.1).

| Discussion | Maintenance Challenges |
|---|---|
| **Basic Maintenance**<br>• Path pavement should be repaired as need to avoid safety issues and to ensure ADA compliance.<br>• Paths should be swept regularly.<br>• Shoulder vegetation should be cleared and trimmed regularly.<br>**Long-Term Maintenance**<br>• Paths should be slurry sealed, at minimum, 10 years after construction.<br>• Paths should receive an overlay, at minimum, 15 years after construction.<br>Agencies or districts with dedicated funding for maintenance generally provide more maintenance activities. | • Most agencies pay for sidewalk and path maintenance out of their maintenance and operations budget. This funding is generally enough to provide seasonal maintenance, but is not enough to fund long-term preventative maintenance, such as overlays.<br>• Grant funding is not generally available for maintenance activities. |
| **Guidance** | |
| • ADAAG<br>• Draft Guidelines for Public Rights of Way (2005) | |
| **Cost** | |
| • $1,000-14,000 per mile per year | |

## A.9.2. On-Street Facility Maintenance Standards

### Recommended Standards Summary

| Maintenance Activity | Frequency |
|---|---|
| Inspections | Seasonal – at beginning and end of Summer |
| Pavement sweeping/blowing | As needed, weekly in Fall |
| Pavement sealing, potholes | 5 - 15 years |
| Culvert and drainage grate inspection | Before Winter and after major storms |
| Pavement markings replacement (including crosswalks) | 1 – 3 years |
| Signage replacement | 1 – 3 years |
| Shoulder plant trimming (weeds, trees, brambles) | Twice a year; middle of growing season and early Fall |
| Tree and shrub plantings, trimming | 1 – 3 years |
| Major damage response (washouts, fallen trees, flooding) | As soon as possible |

NOTE: Caltrans recommends tolerance of surface discontinuities no more than ½ inch wide when parallel to the direction of travel on bike lanes (Class II) and bike routes (Class III).

### Discussion

**Basic Maintenance**

Bicyclists often avoid shoulders and bike lanes filled with sanding materials, gravel, broken glass and other debris; they will ride in the roadway to avoid these hazards, causing conflicts with motorists. A regularly scheduled inspection and maintenance program helps ensure that roadway debris is regularly picked up or swept. Roadways should also be swept after automobile collisions.

**Long-Term Maintenance**

Roadway surface is a critical issue for bicyclists' quality. Bicycles are much more sensitive to subtle changes in roadway surface than are motor vehicles. Examine pavement quality and transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

### Cost

- $1,000-$2,000 per mile per year

# Appendix B. Pedestrian Design Guidelines

The following pedestrian design guidelines provide design requirements for compliance with Americans with Disabilities Act (ADA), as well as design recommendations intended to create inviting, walkable environments for pedestrians. In addition to recommendations for better pedestrian design, implementation of the ADA design requirements outlined in this appendix will provide a foundation for everyone who walks.

The pedestrian enhancements described throughout these guidelines provide street design best practice guidance, which can enhance the safety, convenience, and mobility for pedestrians. In particular, they provide guidance on appropriate treatments for the various "areas of focus" throughout Monterey County, including downtown districts, coastal/Highway 1, barrier crossings, school zones, regional trails, and AMBAG Draft Blueprint priority areas. Potential treatment types for each of these areas include different design options for streets/sidewalks, pedestrian crossings, multimodal connections and community vitality. Additional discussion of design considerations relevant to different areas of focus is provided in **Chapter 7. Pedestrian Improvements**.

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B.2. Sidewalk Grade and Cross Slope ..... B-4
B.3. Sidewalk Material ..... B-5
B.4. SidewalkFurnishings ..... B-6
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# B.1. Sidewalk Widths

## Discussion

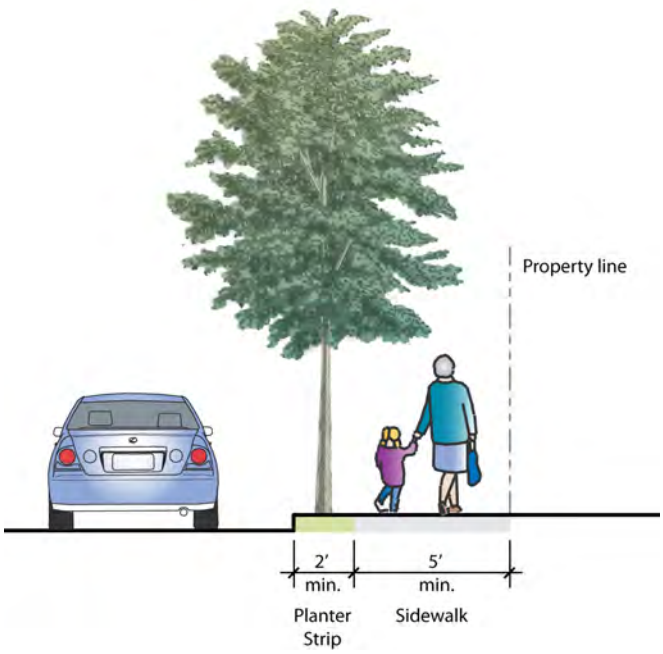
Medium to high-density pedestrian zones located in areas with commercial or retail activity provide excellent opportunities to develop an inviting pedestrian environment. The frontage zone in retail and commercial areas may feature seating for cafés and restaurants, or extensions of other retail establishments, like florists shops. The furnishings zone may feature seating, as well as newspaper racks, water fountains, utility boxes, lampposts, street trees and other landscaping. The medium to high-density pedestrian zone should provide an interesting and inviting environment for walking as well as window shopping.

## Design Summary

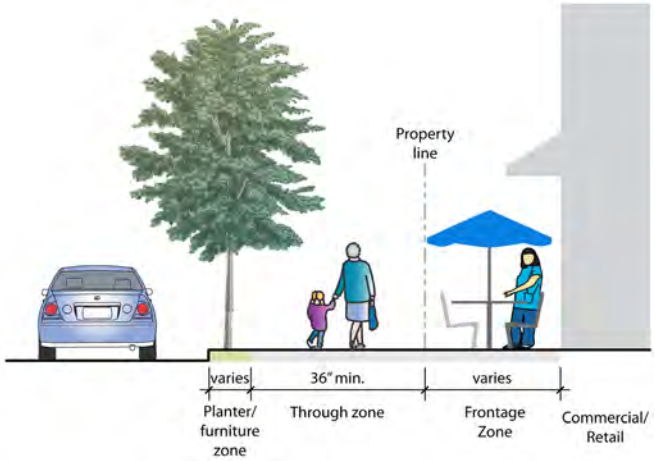
Walkway width recommendations in current transportation industry guidelines generally exceed the 36-inch minimum needed for accessible travel under the Americans with Disabilities Act. The Institute of Transportation Engineers (ITE), in its 1998 recommended practice publication, "Design and Safety of Pedestrian Facilities," recommends planning sidewalks that are a minimum of 5 feet wide with a planting strip of 2 feet on local streets and in residential and commercial areas.

The Agency recommends all new development provide sidewalks that are at least five feet wide with planter strips that are at least six feet wide with vertical curbs along arterials and major collectors.

## Design Example




*Typical Residential Sidewalk*




*Typical Commercial Area Sidewalk*

# B.2. Sidewalk Grade and Cross Slope

## Discussion

Sidewalk grade and cross slope affect user control, stability and endurance. Gentle grades are preferred to steep grades,

## Design Summary

**Grade**

The grade of a sidewalk affects the issues of control, stability and endurance. Gentle grades are preferred to steep grades, allowing more people to go uphill, providing more control on the downhill, and minimizing loss of footing. The maximum grade of a sidewalk should be no more than 14 percent in any 2-foot section, while the running grade for a sidewalk should not exceed 5 percent.

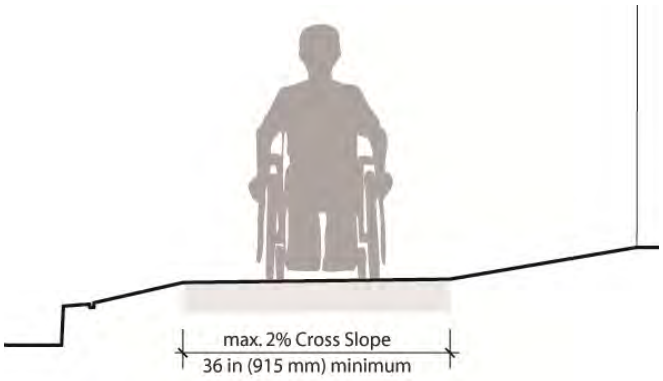
The following terms apply to standards for grades:

- Grade is the slope parallel to the direction of travel.
- Running grade is the average grade along an entire continuous path.
- Maximum grade covers a section of the sidewalk that is larger than the running grade. It is measured over a two-foot section.
- Rate of change is the change of the grade over a distance of two feet.
- Counter slope is the grade running opposite to the running grade.

**Cross Slope**

- Cross-slope describes the angle of the sidewalk from the building line to the street, perpendicular to the direction of travel. All sidewalks require some cross-slope for drainage, but a cross-slope that is too great will present problems for people who use wheelchairs, walking aids, or who have difficulty walking but do not use aids. The maximum cross-slope should be no more than 2 percent (1:50) for compliance with ADAGG.
- If a greater slope is anticipated because of unusual topographic or existing conditions, the designer should maintain the preferred slope of 1:50 within the entire Through Passage Zone, if possible. This can be accomplished either by raising the curb so that the cross-slope of the entire sidewalk can be 1:50, or by placing the more steeply angled slope within the Furnishings Zone and/or the Frontage Zone, as shown in Figure 21.
- If the above measures are not sufficient and additional slope is required to match grades, the cross slope within the Through Passage Zone may be as much as 1:25, provided that a 3-ft wide portion within the Through Passage Zone remains at 1:50 cross slope.

## Design Graphic




*Sidewalk cross slope should not exceed 2% to comply with ADA accessibility standards.*

# B.3. Sidewalk Material

## Discussion

Sidewalks should be firm and stable, and resistant to slipping. Sidewalks are normally constructed out of Portland cement concrete. Although multi-use pathways may be constructed out of asphalt, asphalt is not suitable for sidewalk construction due to its shorter lifespan and higher maintenance costs.

Concrete is the most common surfaces for sidewalks; however, some sidewalks are designed using decorative materials, such as brick or cobblestone. Although these surfaces may improve the aesthetic quality of the sidewalk, they may also present challenges to people with mobility impairments. For example, tiles that are not spaced tightly together can create grooves that catch wheelchair casters.

## Design Summary

**Concrete**

- Preferred material for use on standard sidewalks.
- Maintenance life: 75 years plus (with no tree root damage)
- Cost: $3.37/sq ft
- 20 Year Cost: $0.90/sq ft

**Concrete Pavers**

- Acceptable material for use where aesthetic treatment is desired. May be best suited for the Furnishings Zone as streetscape accent where pedestrian through travel is not expected. Not recommended for use on sidewalk through-zone.
- Maintenance life: 20 years plus
- Cost: $5.77/sq ft
- 20 Year Cost: $5.77/sq ft

## Design Example

*Concrete Sidewalk*

*Concrete Pavers*

# B.4. SidewalkFurnishings

## Discussion

The furnishings zone is the area between the curb zone and the through passage zone, where pedestrians pass. The furnishings zone creates an important buffer between pedestrians and vehicle travel lanes by providing horizontal separation.

## Design Summary

**Width**

A minimum width of 24 in (48 in if planting trees) is recommended (FHWA). On sidewalks of ten feet or greater, the furnishings zone width should be a minimum of four feet. A wider zone should be provided in areas with large planters and/or seating areas.

**Transit Stop/Shelter Placement**

To discourage midblock crossings by pedestrians, bus stops at or near intersections are generally preferred to midblock crossings. An 8 foot by 5 foot landing pad must be provided. A continuous 8 foot pad or sidewalk the length of the bus stop, or at least from the front to rear bus doors, is recommended. At stops in areas without curbs, an 8 foot shoulder should be provided as a landing pad. Bus shelters should be provided where possible to provide visible, comfortable seating and waiting areas for pedestrians. Bus shelters must have a clear floor area of 2.5 feet by 4 feet, entirely within the perimeter of the shelter, connected by a pedestrian access route to the boarding area (AASHTO).

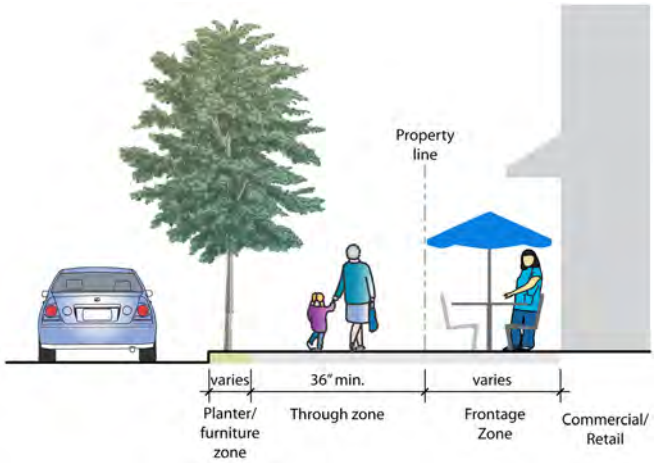
**Street Trees and Plantings**

Wherever the sidewalk is wide enough, the furnishings zone should include street trees. In order to maintain line of sight to stop signs or other traffic control devices at intersections, when planning for new trees, care should be taken not to plant street trees within 25 feet of corners of any intersection.

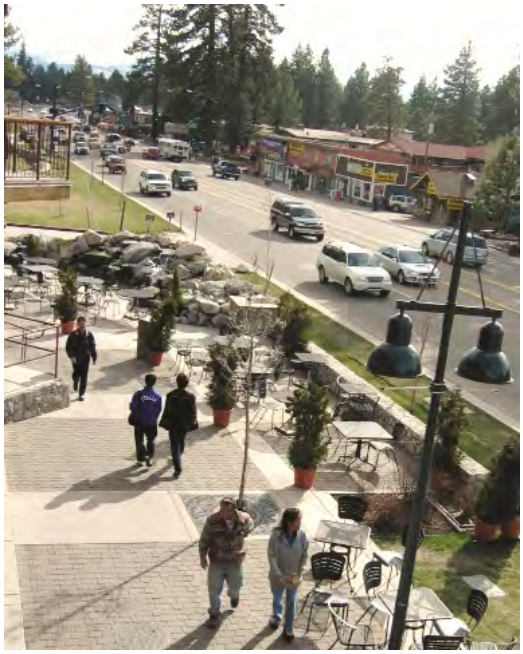
**Street Furniture and Amenities**

Street furniture should be placed in the furnishings zone to maintain through passage zones for pedestrians and to provide a buffer between the sidewalk and the street.

## Design Example




*Recommended Design*



*Design Example*

# B.5. Curb Ramps

## Discussion

Curb ramps are necessary for people who use wheelchairs to access sidewalks and crosswalks. ADA requires the installation of curb ramps in new sidewalks, as well as retrofitting existing sidewalks. Curb ramps may be placed at each end of the crosswalk (perpendicular curb ramps), or between crosswalks (diagonal curb ramps). The ramp may be formed by drawing the sidewalk down to meet the street level, or alternately building up a ramp to meet the sidewalk.

## Design Summary

**Orientation and Alignment**

Perpendicular curb ramps should be used at large intersections. Curb ramps should be aligned with crosswalks, unless they are installed in a retrofitting effort and are located in an area with low vehicular traffic.

**Width**

The minimum width of a curb ramp should be 36 inches, in accordance with ADAAG Guidelines. Curb ramps should be designed to accommodate the level of use anticipated at specific locations, with sufficient width for the expected level of peak hour pedestrian volumes and other potential users.

**Drainage**

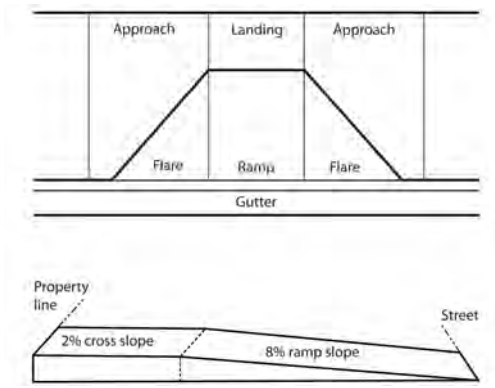
Adequate drainage should be provided to prevent flooding of curb ramps.

**Detectable Warnings**

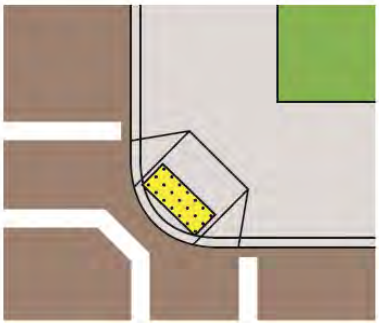
Tactile strips must be used to assist sight-impaired pedestrians in locating the curb ramp. Certain exemptions apply (see ADAAG Section 4.29 and the ADA Access Board Guidelines on Accessible Public Rights of Way).

Detectable warnings shall consist of raised truncated domes with a diameter of nominal 0.9 inches, a height of nominal 0.2 inches and a center-to-center spacing of nominal 2.35 inches and shall contrast visually with adjoining surfaces, either light-on-dark, or dark-on-light (ADAAG)

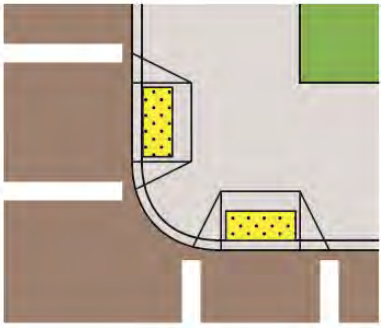
## Design Example



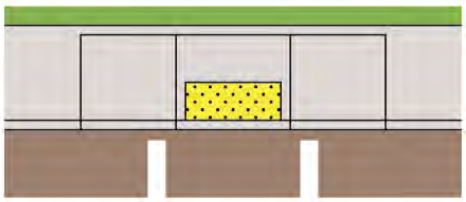

*Curb Ramp Elements*



*Diagonal Curb Ramp*



*Perpendicular Curb Ramp*



*Parallel Curb Ramp*

# B.6. Curb Extensions

## Discussion

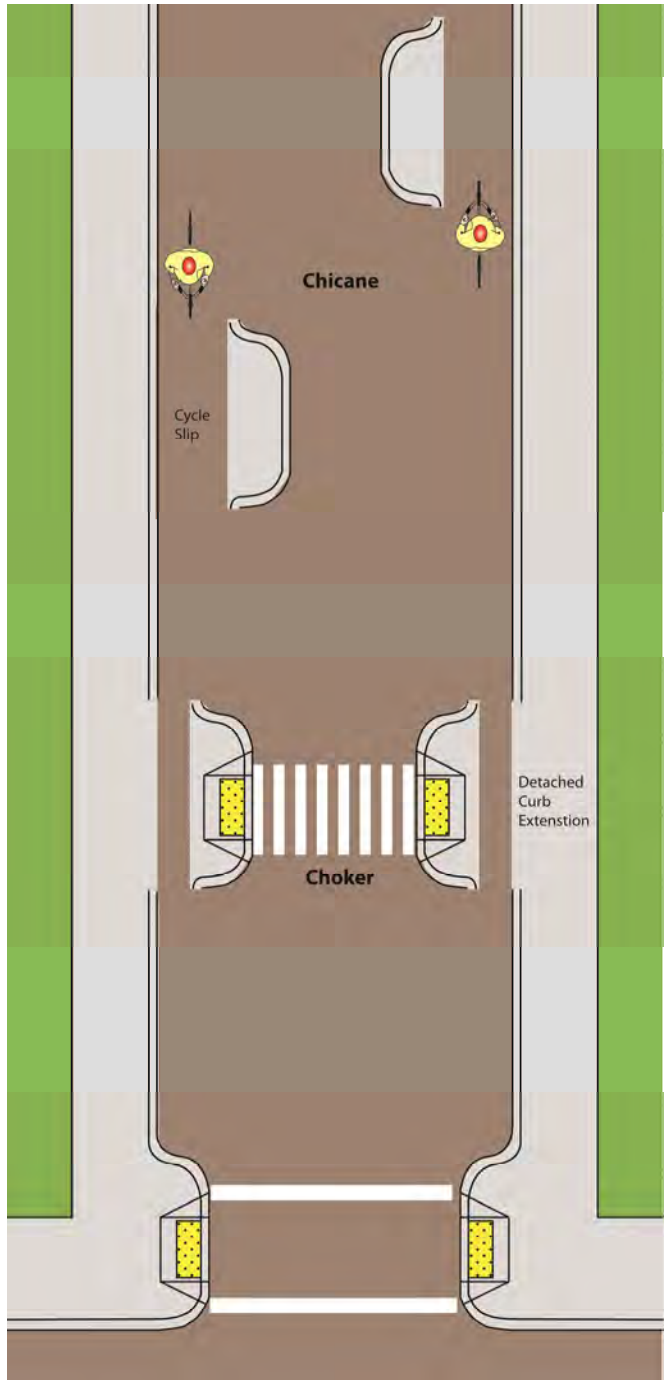
Curb extensions are a traffic calming device used to narrow roadway widths and shorten pedestrian crossing distances. Curb extensions may be installed on one side of a roadway or on both sides of the roadway to create additional traffic calming affects. Curb extensions installed at alternating frequencies on both sides of a roadway creates a "chicane" or S curve. Curb extensions installed on both sides of a roadway in the same location creates a "choker" or extra narrow roadway section.

Curb extension design should facilitate roadway drainage. Such designs may include detaching the curb extension from the curb. Detaching curb extensions provides the opportunity for "cycle" slips, which allow bicyclists to travel straight through the curb extension. Conversely, the channel of the detached curb extension may be covered with a grate to bridge the curb extension and sidewalk, allowing water to drain along the gutter.

## Design Summary

- Emergency vehicle operators should be consulted to ensure curb extensions do not negatively affect emergency response times.
- Mid-block installation with where pedestrians cross should consider raised crosswalks.
- Detaching curb extensions facilitates drainage and provides the opportunity for cycle slips.
- Installed at alternating frequencies on both sides of a roadway prevents motorists from "straight line racing", especially if curbs are extended into one full travel lane.
- Installed in a series of three effectively slows motorists.

## Design Example




*Curb extensions can be used in a variety of locations to calm traffic speeds.*

# B.7. Crosswalks

## Discussion

Crosswalks should be used:

- At signalized intersections, all crosswalks should be marked.
- At unsignalized intersections, crosswalks should be marked when they
  - help orient pedestrians in finding their way across a complex intersection, or
  - help show pedestrians the shortest route across traffic with the least exposure to vehicular traffic and traffic conflicts, or
  - help position pedestrians where they can best be seen by oncoming traffic.
- At mid-block locations, crosswalks are marked where
  - there is a demand for crossing, and
  - there are no nearby marked crosswalks

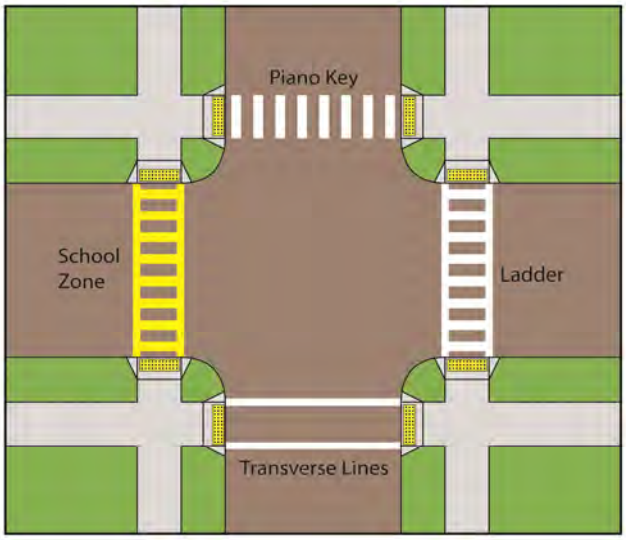
Advance yield lines should be considered at crosswalks where additional space between crosswalks and stopped motorists is desired. Advance yield lines should not place motorists in a position where sight lines are obstructed.

## Design Summary

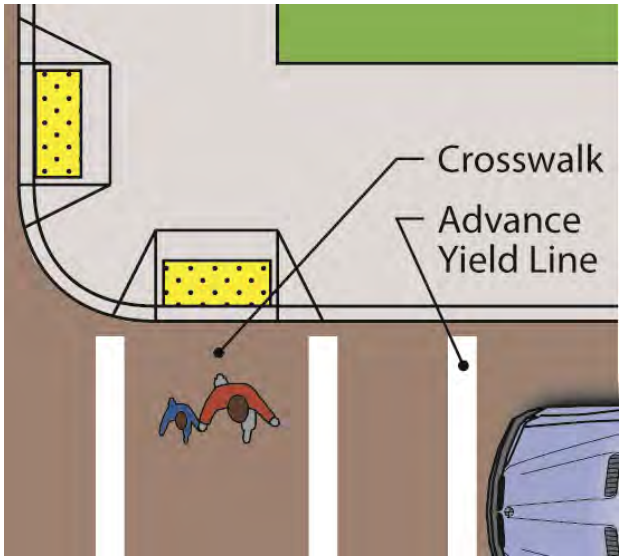
Ladder or piano key crosswalk markings are recommended for most crosswalks in Monterey County, including school crossings, across arterial streets for pedestrian-only signals, at mid- block crosswalks, and where the crosswalk crosses a street not controlled by signals or stop signs.

- A piano key pavement marking consists of two foot wide bars spaced 2 ft apart and should be located such that the wheels of vehicles pass between the white stripes.
- A ladder pavement marking consists of two foot wide bars spaced 2 feet apart and located between one foot wide parallel stripes that are 10 ft apart. In California, school zone crossings can be painted yellow in color.
- Transverse lines consist of one foot wide bars spaces not less than 6 ft apart.
- Advance yield lines, if used, should be installed at least four feet in advance of crosswalks.

## Design Example




*Latitudinal striping should be used in uncontrolled crosswalks.*




*Advance yield lines should be installed at least four feet in advance of a crosswalk.*

# B.8. Crosswalks at Mid Block and Uncontrolled Crossing Placement

## Discussion

The National MUTCD requires yield lines and "Yield Here to Pedestrians" signs at all uncontrolled crossings of a multi-lane roadway. Yield lines are not required by the CA MUTCD. The National MUTCD includes a trail crossing sign, shown to the right (W11-15 and W11-15P), which may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path.

The table on the following page is a summary for implementing at-grade roadway crossings. The number one (1) indicates a ladder style crosswalk with appropriate signage is warranted. (1/1+) indicates the crossing warrants enhanced treatments such as flashing beacons, or in-pavement flashers. (1+/3) indicates Pedestrian Light Control Activated (Pelican), Puffin, or Hawk signals should be considered.

## Design Summary

**Placement**

Mid-block crosswalks should be installed where there is a significant demand for crossing and no nearby existing crosswalks.

**Yield Lines**

If yield lines are used for vehicles, they shall be placed 20 to 50 feet in advance of the nearest crosswalk line to indicate the point at which the yield is intended or required to be made and 'Yield Here to Pedestrians' signs shall be placed adjacent to the yield line. Where traffic is not heavy, stop or yield signs for pedestrians and bicyclists may suffice.

**Warning Signs**

The Bicycle Warning (W11-1) sign alerts the road user to unexpected entries into the roadway by bicyclists, and other crossing activities that might cause conflicts.

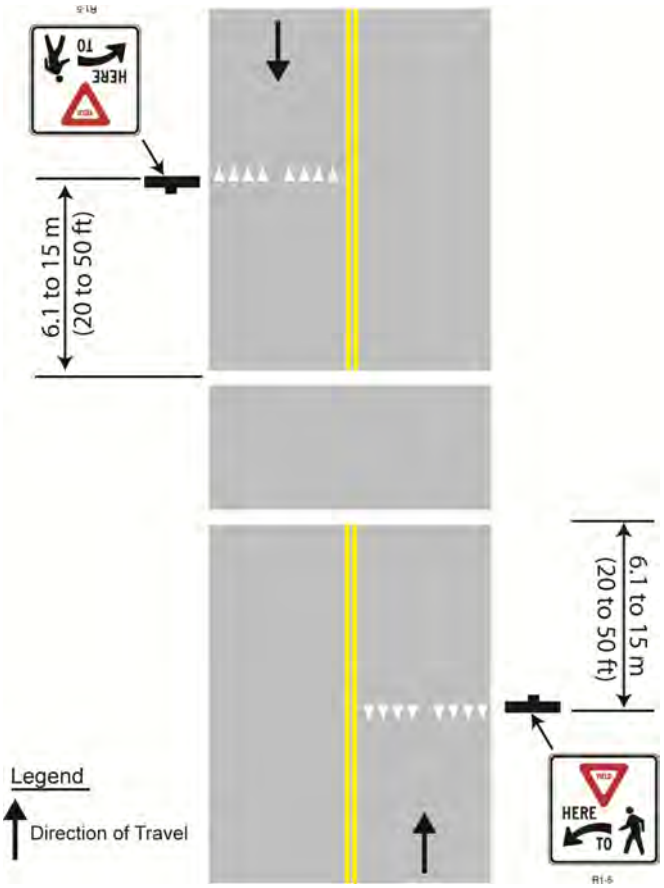
**Pavement Markings**

A ladder crosswalk should be used. Warning markings on the path and roadway should be installed.

**Other Treatments**

See table on the following page to determine if treatments such as raised median refuges, flashing beacons should be used.

## Design Example




*Source: California MUTCD, Figure 3B-15*

*Yield Here to Pedestrian Sign*

| Design Example | Recommended Design (continued) |
|---|---|
| | **National MUTCD** |
| **Guidance** | **Cost** |
| • Caltrans Highway Design Manual (Chapter 1000)<br>• MUTCD – California Supplement, Parts 2 and 9<br>• AASHTO Guide for the Development of Bicycle Facilities | $3,500 (thermoplastic for crosswalk and yield lines, two advance warning signs, two warning signs at crosswalk, two curb ramps) |

| Roadway Type (Number of Travel Lanes and Median Type) | Vehicle ADT ≤ 9,000 | | | Vehicle ADT > 9,000 to 12,000 | | | Vehicle ADT > 12,000 to 15,000 | | | Vehicle ADT > 15,000 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Speed Limit** | | | | | | | | | | | |
| | ≤ 30 mi/h | 35 mi/h | 40 mi/h | ≤ 30 mi/h | 35 mi/h | 40 mi/h | ≤ 30 mi/h | 35 mi/h | 40 mi/h | ≤ 30 mi/h | 35 mi/h | 40 mi/h |
| 2 Lanes | 1 | 1 | 1/1+ | 1 | 1 | 1/1+ | 1 | 1 | 1+/3 | 1 | 1/1+ | 1+/3 |
| 3 Lanes | 1 | 1 | 1/1+ | 1 | 1/1+ | 1/1+ | 1/1+ | 1/1+ | 1+/3 | 1/1+ | 1+/3 | 1+/3 |
| Multi-Lane (4 or more lanes) with raised median*** | 1 | 1 | 1/1+ | 1 | 1/1+ | 1+/3 | 1/1+ | 1/1+ | 1+/3 | 1+/3 | 1+/3 | 1+/3 |
| Multi-Lane (4 or more lanes) without raised median | 1 | 1/1+ | 1+/3 | 1/1+ | 1/1+ | 1+/3 | 1+/3 | 1+/3 | 1+/3 | 1+/3 | 1+/3 | 1+/3 |

*General Notes: Crosswalks should not be installed at locations that could present an increased risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic-calming measures, curb extensions), as needed, to improve the safety of the crossing. These are general recomendations; good engineering judgment should be used in individual cases for deciding which treatment to use.

For each trail-roadway crossing, an engineering study is needed to determine the proper location. For each engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, etc. may be needed at other sites.

**Where the speed limit exceeds 40 mi/h (64.4 km/h), marked crosswalks alone should not be used at unsignalized locations.

***The raised median or crossing island must be at least 4 ft (1.2 m) wide and 6 ft (1.8 m) long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and AASHTO guidelines. A two-way center turn lane is not considered a median.

1= Type 1 Crossings. Ladder-style crosswalks with appropriate signage should be used.

1/1+ = With the higher volumes and speeds, enhanced treatments should be used, including marked ladder style crosswalks, median refuge, flashing beacons, and/or in-pavement flashers. Ensure there are sufficient gaps through signal timing, as well as sight distance.

1+/3 = Carefully analyze signal warrants using a combination of Warrant 2 or 5 (depending on school presence) and EAU factoring. Make sure to project usage based on future potential demand. Consider Pelican, Puffin, or Hawk signals in lieu of full signals. For those intersections not meeting warrants or where engineering judgment or cost recommends against signalization, implement Type 1 enhanced crosswalk markings with marked ladder style crosswalks, median refuge, flashing beacons, and/or in-pavement flashers. Ensure there are sufficient gaps through signal timing, as well as sight distance.

# B.9. Pedestrian Refuge Island

## Discussion

Median "noses" and "porkchops" provide additional protection for pedestrians crossing at intersections. Median noses can also prevent vehicles from encroaching into the refuge area when making left turns. However, median noses may not be feasible to install due potential to turning movement restrictions. Neither the MUTCD nor the ADA Access Board Guidelines have any requirement for median noses to be installed at intersection refuge islands. Porkchops, or triangular islands that channel dedicated right turn lanes, provide refuges for pedestrians. Pedestrian warning signs should be installed in advance of the crosswalk.

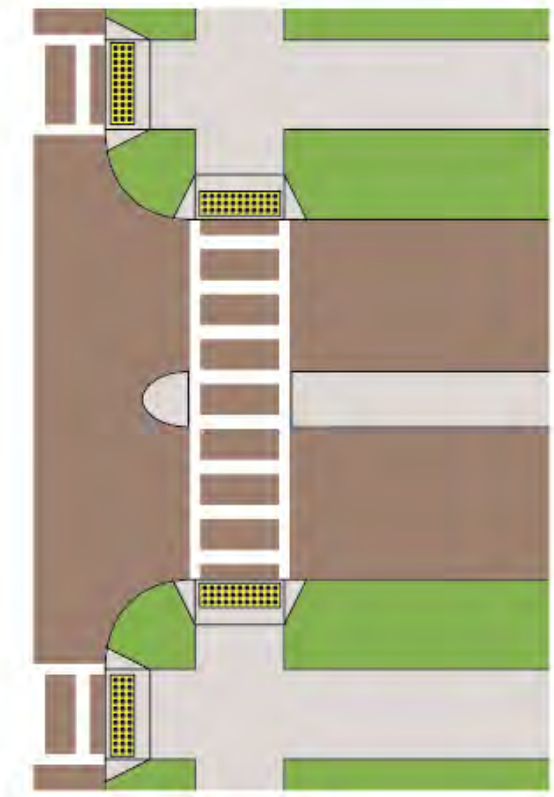
## Design Summary

Pedestrian refuge islands should be placed at wide multi-lane roadways. Depending on the signal timing, median islands should be considered when the crossing distance exceeds 60 feet, but can be used at intersections with shorter crossing distances where a need has been recognized.

ADA Access Board Guidelines on Accessible Public Rights of Way has a section on median islands. The following guidelines are applicable:

- Medians and pedestrian refuge islands in crosswalks shall contain a pedestrian access route, including passing space connecting to each crosswalk.
- Medians and pedestrian refuge islands shall be 6.0 ft minimum in length in the direction of pedestrian travel.
- Ramped up and cut-through refuge islands should be permitted. Factors to consider include slope, drainage and width of the island. Median curb ramps can add difficulty to crossing for some users.
- Medians and refuge islands should have detectable warnings, with detectable warnings at cut-through islands separated by a 2-foot minimum length of walkway without detectable warnings.

## Design Example



g

*Pedestrian Refuge Islands*

*Median "nose"*

# B.10.Guidelines for Signage

## Discussion

Caltrans categorizes signs into warning and regulatory. Pedestrian warning signs should be fluorescent yellow green to call the attention from motorists. Pedestrian regulatory signs govern pedestrian and motorist movements, such as "Yield Here to Pedestrians." The signs to the right provide examples of regulatory and warning signs.

## Design Summary

- Pedestrian warning signs should accompany all non-controlled crosswalks.
- Yield Here to Pedestrians signs should be installed at yield lines or "teeth."
- In-street Yield to Pedestrian signs should be considered at non-controlled crosswalks where motorists frequently violate pedestrian right of way.

## Design Example

# B.11.Guidelines for Signalized Pedestrian Crossing

## Discussion

Pedestrian pushbuttons should be used at any signalized intersection without a dedicated pedestrian phase. Push buttons allow pedestrians to actuate a walk phase.

All new and modified traffic signals should include accessible pushbuttons that are large and vibrate during a walk phase for visually impaired pedestrians.

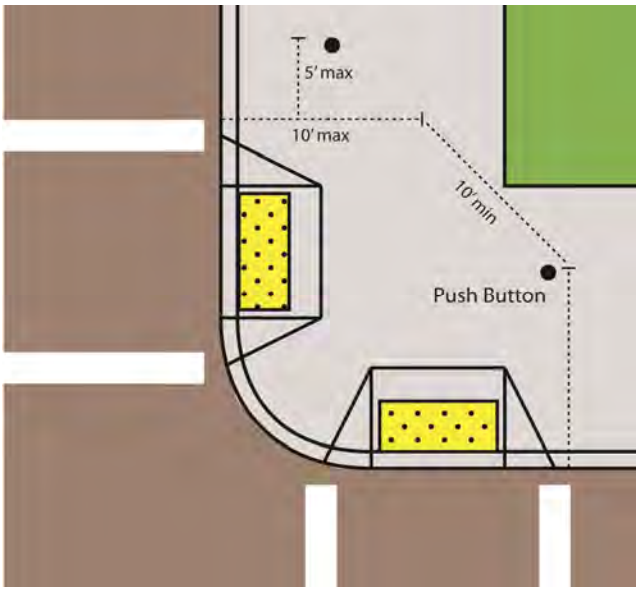
## Design Summary

**Signal Timing**

- CA MUTCD requires a walk signal phase to accommodate a 4.0 feet/second pace or slower
- CA MUTCD provides the option of a walk signal phase to accommodate a 2.8 feet/second pace.
- Push buttons should be located within five feet outside of the transverse crosswalk line extended.
- Push button location should be adjacent to an all weather surface to facilitate accessibility.
- Push buttons should be installed within 10 feet of the curb unless impractical.

## Design Example

*Pedestrian Push Button*




*Push button placement*

# B.12.Pedestrian Amenities

## Discussion

Pedestrian amenities include wayfinding signage, street furniture, human scale lighting and textured walking surfaces. These amenities create a welcoming atmosphere where pedestrians feel comfortable.

## Design Summary

- Wayfinding signage should be considered in locations with a concentration of community destinations and moderate pedestrian activity.
- Street furniture should be used to create a welcoming streetscape but should not block or constrict pedestrian movement.
- Tree species should be selected based on low maintenance characteristics including root structures that will not disrupt utilities and displace walking surfaces. Planting should be spaces to provide a continuous canopy.
- Human scale lighting should be 12- 20 feet tall. The level of lighting should reflect the location and level of pedestrian activity.

## Design Example

*Wayfinding and Signage*

*Pavers, trash receptacles, human scale lighting, and shademake the Gas Lamp District of San Diego attractive to pedestrians.*

# B.13.Crossing Beacons

## Discussion

Beacons enhance uncontrolled crosswalks by using devices that call attention to pedestrians. Beacons may be actuated by pedestrians wishing to cross at a crosswalk or may flash on a continuous basis to warn motorists of potential pedestrian activity ahead.

The standard beacon uses a yellow round light that flashes at regular intervals. Many times, motorists become complacent of the this type of beacon, resulting in a lower yield to pedestrian compliance rate.

New beacon designs incorporate high-visibility elements to increase yield to pedestrian compliance. The National and California MUTCD consider these devices experimental.

**Experimental Beacons**

Rectangular-Shaped Rapid Flash beacons utilize a LED light that flashes in a stutter pattern similar to that of an emergency vehicle.

High intensity actuated crosswalk (HAWK) beacons utilize yellow warning and red stop lights similar to a traffic signal. After pedestrian actuation, the yellow light will flash and then turn solid to warn motorists to slow for a cued pedestrian. A red light follows to stop motorists the yellow and flashes red after the pedestrian crossing phase expires.

The application of experimental treatments within California should follow the California Traffic Control Devices Committee's (CTCDC) approval process (http://www.dot.ca.gov/hq/traffops/signtech/newtech/). Jurisdictions within California can apply to the CTCDC for permission to use experimental treatments.

## Recommended Design

*HAWK Crossing (not approved for use in California)*

## Design Summary

- Crosswalk warning beacons should be actuated to maximize yield to pedestrian compliance.
- High intensity beacons should be considered over traditional circular yellow beacons.

## Guidance

CA MUTCD Chapter 4.K.

ITE – Alternative Treatments for At-Grade Pedestrian Crossings

## Cost

Signs, Overhead Beacon: $15,000-$55,120 each

Detection, Automated Beacon: $800 each

Crossing, Hawk: $50,000 each

Actuated Pedestrian Crossing: $40,000 each

# B.14.Signal Phasing

## Discussion

Signalized intersection can be daunting to pedestrians if motor vehicle movement is prioritized. Traffic signal phasing can be modified to better accommodate pedestrians and prioritize pedestrian movement at signalized intersection.

The following signal phasing strategies avoid motorist/pedestrian conflict.

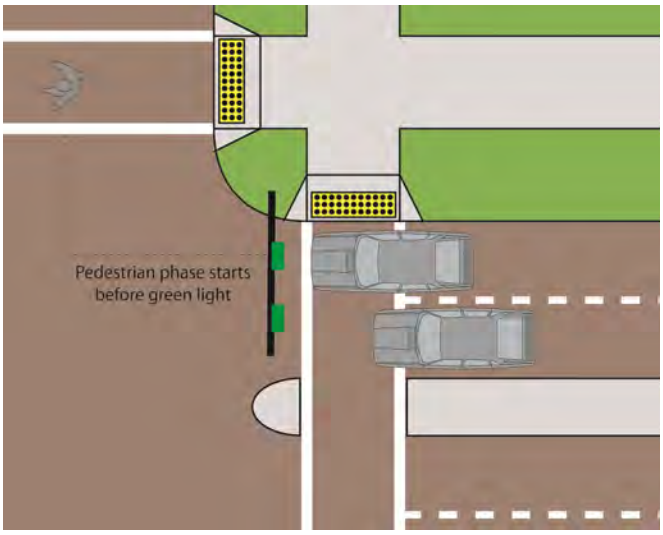
- Protected left turns provide motorists with an exclusive left turn phase, eliminating simultaneous movements of pedestrians and motorists.
- Split phasing provides a dedicated phase for each intersection approach, including a dedicated pedestrian phase.

**Leading pedestrian intervals** provide a pedestrian phase two to four seconds in advance of a green light in the same direction. LPIs increase pedestrian visibility by permitting pedestrians to enter the crosswalk and motorist sight lines before motorists enter the intersection. Without LPIs, pedestrians are at greater risk of motor vehicle collision because they may enter the intersection at the same time as motorists and assume turning motorists can see them.

## Design Summary

- Urban settings are most appropriate for permitted phasing that permits simultaneous pedestrian and motorist movements and increase intersection capacity but increase risk of conflict.
- Rural settings are most appropriate for protected phasing that provides exclusive turning and pedestrian phases but decreases intersection capacity.
- LPIs should provide two to four seconds of pedestrian phasing before a green light for parallel traffic.
- LPIs should be considered where improved motorist visibility of pedestrians is needed.

## Design Example




*Leading Pedestrian Interval*

# B.15.Pedestrian Friendly Signal Timing

## Discussion

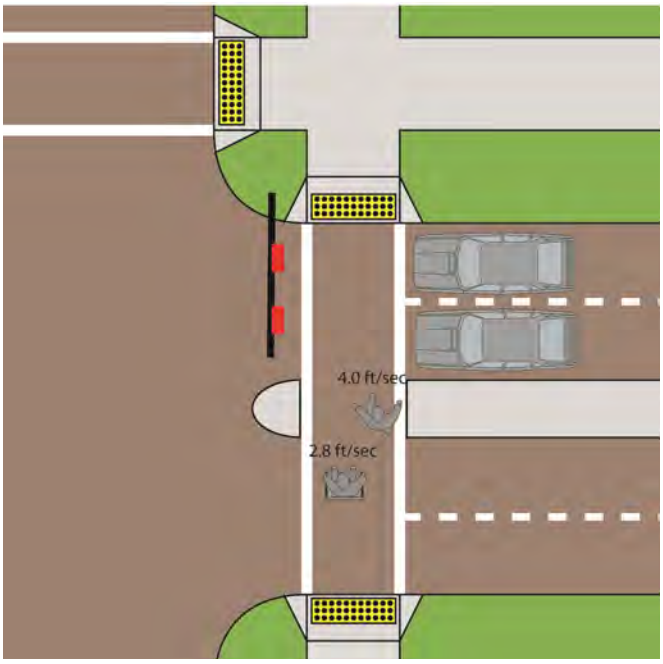
Pedestrian speed determines the duration of a pedestrian phase. CAMUTCD standard pedestrian speed for calculating pedestrian phasing is 4.0 feet per second. This speed does not accommodate slow moving pedestrians such as children, seniors and people with disabilities. CAMUTCD provides the option of using 2.8 feet per second as a pedestrian speed to accommodate slow moving pedestrians.

Countdown pedestrian heads display the remaining time of a pedestrian phase, informing crossing pedestrians. Countdown heads are most applicable at multi-lane arterial roadways where pedestrians have a long distance to cross. If a median is provided, pedestrians may rest and wait for the next pedestrian phase to cross the remaining roadway.

## Design Summary

- A pedestrian speed of 2.8 feet per second should be considered at locations used by slow moving pedestrians, i.e. children, seniors and people with disabilities.
- Countdown heads should be installed at multi-lane arterial roadway intersections.
- Countdown head should incorporate audible instructions.

## Design Example




*Pedestrian timing should be derived from 2.4 feet per second pedestrian speed in areas with children, seniors and people with disabilities.*

*Countdown Signal*

# Appendix C. Bike Parking Inventory

This appendix presents an extensive inventory of bike parking on public and private land in **Table C-1**. Public bicycle parking locations are shown in **Figures 6-1** through **6-15**.

Table C-1: Bicycle Parking Inventory

| Location | Address | Area | Racks | Lockers |
|---|---|---|---|---|
| Aromas Library | Carpenteria Street & Blohm Street | Aromas | 1 | |
| Bradley Library | Dixie Street & Monterey Street | Bradley | 1 | |
| Cachagua Community Center | Cachagua Road | Cachagua | 1 | |
| Forest Hill Park | Junipero St | Carmel | 2 | |
| Mission Trail Park | Rio Road | Carmel | 5 | |
| Sunset Center | San Carlos | Carmel | 4 | |
| Sunset Center | 10th Avenue | Carmel | 3 | |
| Carmel Library | 65 West Carmel Valley Road | Carmel Valley | 1 | |
| Castroville Library | 11266 Merritt Street | Castroville | 1 | |
| Cato Phillips Community Park | California and Wood Streets | Castroville | 2 | |
| Crane Street Neighborhood Park | Ricco and Crane Streets | Castroville | 2 | |
| Moro Cojo Neighborhood Park | Comunidad Way | Castroville | 2 | |
| North Monterey County High School | 13990 Castroville Blvd | Castroville | 10 | |
| MST Station | Between 4th and 5th streets along Alta Street | Gonzales | 2 | |
| Myer Park | Herald Parkway between Holstein Way and Mustang Way | Gonzales | 2 | |
| City Hall | 45 El Camino Real | Greenfield | 1 | |
| La Plaza Bakery | 150 El Camino Real | Greenfield | 1 | |
| Patriot Park | 13th and Oak Ave | Greenfield | 1 | |
| Post Office | 485 Oak Ave | Greenfield | 1 | |
| Shopping Center | Next to Hwy 101 | Greenfield | 1 | |
| Jacks Peak County Park | Jacks Peak Park | Jacks Peak Park | 2 | |
| Arboleda Baseball Park | San Antonio Street | King City | 5 | |
| Chalone Peaks Middle School | 667 Meyer Street | King City | 6 | |
| City Recreational Center | Division Street | King City | 4 | |
| Division Street Park | Division Street | King City | 5 | |
| King City Courthouse | 250 Franciscan Way | King City | 1 | |
| King City Center | Canal St and Hwy 1 | King City | 1 | |
| King City City Hall | 213 S. Vanderhurst Ave | King City | 5 | |
| King City High School | 720 Broadway Street | King City | 5 | |
| King City Library | 402 Broadway Street | King City | 4 | |
| King City Shopping Center: Safeway | 530 Canal Street | King City | 1 | |
| San Lorenzo Middle School | 415 Pearl Street | King City | 3 | |
| Laguna Seca County Park | Laguna Seca Park | Laguna Seca | 5 | |
| City Hall | 211 Hillcrest Ave. | Marina | 1 | 2 |
| Fort Ord Reuse Authority | 100 12th St. Bldg 2880 | Marina | 5 | |
| Tate Park | Abdy Way | Marina | 1 | |
| Teen Center and Skate Park | 304 Hillcrest | Marina | 5 | |
| Vince Dimaggio Park | 3200 Del Monte | Marina | 1 | |
| Alvarado Street | Bicycle racks along its entire length | Monterey | 1 | |

| Location | Address | Area | Racks | Lockers |
|---|---|---|---|---|
| Cannery Row Garage | | Monterey | | 6 |
| City of Monterey | Presidio | Monterey | | 4 |
| City of Monterey | 735 Pacific Street | Monterey | | 6 |
| City of Monterey construction management office | | Monterey | 1 | |
| City of Monterey Library | | Monterey | 1 | |
| Del Monte Shopping Center at Macy's | | Monterey | 1 | |
| Dennis the Menace Park | | Monterey | 1 | |
| Harbormaster's Office | | Monterey | | 4 |
| Monterey Bay Coastal Trail | Racks along its entire length | Monterey | 23 | |
| Monterey County Offices | Aguajito Road | Monterey | | 1 |
| Monterey Hostel | 778 Hawthorne St. | Monterey | 3 | 6 |
| Monterey Peninsula College | 980 Fremont St | Monterey | 25 | |
| Monterey Sports Center | | Monterey | 1 | |
| Monterey Transit Center | | Monterey | 1 | |
| MPC at Student Union | | Monterey | 1 | |
| Whole Foods Market | 800 Del Monte Center | Monterey | 9 | |
| American Tin Cannery | Ocean View & David | Pacific Grove | 3 | |
| Asilomar State Beach | Sunset Drive | Pacific Grove | 2 | |
| Berwick Park | Ocean View Blvd | Pacific Grove | 1 | |
| Community Center | 515 Junipero | Pacific Grove | 1 | |
| Forest Hill Bike Shop | 1173 Forest Avenue | Pacific Grove | 1 | |
| Hallmark store | 572 Lighthouse Avenue | Pacific Grove | 1 | |
| Lighthouse Theater | 525 Lighthouse Avenue | Pacific Grove | 1 | |
| Lover's Point | Ocean View Blvd | Pacific Grove | 2 | |
| Marita's Shoes | 547 Lighthouse Avenue | Pacific Grove | 1 | |
| McDonald's | 100 County Club Gate | Pacific Grove | 1 | |
| Monterey Bay Charter School | 1004 B David Ave, Pacific Grove, CA 93950 | Pacific Grove | 6 | |
| Museum | Forest & Central Avenues | Pacific Grove | 1 | |
| NOAA | Lighthouse extension | Pacific Grove | 1 | |
| PG City Hall | 300 Forest Avenue | Pacific Grove | 2 | |
| PG Library | 550 Central Avenue | Pacific Grove | 1 | |
| PG Plaza/Int'l Cafe | 620 Lighthouse Avenue | Pacific Grove | 1 | |
| PG Travel | 591 Lighthouse Avenue | Pacific Grove | 1 | |
| PG Youth Center | 17th St. & Laurel Avenue | Pacific Grove | 1 | |
| The Tides/Works | 655 Lighthouse Avenue | Pacific Grove | 1 | |

| Location | Address | Area | Racks | Lockers |
|---|---|---|---|---|
| Toasties Cafe | 702 Lighthouse Avenue | Pacific Grove | 1 | |
| Winning Wheels Bike Shop | 318 Grand Avenue | Pacific Grove | 1 | |
| Pajaro Community Center | 29 bishop Street | Pajaro | 1 | |
| Parkfield Library | Parkfield | Parkfield | 1 | |
| Manzanita Regional Park | Castroville Blvd & Manzanita Circle | Prunedale | 1 | |
| Ace Hardware | 1215 S. Main St. | Salinas | 1 | |
| Agricultural Extension | 1432 Abott Street | Salinas | 3 | |
| ALANON | Central Avenue | Salinas | 1 | |
| Albertson's | N. Davis Road | Salinas | 7 (spaces) | |
| Albertson's | S. Main Street | Salinas | 11 (spaces) | |
| Alisal Elementary School | Del Monte Avenue | Salinas | 19 (spaces) | |
| Alisal High School | Williams Road | Salinas | 44 (spaces) | |
| AMTRAK Station | Railroad Avenue | Salinas | 7 (spaces) | |
| AT&T Wireless | N. Davis Road | Salinas | 7 (spaces) | |
| Auto Zone | N. Main Street | Salinas | 9 (spaces) | |
| Bank Of America | S. Main Street | Salinas | 2 (spaces) | |
| Baptist Church | San Vincente Avenue | Salinas | 26 (spaces) | |
| Bardin Elementary School | Bardin Road | Salinas | 28 (spaces) | |
| Bed Bath & Beyond | N. Main Street | Salinas | 5 (spaces) | |
| Bicycle Fitness Center | W. Market Street | Salinas | 10 (spaces) | |
| Blockbuster | S. Main Street | Salinas | 12 (spaces) | |
| Bob Wills Dodge | Auto Center Circle | Salinas | 11 (spaces) | |
| Bobcat Bicycles | Monterey Street | Salinas | 8 (spaces) | |
| Boskovich Farms Inc. | Work Street | Salinas | 11 (spaces) | |
| Bread Box Recreation Center | N. Sanborn Road | Salinas | 7 (spaces) | |
| Cardinale Mazda | Auto Center Circle | Salinas | 4 (spaces) | |
| Cardinale Volkswagon | Auto Center Circle | Salinas | 4 (spaces) | |
| Carl's Jr. | N. Davis Road | Salinas | 6 (spaces) | |
| Carolyn's | Main Street | Salinas | 7 (spaces) | |
| Central Coast Credit Union | S. Main Street | Salinas | 7 (spaces) | |
| Central Park | Central Avenue | Salinas | 21 (spaces) | |
| Century Park 7 Theater | Simas Street | Salinas | 4 (spaces) | |
| Cesar Chaves | Towt Street | Salinas | 26 (spaces) | |
| Cesar Chavez Library | Williams Road | Salinas | 7 (spaces) | |
| Chevron Gas Station | N. Davis Road | Salinas | 5 (spaces) | |
| Chevron Gas Station | S. Main Street | Salinas | 5 (spaces) | |
| Chevy's | N. Davis Road | Salinas | 7 (spaces) | |
| Chuck E Cheese | N. Davis Road | Salinas | 11 (spaces) | |
| City of Salinas, Maintenance Service Department | 426 Work Street, Salinas, CA 93901 | Salinas | | 1 |
| Claremont Park | San Fernando Drive | Salinas | 36 (spaces) | |
| Closter Park | Towt Street | Salinas | 63 (spaces) | |
| Coca Cola | Vandenberg Street | Salinas | 7 (spaces) | |
| Comerica Bank | S. Main Street | Salinas | 8 (spaces) | |
| Commercial Building | Church Street | Salinas | 6 (spaces) | |
| Community Bank | N. Davis Road | Salinas | 3 (spaces) | |
| Community Bank | Main Street | Salinas | 7 (spaces) | |
| Corner Market | E. Alisal Street | Salinas | 5 (spaces) | |
| Costco | N. Davis Road | Salinas | 10 (spaces) | |
| Creekside Elementary School | Kittery | Salinas | 23 (spaces) | |
| Creekside Neighborhood Park | Declaration Street | Salinas | 7 (spaces) | |
| Crystal Theater | Main Street | Salinas | 7 (spaces) | |
| Diamond Dental | N. Davis Road | Salinas | 5 (spaces) | |

| Location | Address | Area | Racks | Lockers |
|---|---|---|---|---|
| Economy Auto Body & Paint | W. Market Street | Salinas | 7 (spaces) | |
| El Dorado Park | El Dorado Drive | Salinas | 7 (spaces) | |
| El Gabilan Elementary | Linwood Drive | Salinas | 68 (spaces) | |
| El Jaliscience Restaurant | E. Alisal Street | Salinas | 6 (spaces) | |
| El Pollo Loco | N. Davis Road | Salinas | 5 (spaces) | |
| El Sausal Middle School | E. Alisal Street | Salinas | 100 (spaces) | |
| El Zacatecano Restaurant | E. Alisal Street | Salinas | 5 (spaces) | |
| Electrical Distributor | Work Circle | Salinas | 5 (spaces) | |
| Ethan Allen | N. Davis Road | Salinas | 25 (spaces) | |
| Everett Alvarez High School | Independence Blvd | Salinas | 29 (spaces) | |
| Firehouse Recreation Center | E. Alisal Street | Salinas | 19 (spaces) | |
| Firestation # 5 | Rider Avenue | Salinas | 5 (spaces) | |
| First Awakenings | Main Street | Salinas | 7 (spaces) | |
| Five Star Pallet Co. | Brunken Avenue | Salinas | 7 (spaces) | |
| Former Gold's Gym | Main Street | Salinas | 7 (spaces) | |
| Frank Paul School | Rider Avenue | Salinas | 24 (spaces) | |
| Fremont Elementary School | E. Market Street | Salinas | 85 (spaces | |
| Gabilan Library | N. Main Street | Salinas | 13 (spaces) | |
| Gabilan Manufacturing | Work Street | Salinas | 13 (spaces) | |
| Golden Fish | Main Street | Salinas | 7 (spaces) | |
| Halltree Antiques | Main Street | Salinas | 7 (spaces) | |
| Harden Middle School | McKinnon Street | Salinas | 176 (spaces) | |
| Hartnell College - Animal Health Tech Building | Homestead Avenue | Salinas | 10 (spaces) | |
| Hartnell College - Gymnasium | Homestead Avenue | Salinas | 40 (spaces) | |
| Hartnell College - Performing Arts Building | Homestead Avenue | Salinas | 8 (spaces) | |
| Hartnell College - Student Center - Homestead | Homestead Avenue | Salinas | 18 (spaces) | |
| Hartnell College - Student Center & Library | Homestead Avenue | Salinas | 63 (spaces) | |
| Hartnell College - Tennis Courts | Homestead Avenue | Salinas | 11(spaces) | |
| Hartnell College - Track | Homestead Avenue | Salinas | 10 (spaces) | |
| Hartnell College - Transfer Center | Homestead Avenue | Salinas | 10 (spaces) | |
| Hartnell College - Weight Room | Homestead Avenue | Salinas | 7 (spaces) | |
| Hartnell College- Amphitheater | Homestead Avenue | Salinas | 22 (spaces) | |
| Hartnell College- Dining Area | Homestead Avenue | Salinas | 8 (spaces) | |
| Hartnell Park | Hartnell Park | Salinas | 30 (spaces) | |
| Hayashi & Wayland | Padre Drive. | Salinas | 7 (spaces) | |
| Hebbron Heights | Fremont Street | Salinas | 18 (spaces) | |
| Hollywood Video | S. Main Street | Salinas | 10 (spaces) | |
| Hometown Buffet | Northridge Mall | Salinas | 5 (spaces) | |
| Household Credit Services | Schilling Place | Salinas | 11 (spaces) | |
| Household Credit Services - Child Care | Schilling Place | Salinas | 10 (spaces) | |
| IDT | Moffett Street | Salinas | 7 (spaces) | |
| Income Maintenance DSS | 1322 Natividad Road | Salinas | 3 (spaces) | |
| Jack In the Box | Main Street | Salinas | 3 (spaces) | |
| Jack in the Box | S. Main Street | Salinas | 3 (spaces) | |
| Jaycees Tot Lot | Bardin Way | Salinas | 7 (spaces | |
| Jesse G. Sanchez Elementary School | N. Sanborn Road | Salinas | 24 (spaces) | |
| John E. Steinbeck Elementary School | Burlington Drive | Salinas | 40 (spaces) | |
| Julian's Taylor Shop | Main Street | Salinas | 7 (spaces) | |

| Location | Address | Area | Racks | Lockers |
|---|---|---|---|---|
| Kamman School | Rochex Avenue | Salinas | 201 (spaces) | |
| KION Channel 46 | Moffet Street | Salinas | 12 (spaces) | |
| La Movida Nightclub | E. Alisal Street | Salinas | 5 (spaces) | |
| La Paz Middle School | N. Sanborn Road | Salinas | 40 (spaces) | |
| La Plaza Bakery | N. Davis Road | Salinas | 5 (spaces) | |
| La Plazita | E. Alisal Street | Salinas | 7 (spaces) | |
| La Princesa Market | Williams Road | Salinas | 5 (spaces) | |
| La Princesa Market | E. Alisal Street | Salinas | 5 (spaces) | |
| Lantis Coorporation | Hansen | Salinas | 8 (spaces) | |
| Las Palmas Plaza | E. Alisal Street | Salinas | 5 (spaces) | |
| Laurel Park | Laurel Drive | Salinas | 14 (spaces) | |
| Laurelwood Park | Victor Street | Salinas | 7 (spaces) | |
| Laurelwood School | Larkin Street | Salinas | 135 (spaces) | |
| Lincoln School | California Street | Salinas | 96 (spaces) | |
| Loma Vista Elementary | Sausal Drive | Salinas | 34 (spaces) | |
| Longs Drug Store | E. Boronda Road | Salinas | 10 (spaces) | |
| Longs Drug Store | S. Main Street | Salinas | 7 (spaces) | |
| Longs Drug Store | E. Alisal Street | Salinas | 8 (spaces) | |
| Los Padres Elementary | John Street | Salinas | 36 (spaces) | |
| Lutheran Church of Good Shepherd | Larkin Street | Salinas | 12 (spaces) | |
| Magana's Meat Market | N. Main Street | Salinas | 10 (spaces) | |
| Marie Calendar's | N. Davis Road | Salinas | 9 (spaces) | |
| MCCormick Schilling & Co | Schilling Place | Salinas | 6 (spaces) | |
| McDonalds | S. Sanborn Road | Salinas | 5 (spaces) | |
| McDonalds | E. Alisal Street | Salinas | 5 (spaces) | |
| McDonalds | E. Boronda Road | Salinas | 5 (spaces) | |
| McDonalds | Williams Road | Salinas | 5 (spaces) | |
| Memorial Hospital | E. Romie Lane | Salinas | 39 (spaces) | |
| Mission Park School | Acacia Street | Salinas | 94 (spaces) | |
| Mission Park School. Salinas | 403 W. Acacia, Salinas, CA 93901. | Salinas | 6 | |
| Mission Trails ROP Center | E. Laurel Drive | Salinas | 16 (spaces) | |
| Monterey Co. Office of Education | Blanco Circle | Salinas | 26 (spaces) | |
| Monterey Co. Public Works | E. Laurel Drive | Salinas | 9 (spaces) | |
| Monterey County Dept of Child Support Services | La Guardia | Salinas | 9 (spaces) | |
| Monterey County Free Libraries Castroville-Andy Ausonio Branch | 26 Central Ave., Salinas, CA 93901 | Salinas | 4 | |
| Monterey County Public Works | E. Alisal Street | Salinas | 9 (spaces) | |
| Monterey Park Elementary School | San Miguel Street | Salinas | 180 (spaces) | |
| Mount Toro High School | Sherwood Place | Salinas | 16 (spaces) | |
| MY Nissan | Auto Center Circle | Salinas | 7 (spaces) | |
| Natividad Elementary | Modoc Avenue | Salinas | 54 (spaces) | |
| Natividad Hospital - Building 300 | Constitution Blvd. | Salinas | 9 (spaces) | |
| Natividad Hospital - Building 400 | Constitution Blvd. | Salinas | 9 (spaces) | |
| Natividad Hospital - Emergency Room | Constitution Blvd. | Salinas | 18 (spaces) | |
| Natividad Medical Center | 1330 Natividad Road | Salinas | 5 (spaces) | |
| Natividad Park | Nogal Drive | Salinas | 28 (spaces) | |
| Natividad Plaza | E. Alvin Drive | Salinas | 8 (spaces) | |
| New Horizons Comp. Learning Center | S. Main Street | Salinas | 5 (spaces) | |
| Nob Hill Foods | S. Main Street | Salinas | 10 (spaces) | |
| Nob Hill Foods | E. Boronda Road | Salinas | 5 (spaces) | |
| Noland - Hammerly Law Offices | Salinas Street | Salinas | 8 (spaces) | |

| Location | Address | Area | Racks | Lockers |
|---|---|---|---|---|
| North Salinas High School | Kip Drive | Salinas | 124 (spaces) | |
| Northridge Cinema | Northridge Mall | Salinas | 14 (spaces) | |
| Northridge Mall - Carl's Jr. Entrance | Northridge Mall | Salinas | 5 (spaces) | |
| Northridge Mall - JCPenney Entrance | Northridge Mall | Salinas | 7 (spaces) | |
| Northridge Mall - Macy's - North Entrance | Northridge Mall | Salinas | 21 (spaces) | |
| Northridge Mall - Macy's - West Entrance | Northridge Mall | Salinas | 7 (spaces) | |
| Northridge Mall - Mervyn's Entrance | Northridge Mall | Salinas | 7 (spaces) | |
| Northridge Mall - Music Land Entrance | Northridge Mall | Salinas | 5 (spaces) | |
| Northridge Mall - N. Entrance Food Court | Northridge Mall | Salinas | 5 (spaces) | |
| Northridge Mall - S. Entrance Food Court | Northridge Mall | Salinas | 17 (spaces) | |
| Northridge Mall - Sears Auto Center | Northridge Mall | Salinas | 11 (spaces) | |
| Northridge Mall - TimeOut Entrance | Northridge Mall | Salinas | 10 (spaces) | |
| Notre Dame High School | Palma Drive | Salinas | 12 (spaces) | |
| Old Town Dental Care | S. Main Street | Salinas | 8 (spaces) | |
| Old Video City | E. Alisal Street | Salinas | 5 (spaces) | |
| Olivias Café | W. Market Street | Salinas | 5 (spaces) | |
| One Stop Career Center | La Guardia | Salinas | 9 (spaces) | |
| Outback Steakhouse | N. Davis Road | Salinas | 7 (spaces) | |
| Pacific Coast Farm Credit Union | E. Blanco | Salinas | 5 (spaces) | |
| Palma High School | Iverson Street | Salinas | 33 (spaces) | |
| Park | Falcon Drive | Salinas | 5 (spaces) | |
| Pat's Monogram | Westridge Parkway | Salinas | 7 (spaces) | |
| Payless Shoes Store | N. Main Street | Salinas | 5 (spaces) | 2 |
| Permit Center | W. Alisal Street | Salinas | 7 (spaces) | |
| Pilot Travel Center | S. Sanborn Road | Salinas | 7 (spaces) | |
| POP's Market | N. Main Street | Salinas | 4 (spaces) | |
| Pro Source Wholesale Floor Coverings | Rossi Circle | Salinas | 5 (spaces) | |
| REA | Station Place | Salinas | 7 (spaces) | |
| Recreation Center | Lincoln Avenue | Salinas | 7 (spaces) | |
| Roosevelt Elementary School | Capitol Street | Salinas | 48 (spaces) | |
| Ross | N. Davis Road | Salinas | 13 (spaces) | |
| Safeway | N. Main Street | Salinas | 5 (spaces) | |
| Salinas - Courthouse | 240 Church Street | Salinas | 3 (spaces) | |
| Salinas Adult School | Sherwood Place | Salinas | 22 (spaces) | |
| Salinas Athletic Club | San Joaquin | Salinas | 12 (spaces) | |
| Salinas Athletic Club | N. Main Street | Salinas | 16 (spaces) | |
| Salinas City Elementary School District | S. Main Street | Salinas | 7 (spaces) | |
| Salinas City Hall | Lincoln Avenue | Salinas | 13 (spaces) | 10 |
| Salinas High School | S. Main Street | Salinas | 16 (spaces) | |
| Salinas High School | S. Main Street | Salinas | 3 (spaces) | |
| Salinas High School | S. Main Street | Salinas | 21 (spaces) | |
| Salinas High School | S. Main Street | Salinas | 6 (spaces) | |
| Salinas Hyundai Isuzu | Auto Center Circle | Salinas | 9 (spaces) | |
| Salinas Municipal Air Terminal | Mortenson Avenue | Salinas | 7 (spaces) | |
| Salinas Police Department | Lincoln Avenue | Salinas | 10 (spaces) | |
| Salinas Toyota | Auto Center Circle | Salinas | 10 (spaces) | |
| Salinas Transit Center | Salinas Street | Salinas | 10 (spaces) | |
| Salinas Valley Ford | Auto Center Circle | Salinas | 6 (spaces) | |
| Salinas Valley Shippers | Work Street | Salinas | 5 (spaces) | |
| Salvation Army | N. Main Street | Salinas | 18 (spaces) | |

| Location | Address | Area | Racks | Lockers |
|---|---|---|---|---|
| Sang's Café | Main Street | Salinas | 7 (spaces) | |
| Serta Mattress | N. Davis Road | Salinas | 5 (spaces) | |
| Service Station Computer Systems | Work Street | Salinas | 7 (spaces) | |
| Seven Eleven | Main Street | Salinas | 4 (spaces) | |
| Seven Eleven | Natividad Road | Salinas | 5 (spaces) | |
| Sharpes Market | John Street | Salinas | 5 (spaces) | |
| Sherwood Elementary School | S. Wood Street | Salinas | 17 (spaces) | |
| Side Pocket Billiards | N. Main Street | Salinas | 7 (spaces) | |
| Smuckers Jam Co. | Hansen | Salinas | 20 (spaces) | |
| Social Security Office | E. Alvin Drive | Salinas | 34 (spaces) | |
| Star Market | S. Main Street | Salinas | 16 (spaces) | |
| Steinbeck Center | Main Street | Salinas | 21 (spaces) | |
| Steinbeck Library | Lincoln Avenue | Salinas | 7 (spaces) | |
| Stuft Pizza | Williams Road | Salinas | 7 (spaces) | |
| Target | N. Main Street | Salinas | 20 (spaces) | |
| TGI Fridays | N. Main Street | Salinas | 12 (spaces) | |
| The Agency | 55-B Plaza Cr. | Salinas | 12 (spaces) | 2 |
| The Californian | W. Alisal Street | Salinas | 7 (spaces) | |
| Tom's Alisal Liquor | E. Alisal Street | Salinas | 5 (spaces) | |
| Toys R Us | Northridge Mall | Salinas | 10 (spaces) | |
| Trigger Hill | S. Main Street | Salinas | 5 (spaces) | |
| U.S. Post Office | Post Drive | Salinas | 14 (spaces) | |
| USDA Service Center | La Guardia | Salinas | 9 (spaces) | |
| Villalobos Market | E. Alisal Street | Salinas | 5 (spaces) | |
| Virginia Rocca Barton School | Las Casitas Drive | Salinas | 61 (spaces) | |
| Visiting Nurses Association | Plaza Circle | Salinas | 2 (spaces) | |
| Walgreens | N. Sanborn Road | Salinas | 7 (spaces) | |
| Walmart | N. Davis Road | Salinas | 20 (spaces) | |
| Washington Middle School | Iverson Street | Salinas | 50 (spaces) | |
| Washington Mutual Bank | E. Alisal Street | Salinas | 2 (spaces) | |
| Wendy's | N. Davis Road | Salinas | 9 (spaces) | |
| Western Dental | N. Davis Road | Salinas | 5 (spaces) | |
| Weyerhauser Paper Co | Harkins Road | Salinas | | 4 |
| YMCA | Clay Street | Salinas | 21 (spaces) | |
| YMCA | S. Main Street | Salinas | 7 (spaces) | |
| Zephs | S. Main Street | Salinas | 7 (spaces) | |
| San Antonio - North Shore | San Antonio - North Shore | San Antonio | 1 | |
| San Antonio - South Shore | San Antonio - South Shore | San Antonio | 3 | |
| San Ardo Library | College Road & Cattlemen Road | San Ardo | 1 | |
| San Lucas Library | 54692 Teresa Street | San Lucas | 1 | |
| City Hall | Sylvan and Park Avenue | Sand City | 1 | |
| Edgewater Shopping Center | Playa and California Aves | Sand City | 3 | |
| Sand Dollar Shopping Center | Playa, Metz and Tioga | Sand City | 3 | |
| City Hall | 440 Harcourt Ave. | Seaside | 4 | 2 |
| Cutino Park | La Salle and Noche Buena | Seaside | 1 | |
| Defense Manpower Data Center | 400 gigling Road, Seaside, CA 93955 | Seaside | | 9 |
| Defense Manpower Data Center | 400 Gigling Rd. | Seaside | 3 | |
| Laguna Grande Park | Canyon Del Rey (Hwy 218) | Seaside | 6 | 2 |
| Monterey County Weekly | 668 Williams Street, Seaside, CA 93955 | Seaside | | 3 |
| Oldemeyer Center | Hilby and Wheeler | Seaside | 4 | 4 |
| Oldemeyer Recreation Center | 986 Hilby Ave. | Seaside | 1 | 1 |
| Pattullo Swim Center | 1148 Wheeler St. | Seaside | 3 | 2 |
| Portola Leslie Park | Broadway and Yosemite | Seaside | 1 | |

| Location | Address | Area | Racks | Lockers |
|---|---|---|---|---|
| Seaside Library | Harcourt and Hillsdale | Seaside | 6 | 2 |
| Social Services - Seaside | 1281 Broadway Avenue | Seaside | 2 | |
| Various public intersections | Broadway and Del Monte | Seaside | 1 | |
| Various public intersections | Hilby and Fremont | Seaside | 1 | |
| Various public intersections | Harcourt and Fremont | Seaside | 2 | |
| Various public intersections | Amador and Fremont | Seaside | 1 | |
| Various public intersections | Palm and Fremont | Seaside | 1 | |
| Various public intersections | Birch and Fremont | Seaside | 1 | |
| Various public intersections | Olympia and Fremont | Seaside | 1 | |
| Various public intersections | San Pablo and Fremont | Seaside | 1 | |
| Various public intersections | La Salle and Mariposa | Seaside | 4 | |
| Various public intersections | West Minster Circle and Yosemite | Seaside | 1 | |
| Various public intersections | Plumas and Noche Buena | Seaside | 2 | |
| Various public intersections | Broadway and Noche Buena | Seaside | 1 | |
| Various public intersections | Wanda Avenue and Yosemite | Seaside | 1 | |
| Youth and Education Center | 1136 Wheeler St. | Seaside | 3 | 2 |
| Lassen Market | San Vicente Road and Front Street | Soledad | 1 | |
| McDonalds | Front and Fourth Streets | Soledad | 2 | |
| Toro County Park | Toro Park | Toro Park | 3 | |

# Appendix D. Bikeway Project Ranking

This appendix presents the entire list of bikeway projects identified in this plan. **Table D-1** presents the projects organized by ranking and phasing tier.

Table D-1: Bikeway Project Ranking

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | Imjin Rd/12th St | 2 | Imjin Rd | Reservation Rd | 2.72 | $2,200,000 | Marina | 25.00 | 0.00 | 0.00 | 12.91 | 0.00 | 5.00 | 0.00 | 100.00 |
| 2 | 1 | Canyon del Rey Blvd | 2 | General Jim Moore Blvd | Hwy 68 | 0.76 | $32,500 | Del Rey Oaks | 25.00 | 2.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 99.00 |
| 3 | 1 | Castroville Bicycle Path and Railroad Crossing | 1 | Axtell St | Castroville Blvd | 0.31 | $5,995,000 | County | 25.00 | 0.00 | 0.00 | 9.31 | 1.00 | 0.00 | 0.00 | 98.00 |
| 4 | 1 | Blanco Rd | 2 | Research Rd | Luther Way | 5.16 | $221,880 | County | 25.00 | 0.00 | 20.00 | 14.79 | 5.00 | 5.00 | 0.00 | 97.00 |
| 5 | 1 | Davis Rd | 2 | Blanco Rd | Rossi St | 1.75 | $3,411,000 | County | 0.00 | 0.00 | 20.00 | 11.76 | 1.00 | 0.00 | 0.00 | 96.00 |
| 6 | 1 | Blanco Rd | 2 | Luther Way | Abbott St | 2.50 | $107,300 | County | 25.00 | 0.00 | 20.00 | 14.90 | 1.00 | 5.00 | 0.00 | 95.00 |
| 7 | 1 | Broadway | 2 | Del Monte Blvd | Mescal St | 1.58 | $67,900 | Seaside | 0.00 | 1.00 | 0.00 | 14.94 | 1.00 | 5.00 | 0.00 | 94.00 |
| 8 | 1 | Hwy 68 Segment | 2 | Joselyn Canyon Rd | San Benancio Rd | 8.17 | $351,300 | Caltrans | 25.00 | 0.00 | 0.00 | 14.67 | 2.00 | 5.00 | 0.00 | 93.00 |
| 9 | 1 | Sanctuary Scenic Trail Segment 15 | 1 | Moss Landing Rd | Hwy 1 Elkhorn Slough Bridge | 0.74 | $5,082,000 | County | 0.00 | 0.00 | 0.00 | 10.18 | 0.00 | 5.00 | 0.00 | 92.00 |
| 10 | 1 | San Juan Grade Rd | 2 | Russell Rd | Boronda Rd | 0.91 | $39,200 | Salinas | 25.00 | 0.00 | 0.00 | 14.96 | 1.00 | 5.00 | 0.00 | 91.00 |
| 10 | 1 | San Juan Grade Rd | 2 | Herbert Rd | Rogge Rd | 2.05 | $88,300 | County | 0.00 | 2.00 | 0.00 | 14.92 | 0.00 | 5.00 | 0.00 | 91.00 |
| 10 | 1 | San Juan Grade Rd | 3 | Russell Rd | Rogge Rd | 0.40 | $1,200 | County | 25.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 91.00 |
| 11 | 1 | Gabilan Creek | 1 | Danbury St | Constitution Blvd | 0.88 | $569,300 | Salinas | 25.00 | 1.00 | 0.00 | 14.50 | 0.00 | 5.00 | 0.00 | 90.00 |
| 12 | 1 | Central Ave | 2 | Davis Rd | Hartnell College | 0.45 | $19,200 | Salinas | 0.00 | 0.00 | 0.00 | 14.98 | 3.00 | 0.00 | 0.00 | 89.00 |
| 13 | 1 | Hwy 68 | 2 | San Benancio Rd | Salinas Creek Bridge (S) | 4.40 | $189,300 | County | 25.00 | 0.00 | 20.00 | 14.82 | 1.00 | 5.00 | 0.00 | 88.00 |
| 14 | 1 | Hatton Canyon Path | 1 | Carmel Valley Rd | Hwy 1 | 2.60 | $1,689,600 | County | 0.00 | 0.00 | 0.00 | 13.52 | 1.00 | 0.00 | 0.00 | 87.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | Aguajito Rd (Highway ramp signage) | 3 | Hwy 1 | Monhollan Rd | 2.53 | $7,600 | County | 25.00 | 0.00 | 20.00 | 14.99 | 1.00 | 5.00 | 0.00 | 86.00 |
| 16 | 1 | Hwy 68 Bridge Widening at Salinas River Segment | 3 | Hwy 68 | Salinas River | 0.25 | $15,800,000 | Caltrans | 25.00 | 0.00 | 20.00 | 0.00 | 0.00 | 5.00 | 0.00 | 85.00 |
| 17 | 1 | Ocean View Ave | 2 | Asilomar Blvd | 17 Mile Dr | 2.31 | $99,100 | Pacific Grove | 25.00 | 1.00 | 0.00 | 14.91 | 1.00 | 5.00 | 0.00 | 83.00 |
| 18 | 1 | General Jim Moore | 2 | Canyon del Rey Blvd | City Limits | 0.43 | $18,300 | Del Rey Oaks | 25.00 | 0.00 | 20.00 | 14.98 | 1.00 | 5.00 | 0.00 | 82.00 |
| 19 | 1 | Del Monte Blvd | 2 | Canyon del Rey Blvd | Broadway | 0.20 | $8,700 | Seaside | 25.00 | 7.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 82.00 |
| 20 | 1 | 2nd Ave | 2 | 3rd St | 1st St | 0.26 | $11,400 | CSUMB | 25.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 82.00 |
| 21 | 1 | Sanctuary Scenic Trail Segment 4B | 1 | Tioga Ave | Monterey Peninsula Recreational Trail | 0.42 | $292,600 | Sand City | 25.00 | 0.00 | 0.00 | 14.72 | 1.00 | 5.00 | 0.00 | 81.00 |
| 22 | 1 | 15th Ave | 2 | Bay View Ave | Rio Rd | 0.80 | $34,300 | County | 0.00 | 0.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 80.00 |
| 23 | 1 | Prunedale North Rd | 2 | San Miguel Canyon Rd | 300' S of Hwy 156 overpass | 1.06 | $45,700 | County | 25.00 | 0.00 | 20.00 | 14.96 | 0.00 | 5.00 | 5.00 | 79.00 |
| 24 | 2 | Alisal St | 2 | Blanco Rd | College Dr | 0.65 | $27,900 | Salinas | 25.00 | 0.00 | 20.00 | 14.97 | 3.00 | 5.00 | 0.00 | 67.97 |
| 25 | 2 | Davis Rd Path | 1 | Larkin St | Rossi St | 0.41 | $246,000 | Salinas | 25.00 | 1.00 | 20.00 | 14.77 | 2.00 | 5.00 | 0.00 | 67.77 |
| 26 | 2 | Calle del Adobe | 2 | Davis Rd | Boronda Rd | 0.57 | $24,600 | Salinas | 25.00 | 1.00 | 20.00 | 14.98 | 1.00 | 5.00 | 0.00 | 66.98 |
| 27 | 2 | Front St | 2 | East St | 4th St | 0.59 | $25,200 | Soledad | 25.00 | 1.00 | 20.00 | 14.98 | 1.00 | 5.00 | 0.00 | 66.98 |
| 28 | 2 | Alisal Rd | 3 | Bardin Rd | City Limits | 0.86 | $2,600 | Salinas | 25.00 | 0.00 | 20.00 | 15.00 | 1.00 | 5.00 | 0.00 | 66.00 |
| 29 | 2 | Canada de la Segunda | 3 | Hwy 68 | Carmel Valley Rd | 4.14 | $12,400 | County | 25.00 | 0.00 | 20.00 | 14.99 | 1.00 | 5.00 | 0.00 | 65.99 |
| 30 | 2 | Blue Larkspur Ln | 2 | York Rd | end of Blue Larkspur | 0.64 | $27,300 | County | 25.00 | 0.00 | 20.00 | 14.97 | 1.00 | 5.00 | 0.00 | 65.97 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 31 | 2 | Canyon del Rey Blvd | 2 | Fremont Blvd | Del Monte Blvd | 0.67 | $28,800 | Seaside | 25.00 | 0.00 | 20.00 | 14.97 | 1.00 | 5.00 | 0.00 | 65.97 |
| 32 | 2 | Russell Rd | 2 | Main St | San Juan Grade Rd | 0.89 | $38,100 | Salinas | 25.00 | 0.00 | 20.00 | 14.96 | 1.00 | 5.00 | 0.00 | 65.96 |
| 33 | 2 | Freedom Pkwy + Extension | 2 | Tuscany Blvd | Alisal Rd | 1.15 | $49,200 | Salinas | 25.00 | 0.00 | 20.00 | 14.95 | 1.00 | 5.00 | 0.00 | 65.95 |
| 34 | 2 | Gen Jim Moore Path | 2 | Normandy Rd | Divarty St | 1.16 | $49,902 | Seaside | 25.00 | 0.00 | 20.00 | 14.95 | 1.00 | 5.00 | 0.00 | 65.95 |
| 35 | 2 | South Boundary Rd | 2 | Gen Jim Moore Blvd | York Rd | 1.73 | $74,200 | Del Rey Oaks | 25.00 | 0.00 | 20.00 | 14.93 | 1.00 | 5.00 | 0.00 | 65.93 |
| 36 | 2 | Harrison Rd | 2 | Damian Wy | Russell Rd (Salinas) | 1.90 | $81,700 | County | 25.00 | 0.00 | 20.00 | 14.92 | 1.00 | 5.00 | 0.00 | 65.92 |
| 37 | 2 | Front Rd Extension | 2 | Camphora Gloria Rd | Encinal St | 2.20 | $94,700 | County | 25.00 | 0.00 | 20.00 | 14.91 | 1.00 | 5.00 | 0.00 | 65.91 |
| 38 | 2 | Hwy 68 | 2 | Viejo Rd | Presidio Blvd | 2.32 | $99,600 | County | 25.00 | 0.00 | 20.00 | 14.91 | 1.00 | 5.00 | 0.00 | 65.91 |
| 39 | 2 | South Boundary Rd | 2 | City Limit | Barloy Canyon Rd | 3.32 | $142,800 | County | 25.00 | 0.00 | 20.00 | 14.86 | 1.00 | 5.00 | 0.00 | 65.86 |
| 40 | 2 | Hwy 156 | 2 | Prunedale Rd | Castroville Blvd | 4.27 | $183,800 | County | 25.00 | 0.00 | 20.00 | 14.83 | 1.00 | 5.00 | 0.00 | 65.83 |
| 41 | 2 | Blackie Rd | 2 | Hwy 101 | Hwy 183 | 4.81 | $207,000 | County | 25.00 | 0.00 | 20.00 | 14.80 | 1.00 | 5.00 | 0.00 | 65.80 |
| 42 | 2 | Espinosa Rd | 2 | Hwy 101 | Hwy 183 | 4.93 | $211,900 | County | 25.00 | 0.00 | 20.00 | 14.80 | 1.00 | 5.00 | 0.00 | 65.80 |
| 43 | 2 | Sanctuary Scenic Trail Segment 5 | 1 | Ford Ord State Park | Hwy 1 and Marina Dr | 4.85 | $982,800 | Ca State Parks | 25.00 | 0.00 | 20.00 | 14.07 | 1.00 | 5.00 | 0.00 | 65.07 |
| 44 | 2 | Wildhorse Canyon Rd | 3 | Cattlemen Rd | Mesa Verde Rd | 0.15 | $500 | County | 25.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 65.00 |
| 45 | 2 | Hwy 101 Overpass Segment | 3 | Alta St | Tavernetti Rd | 0.27 | $800 | Caltrans | 25.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 65.00 |
| 46 | 2 | Alta St | 3 | Existing BL on Alta St | Hwy 101 Overpass | 0.42 | $1,200 | Gonzales | 25.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 65.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 47 | 2 | Reese Cir - Country Meadows Rd | 3 | Blackie Rd | Damian Wy | 1.09 | $3,300 | County | 25.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 65.00 |
| 48 | 2 | Williams Rd | 3 | Boronda Rd | Old Stage Rd | 1.12 | $3,400 | County | 25.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 65.00 |
| 49 | 2 | Alta St/Old US Hwy 101 | 3 | Foletta Rd | 10th St | 1.23 | $3,700 | County | 25.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 65.00 |
| 50 | 2 | San Juan Grade Rd | 2 | Porter Dr | Florence Ave | 0.11 | $4,900 | County | 25.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 65.00 |
| 51 | 2 | Moro Rd | 3 | San Miguel Canyon Rd | Hwy 101 | 1.93 | $5,800 | County | 25.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 64.99 |
| 52 | 2 | Chualar River Rd | 3 | River Rd | Grant St | 2.56 | $7,700 | County | 25.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 64.99 |
| 53 | 2 | Mesa Verde | 3 | Wildhorse Canyon Rd/Hwy 101 | 1st St | 2.56 | $7,700 | County | 25.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 64.99 |
| 54 | 2 | Meridian Rd | 3 | Castroville Blvd | Hwy 156 | 2.74 | $8,200 | County | 25.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 64.99 |
| 55 | 2 | Foletta Rd | 3 | Chualar River Rd | Alta St/Old US Hwy 101 | 4.14 | $12,400 | County | 25.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 64.99 |
| 56 | 2 | Elm Ave | 3 | Arroyo Seco Rd | 13th St | 4.74 | $14,200 | County | 25.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 64.99 |
| 57 | 2 | Cattleman Rd | 3 | Wildhorse Canyon Rd | Paris Valley Rd | 16.83 | $50,500 | County | 25.00 | 0.00 | 20.00 | 14.95 | 0.00 | 5.00 | 0.00 | 64.95 |
| 58 | 2 | Old Stage - San Juan Grade | 2 | Herbert Rd | Crazy Horse Canyon Rd | 1.18 | $50,700 | County | 25.00 | 0.00 | 20.00 | 14.95 | 0.00 | 5.00 | 0.00 | 64.95 |
| 59 | 2 | Gen Jim Moore Path | 1 | Eucalyptus Rd | City Limits | 1.85 | $1,112,800 | County | 25.00 | 0.00 | 20.00 | 13.94 | 1.00 | 5.00 | 0.00 | 64.94 |
| 60 | 2 | Monterey Rd | 2 | 6th Division Cir | Buna Rd | 1.59 | $68,400 | Seaside | 25.00 | 0.00 | 20.00 | 14.94 | 0.00 | 5.00 | 0.00 | 64.94 |
| 61 | 2 | McCoy Road | 2 | Soledad Prioson Rd | Camphora Gloria Rd | 2.01 | $86,600 | County | 25.00 | 0.00 | 20.00 | 14.92 | 0.00 | 5.00 | 0.00 | 64.92 |
| 62 | 2 | Tavernetti Rd | 2 | Lanini Rd | Soledad Prison Rd | 2.20 | $94,400 | County | 25.00 | 0.00 | 20.00 | 14.91 | 0.00 | 5.00 | 0.00 | 64.91 |
| 63 | 2 | Reservation Rd Path | 1 | Reservation Rd | Creekside Terrace | 0.22 | $129,500 | County | 25.00 | 0.00 | 20.00 | 14.88 | 0.00 | 5.00 | 0.00 | 64.88 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | 2 | Carmel Valley Rd | 2 | Loma del Rey | Via Contenta | 6.47 | $278,200 | County | 25.00 | 0.00 | 20.00 | 14.74 | 0.00 | 5.00 | 0.00 | 64.74 |
| 65 | 2 | Castroville Blvd - Dolan Rd | 2 | San Miguel Canyon Rd | Hwy 1 | 6.64 | $285,300 | County | 25.00 | 0.00 | 20.00 | 14.73 | 0.00 | 5.00 | 0.00 | 64.73 |
| 66 | 2 | San Juan Grade Rd | 2 | Porter Dr | Hwy 101 | 8.87 | $381,200 | County | 25.00 | 0.00 | 20.00 | 14.64 | 0.00 | 5.00 | 0.00 | 64.64 |
| 67 | 2 | Peninsula DR | 2 | Viking Ln | Melanie Rd | 0.03 | $1,300 | Marina | 25.00 | 24.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 64.00 |
| 68 | 2 | Jolon Rd | 2 | Hwy 101 | Nacimiento Lake Dr | 39.29 | $1,689,300 | County | 25.00 | 0.00 | 20.00 | 13.40 | 0.00 | 5.00 | 0.00 | 63.40 |
| 69 | 2 | Intergarrison Trail | 1 | Fort Ord Dunes | Reservation Rd | 4.90 | $2,525,000 | County | 25.00 | 0.00 | 20.00 | 12.60 | 0.00 | 5.00 | 0.00 | 62.60 |
| 70 | 2 | Harkins Road | 2 | Nutting Street | 5th Street | 1.55 | $66,700 | County | 25.00 | 0.00 | 20.00 | 14.94 | 2.00 | 0.00 | 0.00 | 61.94 |
| 71 | 2 | Salinas Valley - Seaside Trail | 1 | Hwy 218/General Jim Moore Blvd | Inter-Garrison | 6.09 | $3,654,000 | County | 25.00 | 0.00 | 20.00 | 11.53 | 0.00 | 5.00 | 0.00 | 61.53 |
| 72 | 2 | Peninsula PathConnection | 1 | Laguna Grande Regional Park | Laguna del Rey | 0.06 | $36,800 | Seaside | 25.00 | 15.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 60.97 |
| 73 | 2 | Copper - Nashua Rd | 3 | Blanco Rd | Monte Rd | 4.89 | $14,700 | County | 25.00 | 0.00 | 20.00 | 14.99 | 0.00 | 0.00 | 0.00 | 59.99 |
| 74 | 2 | Lanini Rd | 2 | Tavernetti Rd | Tavernetti Rd Hwy 101 On Ramp | 0.67 | $28,900 | County | 25.00 | 0.00 | 20.00 | 14.97 | 0.00 | 0.00 | 0.00 | 59.97 |
| 75 | 2 | Gloria Rd | 2 | Hwy 101 | Camphora Gloria | 3.77 | $162,000 | County | 25.00 | 0.00 | 20.00 | 14.85 | 0.00 | 0.00 | 0.00 | 59.85 |
| 76 | 2 | Crazy Horse Canyon Rd | 2 | Hwy 101 | San Juan Grade Rd | 3.78 | $162,600 | County | 25.00 | 0.00 | 20.00 | 14.85 | 0.00 | 0.00 | 0.00 | 59.85 |
| 77 | 2 | Camphora Gloria Rd | 2 | Gloria Rd | Hwy 101 | 5.27 | $226,800 | County | 25.00 | 0.00 | 20.00 | 14.78 | 0.00 | 0.00 | 0.00 | 59.78 |
| 78 | 2 | Sanctuary Scenic Trail Segment 8 | 1 | Nashua Rd | Lapis Rd | 1.88 | $5,855,100 | County | 25.00 | 0.00 | 20.00 | 9.44 | 0.00 | 5.00 | 0.00 | 59.44 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 79 | 2 | Abrego St | 3 | Webster St | Del Monte Ave | 0.29 | $900 | Monterey | 25.00 | 4.00 | 0.00 | 15.00 | 2.00 | 5.00 | 5.00 | 56.00 |
| 80 | 2 | Martella St Path | 1 | Rossi St | Station Pl cul-de-sac | 0.21 | $124,000 | Salinas | 25.00 | 8.00 | 0.00 | 14.88 | 3.00 | 5.00 | 0.00 | 55.88 |
| 81 | 2 | Union Pacific Railroad Rail with Trail | 1 | Tioga Ave | La Playa Ave | 0.22 | $129,500 | Sand City | 25.00 | 5.00 | 0.00 | 14.88 | 1.00 | 5.00 | 5.00 | 55.88 |
| 82 | 2 | Abrego St | 3 | El Dorado St | Webster St | 0.29 | $900 | Monterey | 25.00 | 8.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 55.00 |
| 83 | 2 | Fremont St | 2 | Abrego St | Camino Aguajito | 0.55 | $23,700 | Monterey | 25.00 | 3.00 | 0.00 | 14.98 | 2.00 | 5.00 | 5.00 | 54.98 |
| 84 | 2 | Tioga Ave | 3 | Metz Rd | Del Monte Blvd | 0.15 | $400 | Sand City | 25.00 | 7.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 53.00 |
| 85 | 2 | La Playa Ave | 2 | Metz Rd | Noche Buena St | 0.49 | $20,900 | Sand City | 25.00 | 2.00 | 0.00 | 14.98 | 1.00 | 5.00 | 5.00 | 52.98 |
| 86 | 2 | Hwy 1 Crossing | 3 | Fremont Blvd | Monterey Rd | 0.03 | $100 | Seaside | 25.00 | 6.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 52.00 |
| 87 | 2 | Kip Dr | 3 | Block Ave | Alvin Dr | 0.14 | $400 | Salinas | 25.00 | 5.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 51.00 |
| 88 | 2 | Casa Verde Way | 3 | Hwy 1 | Del Monte Ave | 0.22 | $700 | Monterey | 25.00 | 5.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 51.00 |
| 89 | 2 | John St | 3 | Abbott St | Wood St | 0.63 | $1,900 | Salinas | 25.00 | 1.00 | 0.00 | 15.00 | 5.00 | 5.00 | 0.00 | 51.00 |
| 90 | 2 | Pearl-Jefferson-Johnson-Skyline Route Bicycle Bou* | BB | Camino Aguajito | Alvardo St | 0.69 | $5,600 | Monterey | 25.00 | 4.00 | 0.00 | 14.99 | 2.00 | 5.00 | 0.00 | 50.99 |
| 91 | 2 | Fremont Blvd | 2 | Canyon del Rey Blvd | Casa Verde | 0.70 | $30,100 | Monterey | 25.00 | 4.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 49.97 |
| 92 | 2 | Calle del Adobe | 3 | Adams St | Davis Rd | 0.31 | $900 | Salinas | 25.00 | 2.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 49.00 |
| 93 | 2 | Tioga Ave | 2 | Sand Dunes Dr | Metz Rd | 0.18 | $7,800 | Sand City | 25.00 | 3.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 48.99 |
| 94 | 2 | Fairground Rd | 2 | Airport Rd | Casa Verde | 0.21 | $9,030 | Monterey | 25.00 | 3.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 48.99 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 95 | 2 | Fairground Rd - Bike Boulevard | BB | Garden Rd | Casa Verde | 0.24 | $10,320 | Monterey | 25.00 | 3.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 48.99 |
| 96 | 2 | Camino Aguajito | 2 | Monterey Peninsula Recreational Trail | Fremont St | 0.47 | $20,400 | Monterey | 25.00 | 2.00 | 0.00 | 14.98 | 2.00 | 5.00 | 0.00 | 48.98 |
| 97 | 2 | Market St | 3 | Cross Ave | Alisal St | 0.11 | $300 | Salinas | 25.00 | 1.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 48.00 |
| 98 | 2 | Fremont Blvd | 3 | Military Ave | Hwy 1 Ramp | 0.16 | $500 | Seaside | 25.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 48.00 |
| 99 | 2 | Geil St | 3 | Wood St | Hwy 156 Bike/Ped Overcrossing | 0.19 | $600 | County | 25.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 48.00 |
| 100 | 2 | Los Palos Dr | 3 | Manor Dr | Abbott St | 0.20 | $600 | Salinas | 25.00 | 0.00 | 0.00 | 15.00 | 3.00 | 5.00 | 0.00 | 48.00 |
| 101 | 2 | Casa Verde Way | 3 | Fremont Blvd | Hwy 1 | 0.20 | $600 | Monterey | 25.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 48.00 |
| 102 | 2 | Casa Verde Way - Bike Boulevard | BB | Fremont Blvd | Fairground Rd | 0.08 | $640 | Monterey | 25.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 48.00 |
| 103 | 2 | Wood St | 3 | Merritt St | Castro St | 0.25 | $700 | County | 25.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 48.00 |
| 104 | 2 | Broadway | 3 | San Lorezno St | 1st St | 0.45 | $1,400 | King City | 25.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 48.00 |
| 105 | 2 | 17 Mile Dr | 3 | Sunset Dr | Jewell Ave | 0.81 | $2,400 | Pacific Grove | 25.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 48.00 |
| 106 | 2 | Airport Blvd | 2 | Terven Ave | de la Torre | 0.12 | $5,300 | Salinas | 25.00 | 0.00 | 0.00 | 14.99 | 3.00 | 5.00 | 0.00 | 47.99 |
| 107 | 2 | Airport Blvd | 2 | Moffett St | existing bike lane on Airport Blvd | 0.13 | $5,700 | Salinas | 25.00 | 0.00 | 0.00 | 14.99 | 3.00 | 5.00 | 0.00 | 47.99 |
| 108 | 2 | Jefferson-Skyline Route | 3 | Alvarado St | Hwy 68 | 2.57 | $7,700 | Monterey | 25.00 | 1.00 | 0.00 | 14.99 | 2.00 | 5.00 | 0.00 | 47.99 |
| 109 | 2 | Kidder St | 2 | Front St | Market St | 0.18 | $7,800 | Soledad | 25.00 | 2.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 47.99 |
| 110 | 2 | Casentini - Bridge | 2 | Main St | Rossi St | 0.24 | $10,100 | Salinas | 25.00 | 5.00 | 0.00 | 14.99 | 3.00 | 0.00 | 0.00 | 47.99 |
| 111 | 2 | Davis Rd | 2 | Laurel Dr | Larkin St | 0.60 | $25,700 | Salinas | 25.00 | 1.00 | 0.00 | 14.98 | 2.00 | 5.00 | 0.00 | 47.98 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 112 | 2 | Forest Ave (restripe) | 2 | Sinex Ave | Ocean View Blvd | 0.68 | $29,347 | Pacific Grove | 25.00 | 1.00 | 1.00 | 14.97 | 1.00 | 5.00 | 0.00 | 47.97 |
| 113 | 2 | Munras Ave | 2 | Soledad Dr | El Dorado St | 0.80 | $34,400 | Monterey | 25.00 | 1.00 | 0.00 | 14.97 | 2.00 | 5.00 | 0.00 | 47.97 |
| 114 | 2 | Cesar Chavez Park - Natividad Creek Path | 1 | Cesar Chavez Park | Natividad Creek | 1.08 | $648,800 | Salinas | 25.00 | 1.00 | 0.00 | 14.38 | 2.00 | 5.00 | 0.00 | 47.38 |
| 115 | 2 | Fairground Rd | 3 | Garden Rd | Montsalas Dr | 0.07 | $200 | Monterey | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 116 | 2 | Polk St Bicycle Boulevard | BB | Pacific St | Pearl St | 0.05 | $400 | Monterey | 0.00 | 25.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 47.00 |
| 117 | 2 | 17 Mile Dr | 3 | Hwy 68 | 840' S of Hwy 68 | 0.16 | $500 | Pacific Grove | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 118 | 2 | Asilomar Blvd | 3 | Sunset Dr | Sinex Ave | 0.23 | $700 | Pacific Grove | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 119 | 2 | Asilomar Blvd | 3 | Lighthouse Ave | Ocean View Blvd | 0.37 | $1,100 | Pacific Grove | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 120 | 2 | Pajaro - Axtell - Benson Rte | 3 | Merritt St | Benson Rd | 0.51 | $1,500 | County | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 121 | 2 | Asilomar Blvd | 3 | Sinex Ave | Lighthouse Ave | 0.87 | $2,600 | Pacific Grove | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 122 | 2 | El Camino Real | 3 | Apple Ave | Hwy 101 Ramp | 0.89 | $2,700 | Greenfield | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 123 | 2 | Sinex Ave | 3 | Asilomar Blvd | 19th St | 0.90 | $2,700 | Pacific Grove | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 124 | 2 | Boronda Rd | 3 | proposed Rossi St Extension | Davis Rd | 1.15 | $3,500 | Salinas | 25.00 | 0.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 47.00 |
| 125 | 2 | David Ave | 3 | Cannery Row | Hwy 68 | 1.32 | $4,000 | Monterey | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 47.00 |
| 126 | 2 | Boronda Rd | 2 | San Juan Grade Rd | Main St | 0.32 | $13,700 | Salinas | 25.00 | 1.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 46.99 |
| 127 | 2 | Salinas St | 2 | Haight St | Merritt St | 0.34 | $14,500 | County | 25.00 | 1.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 46.99 |
| 128 | 2 | Alvin Dr | 2 | Main St | Hwy 101 | 0.61 | $26,300 | Salinas | 25.00 | 1.00 | 0.00 | 14.98 | 1.00 | 5.00 | 0.00 | 46.98 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 129 | 2 | Alvin Dr | 2 | Kip Dr | Natividad Rd | 0.75 | $32,400 | Salinas | 25.00 | 1.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 46.97 |
| 130 | 2 | Peninsula Path | 1 | Vista del Mar St | Peninsula Trail near La Playa Ave | 0.19 | $112,100 | Sand City | 25.00 | 1.00 | 0.00 | 14.89 | 1.00 | 5.00 | 0.00 | 46.89 |
| 131 | 2 | Madeira Ave | 3 | Circle Dr | St Edwards Ave | 0.25 | $700 | Salinas | 25.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 46.00 |
| 132 | 2 | Castro St | 3 | Blackie Rd | Wood St | 0.28 | $800 | County | 25.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 46.00 |
| 133 | 2 | St Edwards Ave | 3 | Circle Dr | Laurel Dr | 0.51 | $1,500 | Salinas | 25.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 46.00 |
| 134 | 2 | Park Rd | 2 | Ryan Ranch Rd | end of Park Rd | 0.07 | $3,000 | County | 25.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 46.00 |
| 135 | 2 | Viking Ln | 2 | Reservation Rd | Peninsula Dr | 0.11 | $4,900 | Marina | 25.00 | 6.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 46.00 |
| 136 | 2 | California Ave | 2 | Carmel Ave | Reservation Rd | 0.29 | $12,500 | CSUMB | 25.00 | 1.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 45.99 |
| 137 | 2 | York Rd | 2 | Hwy 68 | South Boundary Rd | 0.37 | $15,700 | Monterey | 25.00 | 0.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 45.99 |
| 138 | 2 | Ryan Ranch Rd | 2 | Canyon del Rey Blvd | end of Ryan Ranch | 0.42 | $18,000 | Del Rey Oaks | 25.00 | 0.00 | 0.00 | 14.98 | 1.00 | 5.00 | 0.00 | 45.98 |
| 139 | 2 | 1st St | 2 | Beach Range Road | 2nd Ave | 0.43 | $18,500 | Seaside | 25.00 | 1.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 45.98 |
| 140 | 2 | Orchard Lane | 2 | Metz Rd | Asilomar Rd | 0.52 | $22,300 | Soledad | 25.00 | 0.00 | 0.00 | 14.98 | 1.00 | 5.00 | 0.00 | 45.98 |
| 141 | 2 | Sherwood Pl Extension | 2 | Sherwood Dr | Yorkshire Way | 0.57 | $24,500 | Salinas | 25.00 | 0.00 | 0.00 | 14.98 | 1.00 | 5.00 | 0.00 | 45.98 |
| 142 | 2 | Soledad - Viejo | 2 | Munras Ave | Existing Path | 0.69 | $29,700 | Monterey | 25.00 | 0.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 45.97 |
| 143 | 2 | Constitution Blvd Extension | 2 | Laurel Dr | Proposed Sherwood Pl Extension | 0.83 | $35,600 | Salinas | 25.00 | 0.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 45.97 |
| 144 | 2 | Artichoke Ave | 2 | Merritt St/Poole St | Hwy1/Watson ville Rd | 0.98 | $42,100 | County | 25.00 | 0.00 | 0.00 | 14.96 | 1.00 | 5.00 | 0.00 | 45.96 |
| 145 | 2 | San Vincente Rd | 2 | Vista del Sol Rd | Hwy 101 | 1.00 | $42,800 | Soledad | 25.00 | 0.00 | 0.00 | 14.96 | 1.00 | 5.00 | 0.00 | 45.96 |
| 146 | 2 | Apple Ave | 2 | 13th St | El Camino Real | 1.00 | $43,000 | Greenfield | 25.00 | 0.00 | 0.00 | 14.96 | 1.00 | 5.00 | 0.00 | 45.96 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 147 | 2 | Elm Ave | 2 | 13th St | El Camino Real | 1.00 | $43,200 | Greenfield | 25.00 | 0.00 | 0.00 | 14.96 | 1.00 | 5.00 | 0.00 | 45.96 |
| 148 | 2 | Hwy 68 | 2 | Salinas Creek Bridge (N) | Salinas City Limit | 1.45 | $62,300 | County | 25.00 | 0.00 | 0.00 | 14.94 | 1.00 | 5.00 | 0.00 | 45.94 |
| 149 | 2 | Josselyn Canyon Rd | 2 | Hwy 68 | Mark Thomas Rd | 1.47 | $63,400 | Monterey | 25.00 | 0.00 | 0.00 | 14.94 | 1.00 | 5.00 | 0.00 | 45.94 |
| 150 | 2 | Madeira Ave Path | 1 | Madeira Ave | Yorkshire Way | 0.18 | $108,600 | Salinas | 25.00 | 0.00 | 0.00 | 14.90 | 1.00 | 5.00 | 0.00 | 45.90 |
| 151 | 2 | Ryan Ranch Park Path | 1 | Park Rd | Harris Ct | 0.32 | $191,900 | Monterey | 25.00 | 0.00 | 0.00 | 14.82 | 1.00 | 5.00 | 0.00 | 45.82 |
| 152 | 2 | Natividad Creek | 1 | Boronda Rd | Las Casitas Dr | 0.59 | $355,400 | Salinas | 25.00 | 0.00 | 0.00 | 14.66 | 1.00 | 5.00 | 0.00 | 45.66 |
| 153 | 2 | Soledad - Viejo | 1 | Munras Ave | Existing Path | 0.70 | $421,700 | Monterey | 25.00 | 0.00 | 0.00 | 14.60 | 1.00 | 5.00 | 0.00 | 45.60 |
| 154 | 2 | Blackie Rd | 3 | Castro St | Merritt St | 0.07 | $200 | County | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 45.00 |
| 155 | 2 | Sanlias Creek Bridge | 3 | South of Salinas Creek | North of Salinas Creek | 0.20 | $600 | County | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 45.00 |
| 156 | 2 | Mead St | 3 | Tembladera St | Gambetta Middle School | 0.34 | $1,000 | County | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 45.00 |
| 157 | 2 | Fairview Dr | 3 | Elko St | 5th St | 0.50 | $1,500 | Gonzales | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 45.00 |
| 158 | 2 | Grant St | 3 | Hwy 101 | Payson St | 0.60 | $1,800 | County | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 45.00 |
| 159 | 2 | 5th St | 3 | Alta St | Herold Pkwy | 0.81 | $2,400 | Gonzales | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 45.00 |
| 160 | 2 | Abrams Dr | 3 | Imjin Rd | Intergarrison Rd | 0.91 | $2,700 | County | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 45.00 |
| 161 | 2 | C St | 2 | Belden St | Alta St | 0.10 | $4,500 | Gonzales | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 45.00 |
| 162 | 2 | 3rd St | BB | 7th Ave | General Jim Moore Blvd | 0.69 | $5,600 | CSUMB | 25.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 44.99 |
| 163 | 2 | Crescent Ave + Extension | 2 | Hillcrest Ave | Carmel Ave | 0.14 | $6,200 | Marina | 25.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 44.99 |
| 164 | 2 | Alta St | 2 | 1st St | C St | 0.21 | $9,000 | Gonzales | 25.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 44.99 |
| 165 | 2 | 13th St | 2 | Oak Ave | Apple Ave | 0.25 | $10,800 | Greenfield | 25.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 44.99 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 166 | 2 | Salinas Ave | 2 | Carmel Ave | Reservation Rd | 0.27 | $11,800 | Marina | 25.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 44.99 |
| 167 | 2 | 3rd St | 2 | General Jim Moore Blvd | 1st St | 0.37 | $15,700 | CSUMB | 25.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 44.99 |
| 168 | 2 | Cardoza Ave | 2 | Beach Rd | end of Cardoza Ave | 0.49 | $21,200 | Marina | 25.00 | 0.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 44.98 |
| 169 | 2 | Bayer St - Bostick Ave | 2 | Reindollar Ave | Reservation Rd | 0.59 | $25,300 | Marina | 25.00 | 0.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 44.98 |
| 170 | 2 | Intergarrison Rd | 2 | Reservation Rd | Old County Rd | 0.61 | $26,200 | County | 25.00 | 0.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 44.98 |
| 171 | 2 | Beach Rd | 2 | Monte Rd | Costa del Mar Rd | 0.65 | $28,000 | Marina | 25.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 44.97 |
| 172 | 2 | Coe Ave | 2 | Hibiscus Heights | General Jim Moore Blvd | 0.72 | $31,000 | Seaside | 25.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 44.97 |
| 173 | 2 | Carmel Ave | 2 | Sunset Ave | Salinas Ave | 1.27 | $54,800 | Marina | 25.00 | 0.00 | 0.00 | 14.95 | 0.00 | 5.00 | 0.00 | 44.95 |
| 174 | 2 | Reindollar Ave | 2 | Bostick Ave | Monte Rd | 1.27 | $54,800 | Marina | 25.00 | 0.00 | 0.00 | 14.95 | 0.00 | 5.00 | 0.00 | 44.95 |
| 175 | 2 | 2nd Ave N Extension | 2 | Imjin Rd | Cypress Knolls | 1.31 | $56,500 | CSUMB | 25.00 | 0.00 | 0.00 | 14.95 | 0.00 | 5.00 | 0.00 | 44.95 |
| 176 | 2 | Reservation Rd | 2 | Salinas Ave | Blanco Rd | 1.39 | $59,900 | Marina | 25.00 | 0.00 | 0.00 | 14.94 | 0.00 | 5.00 | 0.00 | 44.94 |
| 177 | 2 | Salinas Rd | 2 | Hwy 1 | Salinas Rd/County Rd 12 | 1.62 | $69,500 | County | 25.00 | 0.00 | 0.00 | 14.93 | 0.00 | 5.00 | 0.00 | 44.93 |
| 178 | 2 | Walnut Ave | 2 | 10th St | El Camino Real | 0.13 | $5,400 | Greenfield | 25.00 | 3.00 | 0.00 | 14.99 | 1.00 | 0.00 | 0.00 | 43.99 |
| 179 | 2 | Apple Ave | 3 | El Camino Real | end of Apple | 0.33 | $1,000 | Greenfield | 25.00 | 1.00 | 0.00 | 15.00 | 1.00 | 0.00 | 0.00 | 42.00 |
| 180 | 2 | Melania Rd | 2 | Peninsula Dr | Beach Rd | 0.33 | $14,400 | Marina | 25.00 | 2.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 41.99 |
| 181 | 2 | Rossi St Extension | 2 | Davis Rd | Boronda Rd | 0.51 | $22,000 | Salinas | 25.00 | 0.00 | 0.00 | 14.98 | 2.00 | 0.00 | 0.00 | 41.98 |
| 182 | 2 | Davis Rd | 2 | Reservation Rd | Blanco Rd | 2.10 | $90,300 | County | 25.00 | 0.00 | 0.00 | 14.91 | 2.00 | 0.00 | 0.00 | 41.91 |
| 183 | 2 | 10th St | 3 | Alta St/Old US Hwy 101 | Belden St | 0.10 | $300 | Gonzales | 25.00 | 1.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 41.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 184 | 2 | El Camino Real - 101 - Patricia Ln Segment | 3 | El Camino Real | Espinosa Rd | 0.64 | $1,900 | Caltrans | 25.00 | 0.00 | 0.00 | 15.00 | 1.00 | 0.00 | 0.00 | 41.00 |
| 185 | 2 | Olmsted Rd | 2 | Hwy 68 | Garden Rd | 0.10 | $4,200 | Monterey | 25.00 | 0.00 | 0.00 | 15.00 | 1.00 | 0.00 | 0.00 | 41.00 |
| 186 | 2 | Elm Ave | 3 | Metz Rd | 3rd St (Greenfield) | 2.15 | $6,500 | County | 0.00 | 0.00 | 20.00 | 14.99 | 1.00 | 5.00 | 0.00 | 40.99 |
| 187 | 2 | Carmel Ave | 2 | Sunset Ave | Monte Rd | 0.16 | $7,000 | Marina | 25.00 | 1.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 40.99 |
| 188 | 2 | Hemingway Dr | 2 | Nantucket Blvd | Boronda Rd | 0.17 | $7,500 | Salinas | 25.00 | 1.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 40.99 |
| 189 | 2 | de Forest Rd | 2 | Costa del Mar Rd | Reservation Rd | 0.40 | $17,400 | Marina | 25.00 | 1.00 | 0.00 | 14.98 | 0.00 | 0.00 | 0.00 | 40.98 |
| 190 | 2 | Apple Ave | 2 | Thorp Ave | 4th St | 0.51 | $21,700 | Greenfield | 25.00 | 0.00 | 0.00 | 14.98 | 1.00 | 0.00 | 0.00 | 40.98 |
| 191 | 2 | Walnut Ave | 2 | Hwy 101 | 2nd St | 0.79 | $33,800 | Greenfield | 25.00 | 0.00 | 0.00 | 14.97 | 1.00 | 0.00 | 0.00 | 40.97 |
| 192 | 2 | 12th St | 2 | Elm Ave | 550' N of Walnut Ave | 0.86 | $36,800 | Greenfield | 25.00 | 0.00 | 0.00 | 14.97 | 1.00 | 0.00 | 0.00 | 40.97 |
| 193 | 2 | York Rd | 2 | "Trail Rd"/York Rd | end of York | 1.14 | $49,200 | County | 0.00 | 0.00 | 20.00 | 14.95 | 1.00 | 5.00 | 0.00 | 40.95 |
| 194 | 2 | Alisal - Old Stage Rd - San Juan Grade Rd | 3 | San Juan Grade Rd | Old Stage Rd Hwy 101 On Ramp | 23.00 | $69,000 | County | 0.00 | 0.00 | 20.00 | 14.93 | 1.00 | 5.00 | 0.00 | 40.93 |
| 195 | 2 | River Rd | 3 | Hwy 68 | Fort Romie Rd | 23.39 | $70,200 | County | 0.00 | 0.00 | 20.00 | 14.93 | 1.00 | 5.00 | 0.00 | 40.93 |
| 196 | 2 | Hatton Canyon Path | 1 | Rio Rd | Carmel River Bridge | 0.24 | $144,200 | County | 0.00 | 0.00 | 20.00 | 14.86 | 1.00 | 5.00 | 0.00 | 40.86 |
| 197 | 2 | York - Blue Larkspur Path | 1 | York Rd | Blue Larkspur Ln | 0.87 | $520,600 | County | 0.00 | 0.00 | 20.00 | 14.51 | 1.00 | 5.00 | 0.00 | 40.51 |
| 198 | 2 | Old Stage Rd | 3 | Associated Ln/101 | Alta St | 0.36 | $1,100 | County | 0.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 40.00 |
| 199 | 2 | Crazy Horse Canyon Rd - Echo Valley Rd Segment | 3 | Hwy 101 | Encho Valley Rd/Tustin Rd | 0.87 | $2,600 | Caltrans | 25.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 40.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 200 | 2 | Payson St - Chualar Rd | 3 | Grant St | Old Stage Rd | 1.41 | $4,200 | County | 0.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 40.00 |
| 201 | 2 | Arroyo Seco Rd | 3 | Fort Romie | Hwy 101 | 1.69 | $5,100 | County | 0.00 | 0.00 | 20.00 | 15.00 | 0.00 | 5.00 | 0.00 | 40.00 |
| 202 | 2 | Tustin Rd | 3 | Hwy 101 | Echo Valey Rd | 1.94 | $5,800 | County | 25.00 | 0.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 39.99 |
| 203 | 2 | General Jim Moore | 2 | Divarty St | Inter-Garrison | 0.14 | $5,996 | CSUMB | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 39.99 |
| 204 | 2 | 7th Ave | BB | 3rd St | Gigling Rd | 0.75 | $6,000 | CSUMB | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 39.99 |
| 205 | 2 | 17 Mile Dr/Carmel Way | 3 | 17 Mile Dr | San Antonio Ave | 2.22 | $6,700 | Pacific Grove | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 39.99 |
| 206 | 2 | Espinosa Rd | 3 | Patricia Ln | Elm Ave | 2.73 | $8,200 | County | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 39.99 |
| 207 | 2 | Strawberry Rd | 3 | San Miguel Canyon Rd | Elkhorn Rd | 3.32 | $10,000 | County | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 5.00 | 0.00 | 39.99 |
| 208 | 2 | Bayer Dr - California Ave Path | 2 | Carmel Ave/Salinas Ave | California Ave | 0.86 | $37,100 | Marina | 25.00 | 0.00 | 0.00 | 14.96 | 0.00 | 0.00 | 0.00 | 39.96 |
| 209 | 2 | S Prunedale Rd | 2 | 300' S of Hwy 156 overpass | Blackie Rd | 0.95 | $40,700 | County | 0.00 | 0.00 | 20.00 | 14.96 | 0.00 | 5.00 | 0.00 | 39.96 |
| 210 | 2 | Johnson Canyon Rd | 2 | 650' NE of Herold Pkwy | Iverson Rd | 1.09 | $47,000 | County | 0.00 | 0.00 | 20.00 | 14.96 | 0.00 | 5.00 | 0.00 | 39.96 |
| 211 | 2 | Gigling Rd | 2 | 7th Ave | 6th Division Cir | 1.11 | $47,800 | Seaside | 0.00 | 0.00 | 20.00 | 14.95 | 0.00 | 5.00 | 0.00 | 39.95 |
| 212 | 2 | Parker Flats | 2 | Gigling Rd | Eucalyptus Rd | 1.16 | $49,700 | Seaside | 0.00 | 0.00 | 20.00 | 14.95 | 0.00 | 5.00 | 0.00 | 39.95 |
| 213 | 2 | Rogge Rd | 2 | San Juan Grade Rd | Natividad Rd | 1.29 | $55,600 | County | 0.00 | 0.00 | 20.00 | 14.95 | 0.00 | 5.00 | 0.00 | 39.95 |
| 214 | 2 | Salinas Rd - Hall Rd - Tarpey Rd | 2 | Porter Dr | San Juan Rd | 1.73 | $74,400 | County | 0.00 | 0.00 | 20.00 | 14.93 | 0.00 | 5.00 | 0.00 | 39.93 |
| 215 | 2 | Monte Rd - MBSST | 2 | Nashua Rd | Lapis Rd | 1.88 | $80,840 | County | 25.00 | 0.00 | 0.00 | 14.92 | 0.00 | 0.00 | 0.00 | 39.92 |
| 216 | 2 | Sanctuary Scenic Trail Segment 6 | 1 | Marina Dr and Hwy 1 | Dunes Dr and Reservation Rd | 1.67 | $90,200 | Ca State Parks | 0.00 | 0.00 | 20.00 | 14.91 | 0.00 | 5.00 | 0.00 | 39.91 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 217 | 2 | Natividad Rd | 2 | Boronda Rd | Old Stage Rd | 2.14 | $92,000 | County | 0.00 | 0.00 | 20.00 | 14.91 | 0.00 | 5.00 | 0.00 | 39.91 |
| 218 | 2 | Gonzales River Rd | 2 | River Rd | Alta St | 2.52 | $108,300 | County | 0.00 | 0.00 | 20.00 | 14.90 | 0.00 | 5.00 | 0.00 | 39.90 |
| 219 | 2 | Sanctuary Scenic Trail Segment 5A | 1 | Ford Ord State Park | Hwy 1 and Marina Dr | 1.74 | $152,000 | Ca State Parks | 0.00 | 0.00 | 20.00 | 14.86 | 0.00 | 5.00 | 0.00 | 39.86 |
| 220 | 2 | Elkhorn Rd | 2 | Paradise Valley Rd | Hall Rd | 4.52 | $194,200 | County | 0.00 | 0.00 | 20.00 | 14.82 | 0.00 | 5.00 | 0.00 | 39.82 |
| 221 | 2 | Reservation Rd | 2 | Blanco Rd | Hwy 68 | 5.51 | $236,800 | County | 0.00 | 0.00 | 20.00 | 14.78 | 0.00 | 5.00 | 0.00 | 39.78 |
| 222 | 2 | Laureles Grade Rd | 2 | Hwy 68 | Carmel Valley Rd | 5.86 | $251,800 | County | 0.00 | 0.00 | 20.00 | 14.76 | 0.00 | 5.00 | 0.00 | 39.76 |
| 223 | 2 | Sanctuary Scenic Trail Segment 14 | 1 | Nashua Rd | Potrero Rd | 3.40 | $257,600 | County | 25.00 | 0.00 | 0.00 | 14.76 | 0.00 | 0.00 | 0.00 | 39.76 |
| 224 | 2 | Patton Pkwy Path | 1 | Reindollar Ave | Patton Pkwy | 0.50 | $297,600 | Marina | 25.00 | 0.00 | 0.00 | 14.72 | 0.00 | 0.00 | 0.00 | 39.72 |
| 225 | 2 | San Benancio - Corral de Tierra Rd Loop | 2 | Hwy 68 | Hwy 68 | 12.34 | $530,400 | County | 0.00 | 0.00 | 20.00 | 14.50 | 0.00 | 5.00 | 0.00 | 39.50 |
| 226 | 2 | Hilltown Park Path Segment | 1 | Speckels Blvd | Reservation Rd | 0.89 | $532,000 | Caltrans | 0.00 | 0.00 | 20.00 | 14.49 | 0.00 | 5.00 | 0.00 | 39.49 |
| 227 | 2 | Polk St Bicycle Boulevard | BB | Alvarado St | Hartnell St | 0.10 | $800 | Monterey | 0.00 | 17.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 39.00 |
| 228 | 2 | Metz Rd | 3 | Soledad City Limits | King City City Limits | 18.47 | $55,400 | County | 0.00 | 0.00 | 20.00 | 14.95 | 1.00 | 0.00 | 0.00 | 35.95 |
| 229 | 2 | Tavernetti Rd | 3 | Hwy 101 Overpass | Gloria Rd | 0.18 | $500 | County | 0.00 | 0.00 | 20.00 | 15.00 | 0.00 | 0.00 | 0.00 | 35.00 |
| 230 | 2 | Castroville Blvd | 3 | Del Monte Farms Rd | Dolan Rd | 0.32 | $1,000 | County | 0.00 | 0.00 | 20.00 | 15.00 | 0.00 | 0.00 | 0.00 | 35.00 |
| 231 | 2 | Teague Ave | 3 | Central Ave | Hwy 101 | 1.22 | $3,700 | County | 0.00 | 0.00 | 20.00 | 15.00 | 0.00 | 0.00 | 0.00 | 35.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 232 | 2 | 6th Division Circle | 2 | Gigling Rd | Monterey Rd | 0.10 | $4,200 | Seaside | 0.00 | 0.00 | 20.00 | 15.00 | 0.00 | 0.00 | 0.00 | 35.00 |
| 233 | 2 | Espinosa Rd | 3 | Central Ave | Susan Ln (to Hwy 101) | 1.82 | $5,500 | County | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 0.00 | 0.00 | 34.99 |
| 234 | 2 | Thorne Rd | 3 | Arroyo Seco Rd | El Camino Real | 3.50 | $10,500 | County | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 0.00 | 0.00 | 34.99 |
| 235 | 2 | Fort Romie Rd | 3 | River Rd | Arroyo Seco Rd | 3.87 | $11,600 | County | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 0.00 | 0.00 | 34.99 |
| 236 | 2 | Old Stage - San Juan Grade | 3 | Crazy Horse Canyon Rd | County Limit | 4.25 | $12,800 | County | 0.00 | 0.00 | 20.00 | 14.99 | 0.00 | 0.00 | 0.00 | 34.99 |
| 237 | 2 | Central Ave | 3 | Elm Ave | Hwy 101 | 7.21 | $21,600 | County | 0.00 | 0.00 | 20.00 | 14.98 | 0.00 | 0.00 | 0.00 | 34.98 |
| 238 | 2 | Arroyo Seco Rd | 3 | Fort Romie Rd | Elm Ave | 8.04 | $24,100 | County | 0.00 | 0.00 | 20.00 | 14.98 | 0.00 | 0.00 | 0.00 | 34.98 |
| 239 | 2 | Pine Canyon Rd | 2 | Jolon Rd | Pine Meadow Dr | 1.35 | $58,200 | County | 0.00 | 0.00 | 20.00 | 14.94 | 0.00 | 0.00 | 0.00 | 34.94 |
| 240 | 2 | Eucalyptus Rd | 2 | Parker Flats | General Jim Moore Blvd | 1.55 | $66,600 | Seaside | 0.00 | 0.00 | 20.00 | 14.94 | 0.00 | 0.00 | 0.00 | 34.94 |
| 241 | 2 | Iverson Rd | 2 | Johnson Canyon Rd | Gloria Rd | 2.17 | $93,500 | County | 0.00 | 0.00 | 20.00 | 14.91 | 0.00 | 0.00 | 0.00 | 34.91 |
| 242 | 2 | Iverson Rd | 2 | 5th St (from Gonzales City Limits) | Old Stage Rd | 4.66 | $200,400 | County | 0.00 | 0.00 | 20.00 | 14.81 | 0.00 | 0.00 | 0.00 | 34.81 |
| 243 | 2 | Van Buren St | 2 | Scott St | Seeno St | 0.05 | $2,200 | Monterey | 0.00 | 11.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 33.00 |
| 244 | 2 | Robin Dr | 2 | Lake Dr | Reservation Rd | 0.02 | $1,000 | Marina | 0.00 | 11.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 31.00 |
| 245 | 2 | Alvarado St Bicycle Boulevard | BB | Pearl St | Monterey Peninsula Recreational Trail | 0.37 | $3,000 | Monterey | 0.00 | 6.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 28.00 |
| 246 | 2 | Oliver St | 3 | Van Buren St | Monterey Peninsula Recreational Path | 0.18 | $500 | Monterey | 0.00 | 5.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 27.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 247 | 2 | Pine Ave | 3 | Alder St | 17 Mile Dr | 0.16 | $500 | Pacific Grove | 0.00 | 11.00 | 0.00 | 15.00 | 1.00 | 0.00 | 0.00 | 27.00 |
| 248 | 2 | Pacific St | 3 | Pacific St Bike Lane at Martin St | Madison St | 0.23 | $700 | Monterey | 0.00 | 5.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 27.00 |
| 249 | 2 | Hoffman Ave | 3 | Laine St | Monterey Peninsula Recreational Trail | 0.28 | $800 | Monterey | 0.00 | 6.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 27.00 |
| 250 | 2 | Van Buren St Bicycle Boulevard | BB | Madison St | Scott St | 0.45 | $3,600 | Monterey | 0.00 | 4.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 26.00 |
| 251 | 2 | Van Buren St Path | 1 | Seeno St | near Artillery St | 0.05 | $27,400 | Monterey | 0.00 | 4.00 | 0.00 | 14.97 | 2.00 | 5.00 | 0.00 | 25.97 |
| 252 | 2 | Lighthouse Ave | 3 | 17 Mile Dr | Asilomar Blvd | 0.47 | $1,400 | Pacific Grove | 0.00 | 3.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 25.00 |
| 253 | 2 | Riker St | 3 | Woodside Dr | Alisal St | 0.90 | $2,700 | Salinas | 0.00 | 1.00 | 0.00 | 15.00 | 4.00 | 5.00 | 0.00 | 25.00 |
| 254 | 2 | Moss Landing Rd | 2 | Potrero Rd | end of Moss Landing Rd | 0.74 | $31,800 | County | 0.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 5.00 | 24.97 |
| 255 | 2 | Foam St | 2 | David Ave | Lighthouse Ave | 0.79 | $33,800 | Monterey | 0.00 | 3.00 | 0.00 | 14.97 | 2.00 | 5.00 | 0.00 | 24.97 |
| 256 | 2 | Maplewood Dr | 3 | Grove St | Sierra Dr | 0.07 | $200 | Salinas | 0.00 | 0.00 | 0.00 | 15.00 | 4.00 | 5.00 | 0.00 | 24.00 |
| 257 | 2 | Contra Costa St | 3 | California Ave | Del Monte Blvd | 0.23 | $700 | Sand City | 0.00 | 3.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 24.00 |
| 258 | 2 | 3rd St Bicycle Boulevard | BB | Sloat Ave | Camino Aguajito | 0.24 | $1,900 | Monterey | 0.00 | 2.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 24.00 |
| 259 | 2 | Franklin St | 3 | Van Buren St | Bowen St | 0.65 | $2,000 | Monterey | 0.00 | 2.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 24.00 |
| 260 | 2 | Herman - Madison Route Bicycle Boulevard | BB | Via del Rey | Pacific St | 0.35 | $2,800 | Monterey | 0.00 | 2.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 24.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 261 | 2 | Laine St Bicycle Boulevard | BB | David Ave | Lighthouse Ave | 0.82 | $6,500 | Monterey | 0.00 | 2.00 | 0.00 | 14.99 | 2.00 | 5.00 | 0.00 | 23.99 |
| 262 | 2 | Davis Rd Median Path | 1 | Larkin St | Calle del Adobe | 0.30 | $180,400 | Salinas | 0.00 | 2.00 | 0.00 | 14.83 | 2.00 | 5.00 | 0.00 | 23.83 |
| 263 | 2 | Bishop St | 3 | Salinas Rd | Florence Ave | 0.12 | $400 | County | 0.00 | 3.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 23.00 |
| 264 | 2 | Lighthouse Ave | 3 | Ocean View Blvd | Asilmoar Blvd | 0.22 | $600 | Pacific Grove | 0.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 23.00 |
| 265 | 2 | English Ave | 3 | Del Monte Ave | Montecito Ave | 0.22 | $700 | Monterey | 0.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 23.00 |
| 266 | 2 | Montecito Ave | 3 | Casa Verde Way | English Ave | 0.43 | $1,300 | Monterey | 0.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 23.00 |
| 267 | 2 | California Ave | 3 | Contra Costa St | Tioga Ave | 0.47 | $1,400 | Sand City | 0.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 23.00 |
| 268 | 2 | Meade St (Extension) | 2 | Tembladera St | Artichoke Ave (Extension) | 0.04 | $1,800 | County | 0.00 | 3.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 23.00 |
| 269 | 2 | Soledad Dr | 2 | Pacific St | Munras Ave | 0.08 | $3,400 | Monterey | 0.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 23.00 |
| 270 | 2 | Hilby Ave | 3 | Canyon del Rey Blvd | Watkins Gate Rd | 1.55 | $4,600 | Seaside | 0.00 | 1.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 23.00 |
| 271 | 2 | Broadway | 2 | Mildred Ave | San Lorenzo St | 0.12 | $5,100 | King City | 0.00 | 2.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 23.00 |
| 272 | 2 | Noche Buena St | 3 | Plumas Ave | Military Ave | 1.69 | $5,100 | Seaside | 0.00 | 1.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 23.00 |
| 273 | 2 | Seacrest Ave | 2 | Carmel Ave | Reservation Rd | 0.29 | $12,300 | Marina | 0.00 | 3.00 | 0.00 | 14.99 | 0.00 | 0.00 | 5.00 | 22.99 |
| 274 | 2 | Terven Ave | 2 | Sanborn Pl | Airport Blvd | 0.42 | $18,200 | Salinas | 0.00 | 0.00 | 0.00 | 14.98 | 3.00 | 5.00 | 0.00 | 22.98 |
| 275 | 2 | Airport Blvd Path | 1 | Airport Blvd | Hansen St | 0.30 | $181,600 | Salinas | 0.00 | 0.00 | 0.00 | 14.83 | 3.00 | 5.00 | 0.00 | 22.83 |
| 276 | 2 | Pine Ave | 3 | Eardley Ave | David Ave | 0.05 | $100 | Pacific Grove | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 277 | 2 | Adams St | 3 | Tulane St | Laurel Dr | 0.18 | $500 | Salinas | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 278 | 2 | Brooklyn St | 3 | San Juan Rd | Bishop St | 0.19 | $600 | County | 0.00 | 2.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 22.00 |
| 279 | 2 | Hwy 1 | 3 | Ocean Ave | Carmel High School | 0.23 | $700 | County | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 280 | 2 | Canal St | 3 | Broadway | Division St | 0.29 | $900 | King City | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 281 | 2 | Airport Rd - Euclid Ave | 3 | Casanova Ave | Fremont St | 0.69 | $2,100 | Monterey | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 282 | 2 | Pacific St | 3 | Soledad Dr | Pacific St Bike Lane | 0.70 | $2,100 | Monterey | 0.00 | 0.00 | 0.00 | 15.00 | 2.00 | 5.00 | 0.00 | 22.00 |
| 283 | 2 | Casanova Ave | 3 | Montecito Ave | Euclid Ave | 0.73 | $2,200 | Monterey | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 284 | 2 | Jewell Ave | 3 | Lighthouse Ave | 17th St | 0.78 | $2,300 | Pacific Grove | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 285 | 2 | 19th St - Park St | 3 | Jewell Ave | Hwy 68 | 0.99 | $3,000 | Pacific Grove | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 286 | 2 | La Salle Ave | 3 | Del Monte Blvd | Nadina St | 1.23 | $3,700 | Seaside | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 287 | 2 | Military Ave | 3 | Fremont Blvd | Paralta Ave | 1.25 | $3,700 | Seaside | 0.00 | 1.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 22.00 |
| 288 | 2 | Crestview Ct | 2 | Reservation Rd | end of Crestview Ct | 0.12 | $5,100 | Marina | 0.00 | 2.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 22.00 |
| 289 | 2 | Palm Ave | 2 | Lake Dr | Sunset Ave | 0.35 | $15,200 | Marina | 0.00 | 2.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 21.99 |
| 290 | 2 | Ellis St | 2 | 1st St | Mildred Ave | 0.57 | $24,400 | King City | 0.00 | 1.00 | 0.00 | 14.98 | 1.00 | 5.00 | 0.00 | 21.98 |
| 291 | 2 | Lighthouse Ave | 2 | David Ave | Private Bolio Rd | 0.74 | $31,900 | Monterey | 0.00 | 1.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 21.97 |
| 292 | 2 | Vanderhurst Ave | 2 | King St | Villa Dr | 0.86 | $36,900 | King City | 0.00 | 1.00 | 0.00 | 14.96 | 1.00 | 5.00 | 0.00 | 21.96 |
| 293 | 2 | Belden St | 3 | 5th St | 3rd St | 0.14 | $400 | Gonzales | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |
| 294 | 2 | Fremont St | 3 | Salinas Rd | End of Fremont St | 0.13 | $400 | County | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |
| 295 | 2 | Scenic Rd | 3 | 8th Ave | Ocean Ave | 0.17 | $500 | Carmel by the Sea | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |
| 296 | 2 | 1st St | 3 | Alta St | Elko St | 0.25 | $700 | Gonzales | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 21.00 |
| 297 | 2 | Belden St | 3 | 10th St | 5th St | 0.35 | $1,100 | Gonzales | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |
| 298 | 2 | Belden St | 3 | 3rd St | C St | 0.35 | $1,100 | Gonzales | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |
| 299 | 2 | Broadway Cir | 3 | San Antonio Dr | River Dr | 0.39 | $1,200 | King City | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 21.00 |
| 300 | 2 | Palm Ave | 2 | Lake Dr | Clarke Pl | 0.03 | $1,200 | Marina | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 301 | 2 | San Pablo Ave | 3 | General Jim Moore Blvd | Yosemite St | 0.40 | $1,200 | Seaside | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 21.00 |
| 302 | 2 | Serra Ave | 3 | Camino del Monte Ave | Hwy 1 | 0.39 | $1,200 | Carmel by the Sea | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |
| 303 | 2 | 7th St | 3 | Alta St | Del Monte Cir | 0.52 | $1,600 | Gonzales | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |
| 304 | 2 | Ocean Ave Segment | 3 | San Carlos St | Hwy 1 | 0.61 | $1,800 | Carmel by the Sea | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 21.00 |
| 305 | 2 | Division St | 3 | Canal St | 1st St | 0.70 | $2,100 | King City | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 21.00 |
| 306 | 2 | Seymour St | 3 | Salinas St | Washongton St | 0.76 | $2,300 | County | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 21.00 |
| 307 | 2 | El Camino Real | 3 | Thorne Rd | Walnut Ave | 0.93 | $2,800 | Greenfield | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 21.00 |
| 308 | 2 | San Carlos St - Rio Rd Rte | 3 | Lasuen Dr | Camino del Monte Ave | 1.15 | $3,400 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 21.00 |
| 309 | 2 | Yosemite St | 3 | Hilby Ave | Military Ave | 1.34 | $4,000 | Seaside | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 5.00 | 0.00 | 21.00 |
| 310 | 2 | 4th St | 2 | Center St | Gonzales High School | 0.14 | $6,100 | Gonzales | 0.00 | 1.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 20.99 |
| 311 | 2 | Rio Road | 2 | Lasuen Dr | Atherton Dr | 0.24 | $10,300 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 20.99 |
| 312 | 2 | Canal St | 2 | Division St | River Dr | 0.29 | $12,300 | King City | 0.00 | 0.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 20.99 |
| 313 | 2 | Florence Ave | 2 | Pajaro River Levee | End of Florence Ave | 0.29 | $12,500 | County | 0.00 | 1.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 20.99 |
| 314 | 2 | Redwood Dr | 2 | Reindollar Ave | end of Redwood Dr | 0.35 | $15,200 | Marina | 0.00 | 1.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 20.99 |
| 315 | 2 | Cherry Ave | 2 | 10th St | end of 10th St | 0.36 | $15,400 | County | 0.00 | 0.00 | 0.00 | 14.99 | 1.00 | 5.00 | 0.00 | 20.99 |
| 316 | 2 | Portola Dr | 2 | Torero Dr | Muleta Dr | 0.38 | $16,400 | County | 0.00 | 1.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 20.98 |
| 317 | 2 | Rio Road | 2 | Atherton Dr | Hwy 1 | 0.44 | $18,900 | County | 0.00 | 0.00 | 0.00 | 14.98 | 1.00 | 0.00 | 5.00 | 20.98 |
| 318 | 2 | Crescent Ave | 2 | Reservation Rd | end of Reservation Rd | 0.49 | $21,200 | Marina | 0.00 | 1.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 20.98 |
| 319 | 2 | Lake Dr | 2 | Robin Dr | 174' E of Hwy 1 | 0.51 | $22,000 | Marina | 0.00 | 1.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 20.98 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 320 | 2 | 3rd St | 2 | Walnut Ave | Elm Ave | 0.75 | $32,300 | Greenfield | 0.00 | 0.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 20.97 |
| 321 | 2 | Broadway | 2 | San Lorenzo Park | Mildred Ave | 0.85 | $36,500 | King City | 0.00 | 0.00 | 0.00 | 14.97 | 1.00 | 5.00 | 0.00 | 20.97 |
| 322 | 2 | San Antonio Dr | 2 | Metz Rd | Broadway | 1.55 | $66,500 | King City | 0.00 | 0.00 | 0.00 | 14.94 | 1.00 | 5.00 | 0.00 | 20.94 |
| 323 | 2 | Jonathan St | 1 | Salinas Rd | Florence St | 0.14 | $83,600 | County | 0.00 | 1.00 | 0.00 | 14.92 | 0.00 | 5.00 | 0.00 | 20.92 |
| 324 | 2 | York School Path | 1 | Blue Larkspur Ln | York School | 0.24 | $141,000 | County | 0.00 | 0.00 | 0.00 | 14.87 | 1.00 | 5.00 | 0.00 | 20.87 |
| 325 | 2 | E Laurel | 1 | Sanborn Rd | 650 ft south of Ranch View Ln | 0.29 | $174,000 | Salinas | 0.00 | 0.00 | 0.00 | 14.83 | 1.00 | 5.00 | 0.00 | 20.83 |
| 326 | 2 | Pine Ave | 2 | Alder St | Eardley Ave | 1.12 | $500,000 | Pacific Grove | 0.00 | 0.00 | 0.00 | 14.53 | 1.00 | 5.00 | 0.00 | 20.53 |
| 327 | 2 | 4th Ave Segment | 3 | San Antonio Ave | Carmelo St | 0.05 | $100 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 328 | 2 | Ocean Ave Segment | 3 | San Antonio Ave | Scenic Rd | 0.05 | $100 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 329 | 2 | 5th St | 3 | Herold Pkwy | 650' N of Herold Pkwy | 0.13 | $400 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 330 | 2 | Rincon Rd | 3 | Del Monte Rd | 5th St | 0.21 | $600 | Gonzales | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 331 | 2 | Valley/Willow Rd | 3 | Meridian Rd | Elkhorn School | 0.19 | $600 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 332 | 2 | San Antonio Ave | 3 | Carmel Way | Ocean Ave | 0.30 | $900 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 333 | 2 | 8th Ave Segment | 3 | Scenic Rd | San Carlos St | 0.38 | $1,100 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 334 | 2 | Camino del Monte Ave Segment | 3 | San Carlos St | Serra Ave | 0.49 | $1,500 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 335 | 2 | Alta St | 3 | 10th St | 1st St | 0.64 | $1,900 | Gonzales | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 336 | 2 | Pesante Rd | 3 | Hwy 101 | Cross Rd | 0.68 | $2,000 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 337 | 2 | Carmelo St Segment | 3 | 4th Ave | 15th Ave | 0.90 | $2,700 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 338 | 2 | 19th St - Park St | 3 | Jewell Ave | Hwy 68 | 0.99 | $3,000 | Pacific Grove | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 5.00 | 0.00 | 20.00 |
| 339 | 3 | Crescent St | 2 | Reindollar Ave | end of Crescent St | 0.13 | $5,700 | Marina | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 340 | 3 | Divarty St | BB | 7th Ave | General Jim Moore Blvd | 0.72 | $5,800 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 341 | 3 | Main St | 2 | Grant St | Lincoln St | 0.14 | $6,200 | County | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 342 | 3 | 8th St | 2 | Proposed St - The Dunes | 2nd Ave | 0.15 | $6,400 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 343 | 3 | 9th St | 2 | 1st Ave | Proposed St - The Dunes | 0.16 | $7,000 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 344 | 3 | Trafton Rd | 3 | Salinas Rd | McGowan Rd | 2.58 | $7,700 | County | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 345 | 3 | Werner Rd | 2 | Salinas Rd | Elkhorn Rd | 0.22 | $9,300 | County | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 346 | 3 | Vaughn Ave | 2 | Reindollar Ave | Carmel Ave | 0.28 | $12,200 | Marina | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 347 | 3 | 4th Ave | 2 | 9th St | 12th St | 0.29 | $12,300 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 348 | 3 | Lake Dr | 2 | 174' E of Hwy 1 | end of Lake Dr | 0.29 | $12,600 | Marina | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 349 | 3 | Lynscott Dr | 2 | Carmel Ave | Reservation Rd | 0.31 | $13,200 | Marina | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 350 | 3 | Melmedy Rd | 2 | Gigling Ave | General Jim Moore Blvd | 0.34 | $14,600 | Seaside | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 351 | 3 | 5th Ave | 2 | 8th St | 12th St | 0.35 | $15,050 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 352 | 3 | 9th St Extension | 2 | 3rd Ave | 5th Ave | 0.35 | $15,300 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 353 | 3 | 3rd Ave | 2 | 8th St | Imjin Rd/12th St | 0.37 | $15,800 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 5.00 | 0.00 | 19.99 |
| 354 | 3 | Drainage Pond/Miller Property | 2 | Florence Extension | Levee | 0.37 | $16,100 | County | 0.00 | 0.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 19.98 |
| 355 | 3 | 9th St | 2 | 1st Ave | 3rd Ave | 0.47 | $20,100 | CSUMB | 0.00 | 0.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 19.98 |
| 356 | 3 | Neeson Rd | 2 | Imjin Rd | end of Neeson Rd | 0.53 | $22,700 | Marina | 0.00 | 0.00 | 0.00 | 14.98 | 0.00 | 5.00 | 0.00 | 19.98 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 357 | 3 | 8th St | 2 | 2nd Ave | 5th Ave | 0.62 | $26,600 | CSUMB | 0.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 19.97 |
| 358 | 3 | Light Fighter Dr | 2 | Gen Jim Moore Blvd | Hwy 1 | 0.66 | $28,200 | Seaside | 0.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 19.97 |
| 359 | 3 | Cross Rd | 2 | Reese Rd | Pesante Rd | 0.71 | $30,700 | County | 0.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 19.97 |
| 360 | 3 | Las Lomas Dr | 2 | Hall Rd | Clausen Rd | 0.75 | $32,300 | County | 0.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 19.97 |
| 361 | 3 | Proposed St - The Dunes | 2 | 3rd St | 300' N of 10th St | 0.76 | $32,900 | Marina | 0.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 19.97 |
| 362 | 3 | Hillcrest Ave | 2 | Redwood Dr | end of Hillcrest Ave | 0.84 | $36,100 | Marina | 0.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 19.97 |
| 363 | 3 | Sanctuary Scenic Trail Segment 9 | 1 | Lapis Rd | Monte Rd | 0.89 | $36,800 | County | 0.00 | 0.00 | 0.00 | 14.97 | 0.00 | 5.00 | 0.00 | 19.97 |
| 364 | 3 | Fanoe Rd | 2 | Rhone Rd | 5th St | 0.96 | $41,100 | Gonzales | 0.00 | 0.00 | 0.00 | 14.96 | 0.00 | 5.00 | 0.00 | 19.96 |
| 365 | 3 | 1st St | 2 | Metz Rd | Hwy 101 | 1.30 | $55,800 | King City | 0.00 | 0.00 | 0.00 | 14.95 | 0.00 | 5.00 | 0.00 | 19.95 |
| 366 | 3 | Pajaro Rail Line | 1 | Salinas Rd | Pajaro River Levee | 0.69 | $413,200 | County | 0.00 | 0.00 | 0.00 | 14.61 | 0.00 | 5.00 | 0.00 | 19.61 |
| 367 | 3 | Pajaro River Levee | 1 | Pajaro Rail Line | Drainage Pond/Miller Property | 0.69 | $413,700 | County | 0.00 | 0.00 | 0.00 | 14.61 | 0.00 | 5.00 | 0.00 | 19.61 |
| 368 | 3 | Sanctuary Scenic Trail Segment 11 | 1 | Neponset Rd | Monte Rd | 0.79 | $634,400 | County | 0.00 | 0.00 | 0.00 | 14.40 | 0.00 | 5.00 | 0.00 | 19.40 |
| 369 | 3 | Sanctuary Scenic Trail Segment 14A | 1 | Salinas River State Beach | Potrero Rd | 1.29 | $835,400 | County | 0.00 | 0.00 | 0.00 | 14.21 | 0.00 | 5.00 | 0.00 | 19.21 |
| 370 | 3 | Sanctuary Scenic Trail Segment 10 | 1 | Neponset Rd | Lapis Rd | 2.42 | $2,057,100 | County | 0.00 | 0.00 | 0.00 | 13.05 | 0.00 | 5.00 | 0.00 | 18.05 |
| 371 | 3 | Abbott St | 2 | Harkins Rd | Firestone Business Park | 2.93 | $126,200 | County | 0.00 | 0.00 | 0.00 | 14.88 | 3.00 | 0.00 | 0.00 | 17.88 |
| 372 | 3 | Sanctuary Scenic Trail Segment 14 | 1 | Molera Rd | Monterey Dunes Way | 0.40 | $2,799,000 | County | 0.00 | 0.00 | 0.00 | 12.34 | 0.00 | 5.00 | 0.00 | 17.34 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 373 | 3 | Sanctuary Scenic Trail Segment 7 | 1 | Lapis Rd | Dunes Dr | 0.69 | $3,411,000 | County | 0.00 | 0.00 | 0.00 | 11.76 | 0.00 | 5.00 | 0.00 | 16.76 |
| 374 | 3 | Del Monte Cir | 3 | 7th St | Rincon Rd | 0.08 | $200 | Gonzales | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 16.00 |
| 375 | 3 | El Camino Real | 3 | City Limits | Susan Ln | 0.19 | $600 | County | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 0.00 | 0.00 | 16.00 |
| 376 | 3 | 4th St | 3 | Elm Ave | Apple Ave | 0.50 | $1,500 | Greenfield | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 0.00 | 0.00 | 16.00 |
| 377 | 3 | Airport Rd | 3 | Metz Rd | Bitterwater Rd | 0.91 | $2,700 | King City | 0.00 | 0.00 | 0.00 | 15.00 | 1.00 | 0.00 | 0.00 | 16.00 |
| 378 | 3 | Berney Dr | 2 | Reindollar Ave | Hillcrest Ave | 0.10 | $4,200 | Marina | 0.00 | 1.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 16.00 |
| 379 | 3 | Elm Ave | 2 | 4th St | 3rd St | 0.25 | $10,700 | Greenfield | 0.00 | 0.00 | 0.00 | 14.99 | 1.00 | 0.00 | 0.00 | 15.99 |
| 380 | 3 | Sunset Ave | 2 | Reindollar Ave | Carmel Ave | 0.28 | $12,200 | Marina | 0.00 | 1.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 15.99 |
| 381 | 3 | Nestles Rd | 2 | Los Coches Rd | Front St | 0.48 | $20,700 | Soledad | 0.00 | 0.00 | 0.00 | 14.98 | 1.00 | 0.00 | 0.00 | 15.98 |
| 382 | 3 | Bitterwater Rd | 2 | Airport Dr | 1st St | 0.51 | $21,700 | King City | 0.00 | 0.00 | 0.00 | 14.98 | 1.00 | 0.00 | 0.00 | 15.98 |
| 383 | 3 | San Antonio Dr | 2 | Metz Rd | Bitterwater Rd | 0.52 | $22,500 | King City | 0.00 | 0.00 | 0.00 | 14.98 | 1.00 | 0.00 | 0.00 | 15.98 |
| 384 | 3 | Metz Rd | 2 | Airport Rd | 1st St | 0.72 | $30,800 | King City | 0.00 | 0.00 | 0.00 | 14.97 | 1.00 | 0.00 | 0.00 | 15.97 |
| 385 | 3 | Carmel River Bridge | 1 | Carmel River (N) | Carmel River (S) | 0.08 | $540,000 | County | 0.00 | 0.00 | 0.00 | 14.49 | 1.00 | 0.00 | 0.00 | 15.49 |
| 386 | 3 | Sanctuary Scenic Trail Segment 13 | 1 | Sanlias River State Beach | Sandholdt Rd | 3.85 | $4,792,600 | Ca State Parks | 0.00 | 0.00 | 0.00 | 10.45 | 0.00 | 5.00 | 0.00 | 15.45 |
| 387 | 3 | Canyon/Flanders/Carmel Hills | 1 | Hatton Canyon | Ocean Ave | 1.17 | $666,900 | Carmel by the Sea | 0.00 | 0.00 | 0.00 | 14.37 | 1.00 | 0.00 | 0.00 | 15.37 |
| 388 | 3 | Omart Rd | 3 | Del Monte Farms Rd | Meridian Rd | 0.15 | $500 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 15.00 |
| 389 | 3 | Susan Ln | 3 | El Camino Real | Espinosa Rd | 0.32 | $1,000 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 15.00 |
| 390 | 3 | Salinas Rd | 2 | Salinas Rd | Werner Rd | 0.02 | $1,100 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 15.00 |
| 391 | 3 | Trafton Rd | 3 | Bluff Rd | 2nd Bend in Trafton Rd | 0.58 | $1,800 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 15.00 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 392 | 3 | McGowan Rd - MBSST | 3 | Trafton Rd | Santa Cruz Co Line | 0.70 | $2,100 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 15.00 |
| 393 | 3 | Trafton Rd - MBSST | 3 | Salinas Rd | Pajaro River Trails | 1.00 | $3,000 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 15.00 |
| 394 | 3 | 8th St | 2 | Hwy 1 | 1st Ave | 0.10 | $4,400 | CSUMB | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 15.00 |
| 395 | 3 | Bluff Rd | 3 | Hwy 1 | Pajaro River | 1.70 | $5,100 | County | 0.00 | 0.00 | 0.00 | 15.00 | 0.00 | 0.00 | 0.00 | 15.00 |
| 396 | 3 | Ellen Ct | 2 | Reindollar Ave | end of Ellen Ct | 0.15 | $6,500 | Marina | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 14.99 |
| 397 | 3 | 7th St | 2 | 1st Ave | 2nd Ave | 0.28 | $12,200 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 14.99 |
| 398 | 3 | 3rd St | 2 | 1st Ave | 2nd Ave | 0.29 | $12,300 | CSUMB | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 14.99 |
| 399 | 3 | Imjin Rd | 2 | 8th St | 12th St | 0.33 | $14,000 | Marina | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 14.99 |
| 400 | 3 | Plne Ave | 2 | 690' W of El Camino Real | end of Pine Ave | 0.34 | $14,500 | Greenfield | 0.00 | 0.00 | 0.00 | 14.99 | 0.00 | 0.00 | 0.00 | 14.99 |
| 401 | 3 | Bayer Dr | 2 | Bostick Ave | end of Bayer Dr | 0.42 | $18,000 | Marina | 0.00 | 0.00 | 0.00 | 14.98 | 0.00 | 0.00 | 0.00 | 14.98 |
| 402 | 3 | Hwy 68 Segment | 2 | Prescott Ln | Presidio Blvd | 0.48 | $20,800 | Caltrans | 0.00 | 0.00 | 0.00 | 14.98 | 0.00 | 0.00 | 0.00 | 14.98 |
| 403 | 3 | Meridian Rd Path | 1 | 375' S of Meridian Rd | 390' N of Meridian Rd | 0.15 | $87,900 | County | 0.00 | 0.00 | 0.00 | 14.92 | 0.00 | 0.00 | 0.00 | 14.92 |
| 404 | 3 | Sanctuary Scenic Trail Segment 12 | 1 | Salinas River and Hwy 1 | Salinas River State Beach | 1.82 | $5,552,000 | County | 0.00 | 0.00 | 0.00 | 9.73 | 0.00 | 5.00 | 0.00 | 14.73 |
| 405 | 3 | Sanctuary Scenic Trail Segment 17A | 1 | Pajaro River | Trafton Rd | 0.11 | $699,200 | County | 0.00 | 0.00 | 0.00 | 14.34 | 0.00 | 0.00 | 0.00 | 14.34 |
| 406 | 3 | Sanctuary Scenic Trail Segment 17B | 1 | Trafton Rd | McGown Rd | 1.44 | $1,659,200 | County | 0.00 | 0.00 | 0.00 | 13.42 | 0.00 | 0.00 | 0.00 | 13.42 |
| 407 | 3 | Sanctuary Scenic Trail Segment 16A | 1 | Jetty Rd | Trafton Rd | 3.61 | $9,940,000 | Ca State Parks | 0.00 | 0.00 | 0.00 | 5.56 | 0.00 | 5.00 | 0.00 | 10.56 |

| Rank | Tier | Name | Class | Start | End | Miles | Cost | Jurisdiction | Gap Closure | Safety | Local Connections | Project Feasibility | Employment Centers | Community Centers | Multi-Modal | Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 408 | 3 | Sanctuary Scenic Trail Segment 16B | 1 | Jetty Rd | Trafton Rd | 3.83 | $15,796,500 | Ca State Parks | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.00 | 0.00 | 5.00 |

# Appendix E.
# Bicycle Transportation Account Compliance

Caltrans Bicycle Transportation Account is a significant source of funding for bicycle facilities. To be eligible for BTA funding, applicants must have an adopted Bicycle Master Plan that is approved by Caltrans. **Table E-1** demonstrates how this Bicycle Master Plan complies with BTA requirements and is provided for the convenience of Caltrans reviewers.

Table E-1: BTA Compliance Table

| BTA 891.2 | Required Plan Elements | Section |
|---|---|---|
| **(a)** | The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan. | 4.4<br>5.7 |
| **(b)** | A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers. | 2.2 |
| **(c)** | A map and description of existing and proposed bikeways. | 2.5.1<br>6.3-6.18 |
| **(d)** | A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers. | 2.5.2<br>6.1 |
| **(e)** | A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels. | 2.5.2<br>Appendix C<br>6.1 |
| **(f)** | A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities. | 2.5.2.3<br>6.1 |
| **(g)** | A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and compile existing data on the resulting effect on accidents involving bicyclists. | 2.5.3<br>4.5 |
| **(h)** | A description of the extent of citizen and community involvement in development of the plan. | 1.3 |
| **(i)** | A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting. | 3 |

| BTA 891.2 | Required Plan Elements | Section |
|---|---|---|
| **(j)** | A description of the projects proposed in the plan and a listing of their priorities for implementation. | 6, 7, 8 |
| **(k)** | A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area. | Not applicable-countywide Plan<br>8 |

# Appendix F. Project Sheets

This appendix presents the project description sheets for the following projects listed below in **Table F-1**.

Table F-1: Top Five Priority Projects

| Project | Class | Start | End | Miles | Jurisdiction |
|---|---|---|---|---|---|
| Imjin Rd/12th St | Bike Lanes | Imjin Rd | Reservation Rd | 2.72 | Marina |
| Canyon del Rey Blvd | Bike Lanes | General Jim Moore Blvd | Hwy 68 | 0.76 | Del Rey Oaks |
| Castroville Multi-Use Path and Railroad Crossing | Multi-Use Path | Axtell St | Castroville Blvd | 0.31 | County |
| Blanco Rd | Bike Lanes | Research Rd | Davis Rd | 5.36 | County |
| Davis Rd | Bike Lanes | Blanco Rd | Rossi St | 1.75 | County |

# F.1. Imjin Road/12th Street Bike Lanes: Imjin Rd to Reservation Rd

## Project Description

| Street | Start | End | Class | Miles |
|---|---|---|---|---|
| Imjin Rd/12th St | Imjin Rd | Reservation Rd | 2 | 2.72 |

### Existing Conditions

This area includes multi-unit student housing and other facilities associated with California State University Monterey Bay. The corridor has two travel lanes, turn pockets at intersections, and narrow shoulders.

### Anticipated Users

- Marina residents for commute and utilitarian trips
- CSUMB students
- Fort Ord visitors
- Recreational bicyclists

### Needs Addressed

This corridor is a critical link connecting Marina and Seaside to the Marina Municipal Airport., which is located just a ¼ mile east.

The adjoining roadways are cul-de-sacs and do not provide connectivity to the surrounding roadway network.

This project will close a bikeway network gap between the existing bikeway listed below.

### Connecting Bikeways

- Class 1 multi-use path on south side of Imjin Rd/12th St
- Class 3 on Imjin Rd east of Reservation Rd

### Jurisdiction

City of Marina

*Project location*

*Class 2 bicycle lanes will improve access to CSUMB*

## Project Cost Estimate

$2,200,000

# F.2. Canyon del Rey Boulevard Bike Lanes: General Jim Moore Boulevard to Highway 68

## Project Description

| Street | Start | End | Class | Miles |
|---|---|---|---|---|
| Canyon del Rey Boulevard | General Jim Moore Boulevard | Highway 68 | 2 | 0.76 |

### Existing Conditions

This corridor is bound by large storage and commercial properties. To the north are residential land uses and to the east are parks and preserves. This segment of Canyon del Rey Boulevard is identified as an existing bike lane, however it does not meet Class 2 bike lane standards. Bike lane signs and pavement markings are not installed at regular intervals and much of this segment does not have the Caltrans standard minimum four foot bike lane width.

### Anticipated Users

- Residents from The Oaks complex
- Visitors to Ryan Ranch Park
- Visitors to Frog Pond Wetlands Preserve
- Recreational bicyclists

### Needs Addressed

Canyon del Rey Boulevard is the only connection between Highway 68 and General Jim Moore Boulevard and represents a critical gap in the bikeway network. Narrow shoulders along stretches of Canyon del Rey Boulevard do not provide adequate space for bicyclists to feel comfortable.

Class 2 bike lanes would improve access to many shopping outlets located at Highway 68 and Canyon del Rey Boulevard.

### Connecting Bikeways

- Class 3 bicycle route on Canyon de Rey Boulevard north of General Jim Moore Boulevard

### Jurisdiction

City of Del Rey Oaks

*Project location*

*The shoulders in many places along Canyon del Rey are narrow.*

## Project Cost Estimate

$32,500 (striping and signing) Additional pavement for shoulder widening needed.

# F.3. Castroville Multi-Use Path and Railroad Crossing: Axtell St to Castroville Boulevard

## Project Description

| Project | Start | End | Class | Miles |
|---|---|---|---|---|
| Castroville Multi-Use Path | Axtell Street | Castroville Boulevard | 1 | 0.31 |

### Existing Conditions

This corridor is adjacent to agricultural land uses however it is adjacent to Castroville housing. Collins Road is a restricted access road, as pictured to the right and connects to the existing Castroville path. Collins Road crosses railroad tracks and this project includes crossing enhancements to control path user crossings of the tracks.

### Anticipated User Types

This path will likely be used by many residents and students to commute to school and for recreation.

- Castroville residents for commute and utilitarian trips
- School children
- Recreational bicyclists

### Needs Addressed

This proposed project will close a critical gap between the residents of Castroville and North Monterey County High School (located one mile northeast of the residential neighborhood).

### Connecting Bikeways

- Castroville multi-use path

### Jurisdiction

County of Monterey

*Project location*

*Residents currently use Collins Road to access Castroville path.*

## Project Cost Estimate

$5,995,000

# F.4. Blanco Road Bike Lanes: Research Drive to Davis Road

## Project Description

| Street | Start | End | Class | Miles |
|---|---|---|---|---|
| Blanco Road | Research Dr | Davis Road | 2 | 5.16 |

### Project Description

This segment of Blanco Road traverses through farm land and directly connects Salinas and Marina. This corridor has two opposing travel lanes and varying shoulder pavement widths and quality.

### Anticipated Users

Recreational riders and experienced commuters.

- Marina residents for commute and utilitarian trips
- Salinas residents for commute and utilitarian trips
- Recreational bicyclists

### Needs Addressed

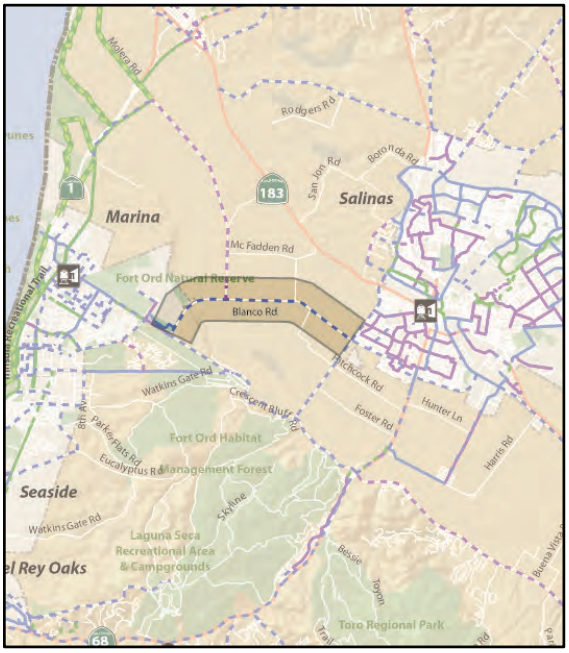
This section of Blanco Road is frequently used by farm equipment. As such, the existing shoulders are covered by dirt and debris in many areas. Maintenance to keep the proposed Class 2 bike lanes relatively free of dirt and debris should be considered.

### Connecting Bikeways

- No existing bikeways

### Jurisdiction

County of Monterey




*Project location*

*The shoulders of Blanco Road are commonly covered in dirt.*

## Project Cost Estimate

$221,880

# F.5. Davis Road Bike Lanes: Blanco Road to Rossi Street

## Project Description

| Street | Start | End | Class | Miles |
|---|---|---|---|---|
| Davis Road | Blanco Road | Rossi Street | 2 | 1.75 |

### Project Description

This section of Davis Road is the western boundary of Salinas, with single family housing on the east side and agriculture on the west side. This corridor has two travel lanes and shoulders at varying widths and pavement quality. Left turn pockets exist at intersections.

### Anticipated Users

- Salinas residents for commute and utilitarian trips
- Recreational bicyclists

### Needs Addressed

The west shoulder of Blanco Road is commonly covered in dirt and debris, which increases bicyclist risk of crashing. Regular maintenance should be considered after the installation of proposed Class 2 bike lanes.

### Connecting Bikeways

- Caltrans bicycle route on Market Street
- Existing Class 2 bike lanes on Davis Road north of Rossi Street
- Class 3 bicycle route on Archer Street
- Class 3 bicycle route on Acacia Street

### Jurisdiction

City of Salinas

*Project location*

*Davis Road directly connects north and south Salinas on the west side of the city.*

## Project Cost Estimate

$3,411,000

# Appendix G. Pedestrian Projects

This section presents the comprehensive list of pedestrian projects, including the top five scoring Class 1 muli-use path projects as ranked in the bikeway project list. These paths are the priority pedestrian projects and identified as such with italics in **Table G-1**.

Improvement descriptions were provided by jurisdictions that submitted pedestrian projects. Some projects lacked sufficient detail to develop a planning level cost estimate.

Table G-1: Pedestrian Projects

| Jurisdiction | Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|---|
| Carmel by the Sea | 15th Ave | Carmelo St | Monte Verde St | Path | Separated Soft-Scape Walkway / Class 2 Bike Lane | 0.15 | $69,000 |
| Carmel by the Sea | Canyon/Flanders/Carmel Hills Dr (bikeway project) | Hatton Canyon | Ocean Av | Path | Separated Walkway / Class 1 Bike Path Joining Hatton Canyon Path & Carmel High School | 1.17 | $666,900 |
| Carmel by the Sea | Carmel River | Rio Park | Ribera Rd bluffs | Bridge | Renovate existing pedestrian bridge & add second bridge for access across River & Lagoon via sewer treatment & other properties | | $540,000 |
| Carmel by the Sea | Carmelo St | River Beach | Santa Lucia Av | Path | Separated Soft-Scape Walkway / Class 2 Bike Lane | 0.42 | $193,200 |
| Carmel by the Sea | Carpenter St | Ocean Ave | Hwy 1 | Path | Separated Soft-Scape Walkway / Class 2-3 Bike Lane | 0.85 | $741,000 |
| Carmel by the Sea | Hwy 1 | Monastery Beach | Point Lobos | Sidewalk | Separated Walkway / Class 3 Bike Path | 1.57 | $894,900 |
| Carmel by the Sea | Hwy 1 & Carpenter St | | | Crossing | Raised & Bricked Crosswalk At Northern Entrance To Carmel | | $188,100 |
| Carmel by the Sea | Hwy 1 & Ocean Av | | | Crossing | Raised & Bricked Crosswalk At High School & Main Entrance To Carmel | | $199,500 |
| Carmel by the Sea | Hwy 1 & Rio Rd | | | Intersection | Raised & Bricked Crosswalk At Southern Entrance To Carmel | | $114,000 |
| Carmel by the Sea | Junipero Ave | Ocean Ave | Santa Lucia Ave | Path | No Description | 1.40 | $644,000 |
| Carmel by the Sea | Junipero St & Ocean Av | | | Crossing | Raised & Bricked Crosswalks Plus Landscaped Island(S) At 5-Way Intersection | | NA |
| Carmel by the Sea | Lasuen Dr | 14th Ave | Rio Rd | Sidewalk | Separated Walkway / Class 3 Bike Path | 0.29 | $165,300 |
| Carmel by the Sea | Rio Rd | Hwy 1 | Junipero St | Sidewalk | Gap Closure: Walkway On Both Sides Of Road With Landscaped Separation / Class 1 Bike Path | 0.73 | $416,100 |
| Carmel by the Sea | Santa Lucia Ave | Rio Rd | Scenic Rd | Path | Separated Soft-Scape Walkway | 0.55 | $253,000 |
| Carmel by the Sea | Scenic Rd | Ocean Ave | 8th Ave | Path | No Description | 0.17 | $78,200 |
| Carmel by the Sea | Scenic Rd | Martin Way | River Beach | Path | Separated Soft-Scape Walkway / Class 2 Bike Lane | 0.49 | $279,300 |
| Carmel by the Sea | Serra Ave / San Carlos St | Santa Lucia Av | Hwy 1 | Path | Separated Soft-Scape Walkway / Class 2-3 Bike Lane | 1.96 | $901,600 |

| Jurisdiction | Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|---|
| County | Berry Rd | End | End/Elkhorn Slough | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.44 | $2,110,000 |
| County | Boling Rd | Las Lomas Dr | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.29 | $1,650,000 |
| County | Boronda Rd & Rancho Rd @ Carmel Valley Rd | | | Intersection | Widen And Reconfigure Intersection | | $1,017,000 |
| *County* | *Castroville Path and Railroad Crossing* | *Axtell St* | *Castroville Blvd* | *Path* | *Priority pedestrian project* | *0.31* | *$5,995,000* |
| County | Clausen Rd | Las Lomas Dr | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.29 | $1,650,000 |
| County | Country Club Dr & Carmel Valley Rd | | | Intersection | Widen And Reconfigure Intersection | | $1,017,000 |
| County | Gregory Rd | Overpass Road | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.16 | $1,775,000 |
| County | Hall Rd | 1668 Feet West of Las Lomas Drive | 655 Feet East of Las Lomas | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.45 | $2,440,000 |
| *County* | *Hatton Canyon Path* | *Carmel Valley Rd* | *Hwy 1* | *Path* | *Priority pedestrian project* | *2.60* | *$1,689,600* |
| County | Hwy 1 / Oliver Rd | Oliver Rd | Crossroads Mall | Sidewalk | Separated Crossing Over Hwy 1 At Terminus Of New Hatton Bike Path | 0.41 | NA |
| County | Las Lomas Dr | Thomas Road | Sill Rd | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.57 | $1,660,000 |
| County | Miller Rd | Sill Rd | Overpass Rd | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.34 | $1,945,000 |
| County | Moss Landing Road | South end of Hwy 1 | North end of Hwy 1 | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.71 | $2,856,000 |
| County | Oak Rd | Berry Road | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.12 | $610,000 |
| County | Overpass Rd | Las Lomas Dr | Miller Rd | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.32 | $1,775,000 |
| *County* | *Sanctuary Scenic Trail 15A* | *Elkhorn Bridge (S)* | *Elkhorn Bridge (N)* | *Path* | *Priority pedestrian project* | *0.17* | *$5,082,000* |

| Jurisdiction | Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|---|
| County | Sandholt Rd | North of MBARI | End | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.33 | $8,961,000 |
| County | Sill Rd | Beginning | Kinghall Rd | Sidewalk | New Sidewalks, Curb, Gutter, Drainage And Roadway Improvements | 0.37 | $2,500,000 |
| County | Thomas Rd | Las Lomas Dr | Overpass Rd | Sidewalk | New sidewalks, curb, gutter, drainage and roadway improvements | 0.31 | $1,720,000 |
| County | Willow Rd | Hall Rd | Berry Rd | Sidewalk | New sidewalks, curb, gutter, drainage and roadway improvements | 0.17 | $950,000 |
| CSUMB | 2nd Ave to Otter Sports Center | 2nd Ave | Otter Sports Center | Sidewalk | Sidewalks | 1.00 | $570,000 |
| CSUMB | 2nd Ave to Sports Fields | 2nd Ave | Sports Fields | Sidewalk | New sidewalk walkway path | 1.30 | $741,000 |
| CSUMB | 4th St | General Jim Moore Blvd | Black Box Cabaret | Sidewalk | New Sidewalk | 0.33 | $188,100 |
| CSUMB | 5th Ave | 8th Street | Inter-Garrison | Path | Two-Way Pedestrian And Bicycling Path On West Side Of Street. | 0.35 | $199,500 |
| CSUMB | B St | 6th Ave | Watershed Institute | Sidewalk | New Sidewalk | 0.20 | $114,000 |
| CSUMB | Divarty St | General Jim Moore Blvd | 5th Ave | Sidewalk | Sidewalks | 0.37 | $210,900 |
| CSUMB | Divarty St (north and south side) | 2nd Ave | General Jim Moore Blvd | Sidewalk | Sidewalks | 0.37 | $210,900 |
| CSUMB | General Jim Moore Blvd to Stadium | General Jim Moore Blvd | Stadium | Sidewalk | New Sidewalk Walkway Path | 0.29 | $165,300 |
| CSUMB | Inter-Garrison Rd (south side) | 4th Ave | 5th Ave | Sidewalk | New Sidewalk | 0.22 | $125,400 |
| CSUMB | Inter-Garrison Rd (south side) | 2nd Ave | Ocean Hall (closest building) | Sidewalk | New Sidewalk | 0.10 | $57,000 |
| CSUMB | Inter-Garrison Rd south to Science Bldg | Inter-Garrison Rd | Science Bldg | Sidewalk | New Sidewalk Walkway Path | 0.08 | $45,600 |
| CSUMB | Inter-Garrison Rd south to Science Bldg | Inter-Garrison Rd | Science Bldg | Sidewalk | New Sidewalk Walkway Path | 0.20 | $114,000 |
| Gonzales | 5th St | Ricon Rd | Elko St | Path | Multi-Use Path | 0.23 | $300,000 |
| Gonzales | 5th St & Elko St | | | Intersection | Traffic signal installation | | $450,000 |
| Gonzales | 5th St & Fermin Rd Crossing | | | Intersection | Traffic signal installation | | $1,600,000 |
| Gonzales | 5th St & Herold Pkwy | | | Intersection | Lighted crosswalk installation, traffic signal installation | | $900,000 |
| Gonzales | 5th St & Hwy 101 Overpass | | | Intersection | Pedestrian overcrossing and traffic signal installation | | $650,000 |
| Gonzales | 5th St & Rincon Rd | | | Intersection | Traffic signal installation | | $480,000 |
| Gonzales | Citywide | | | Sidewalk | Gap closure | | $1,500,000 |

| Jurisdiction | Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|---|
| Gonzales | Citywide | | | Sidewalk | Sidewalk repair and maintenance | | $2,000,000 |
| Gonzales | Citywide | | | Intersection | Curb ramp installation | | $1,500,000 |
| Gonzales | Elko St | 4th St | 5th St | Amenities | Lighting and benches | 0.07 | $90,000 |
| Gonzales | Herold Pkwy & Gloria Rd | | | Intersection | Traffic signal installation | | $450,000 |
| King City | 3rd St | Pearl St | Vivian St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.07 | $39,900 |
| King City | Airport Blvd | Bitterwater Rd | Metz Rd | Sidewalk | Sidewalk And Curb Ramp Installation | 0.91 | $518,700 |
| King City | Broadway & Mildred Ave | | | Crossing | Intersection redesign and traffic signal installation | | $250,000 |
| King City | Canal St | Reich St | Talbot St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.08 | $45,600 |
| King City | Canal St & Hwy 101 | | | Intersection | Curb ramp installation on Cal Trans R.O.W | | NA |
| King City | Carlson St | 3rd St | 2nd St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| King City | Copley St | Ellis St | Orchard St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.13 | $74,100 |
| King City | Division St | Vanderhurst Ave | 1st St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.29 | $165,300 |
| King City | Ellis St | 2nd St | 3rd St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| King City | Mildred Ave | Reich St | Talbot St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| King City | Mildred Ave | Division St | Reich St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| King City | Monte Vist Pl | Reich St | Talbot St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| King City | Pearl St | 2nd St | 1st St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.09 | $51,300 |
| King City | Reich St | Monte Vista Pl | 7th St | Sidewalk | Sidewalk And Curb Ramp Installation | 0.12 | $68,400 |
| King City | Talbot St | Canal St | Mildred Ave | Sidewalk | Sidewalk And Curb Ramp Installation | 0.11 | $62,700 |
| Marina | Abdy Way | Healy Ave | Drew St | Sidewalk | Sidewalks | 0.31 | $176,700 |
| Marina | Beach Rd | Cardoza Ave | Fitzgerald Cir | Sidewalk | Sidewalks | 0.52 | $296,400 |
| Marina | Begonia Cir/Michael Dr | Beach Rd | Turn in Michael Dr | Sidewalk | Sidewalks | 0.13 | $74,100 |
| Marina | California Ave | Reservation Road | Carmel Ave | Sidewalk | Sidewalks | 0.28 | $159,600 |
| Marina | California Ave | Tamara Court | End | Sidewalk | Sidewalks | 0.78 | $444,600 |
| Marina | Cardoza Ave | Abdy Way | Belle Dr | Sidewalk | Sidewalks | 0.10 | $57,000 |
| Marina | Carmel Ave | Bayer Street | Salinas Ave | Sidewalk | Sidewalks | 0.06 | $34,200 |
| Marina | Carmel Ave | Crescent Ave | Vaughan Ave | Sidewalk | Sidewalks | 0.08 | $45,600 |
| Marina | Carmel Ave | Del Monte Blvd | Sunset Ave | Sidewalk | Sidewalks | 0.16 | $91,200 |
| Marina | Carmel Ave (both sides) | Seacrest Ave | Crescent Ave | Sidewalk | Sidewalks | 0.28 | $159,600 |
| Marina | Cresent Ave | Carmel Ave | Reservation Rd | Sidewalk | Sidewalks | 0.27 | $153,900 |
| Marina | Del Monte Blvd | Palm Ave | Mortimer Lane | Sidewalk | Sidewalks | 0.17 | $96,900 |
| Marina | Del Monte Blvd | Reservation Road | Beach Road | Sidewalk | Sidewalks | 0.44 | $250,800 |
| Marina | Del Monte Blvd & Palm Ave | | | Intersection | Restripe Crosswalks | | $4,000 |
| Marina | Del Monte Blvd & Reservtion Rd | | | Crossing | Restriping: Remove one of two right turn lanes; Restripe Crosswalks | | $96,900 |
| Marina | Drew St | Abdy Way | Lakewood Dr | Sidewalk | Sidewalks | 0.34 | $193,800 |

| Jurisdiction | Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|---|
| Marina | Healy Ave | Abdy Way | Marina Drive | Sidewalk | Sidewalks | 0.15 | $85,500 |
| Marina | Lake Dr | Messinger Dr | Hilo Ave | Sidewalk | Sidewalks | 0.24 | $136,800 |
| Marina | Marina Drive | Legion Way | Healy Ave | Sidewalk | Sidewalks | 0.08 | $45,600 |
| Marina | Paddon Pl | Lake Dr | Marina Dr | Sidewalk | Sidewalks | 0.16 | $91,200 |
| Marina | Palm Ave | Elm Ave | Sunset Ave | Sidewalk | Sidewalks | 0.11 | $62,700 |
| Marina | Palm Ave | Lake Dr | Del Mote Blvd | Sidewalk | Sidewalks | 0.18 | $102,600 |
| Marina | Redwood Drive | Hillcrest Ave | Carmel Ave | Sidewalk | Sidewalks | 0.12 | $68,400 |
| Marina | Reindollar Ave | California Ave | Eddy Circle | Sidewalk | Sidewalks | 0.08 | $45,600 |
| Marina | Reindollar Ave | Vera Lane | Vaughan Ave | Sidewalk | Sidewalks | 0.16 | $91,200 |
| Marina | Reindollar Ave | Del Monte Blvd | Sunset Ave | Sidewalk | Sidewalks | 0.18 | $102,600 |
| Marina | Reservation Rd | Crestview Ct | Lynscott Dr | Sidewalk | Sidewalks | 0.36 | $205,200 |
| Marina | Salinas Ave | Carmel Ave | Reservation Rd | Sidewalk | Sidewalks | 0.27 | $153,900 |
| Marina | Seacrest Ave | Carmel Ave | Reservation Rd | Sidewalk | No Description | 0.29 | $165,300 |
| Marina | Zanetta Dr | Reindollar Ave | Hillcrest Ave | Sidewalk | Sidewalk | 0.13 | $74,100 |
| Monterey | English Ave | Monterey Bay Coastal Trail | Grant Ave | Sidewalk | | 0.16 | $91,200 |
| Monterey | English Ave & Monterey Bay Coastal Trail | | | Intersection | | | $700,000 |
| Monterey | Hawthorne St & Pvt Bolio Rd | | | Intersection | | | $350,000 |
| Monterey | Mark Thomas Dr | Sloat Ave | Garden Rd | Sidewalk | Construct Sidewalk On North Side Of Mark Thomas Drive. Fills Critical Gap In Safe Route To School For Santa Catalina School. | 0.60 | $850,000 |
| Monterey | Monterey Bay Coastal Trail Crossings | David Ave | Casa Verde | Crossing | Construct pedestrian and bike safety improvements at 11 uncontrolled trail crossings. | | $660,000 |
| Monterey | Pacific St | Colton St | Martin St | Sidewalk | Construct Sidewalk On West Side Of Pacific. Carries Pedestrians From Monterey Vista Neighborhood To The Signalized Intersection Of Pacific / Martin For Safe Crossing. | 0.10 | $250,000 |
| Monterey | Pearl Ave | Calle Principal | Camino Aguajito | Sidewalk | Constructs Ada Curb Ramps At 10 Intersections. Constructs Ada Curb Ramps And Curb Extensions Along The Length Of The Pearl Street Bike Boulevard. | 0.91 | $750,000 |
| Monterey | Sloat Ave & 5th St | | | Crossing | | | $400,000 |
| Monterey | Soledad Dr | Munras Ave | Via Gayuba | Sidewalk | Install Sidewalk, Curb & Gutter On North Side Of Soledad Drive. Fills Critical Gap In Safe Route To School For Monte Vista And Colton Schools. | 0.83 | $980,000 |

| Jurisdiction | Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|---|
| Monterey | Soledad Dr & Munras Ave | | | Intersection | Intersection Realignment and Sidewalk. Replaces uncontrolled intersection with 3-way stop, adds school crosswalks, installs ADA ramps, and improves pedestrian crossing safety. | | $500,000 |
| Monterey | Van Buren & Corp Ewing Rd | | | Intersection | Constructs ped & bike path. Fills critical gap that connects the New Monterey Neighborhood through the Lower Presidio to Downtown without crossing Lighthouse Avenue. | | $1,700,000 |
| Pacific Grove | Central Ave & Grand Ave | | | Crossing | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $50,000 |
| Pacific Grove | Citywide | | | Sidewalk | Gap closure | | $100,000 |
| Pacific Grove | Congress Ave (Forest Grove School) | Hwy 68 | Forest Grove School | Sidewalk | New Sidewalk On East Side Of Congress Avenue, Along High School Stadium | 0.23 | $100,000 |
| Pacific Grove | David Ave | SaveMart Driveway | West end of David Avenue | Sidewalk | New Sidewalk On South Side Of David Avenue | 0.40 | $700,000 |
| Pacific Grove | Forest Ave & Forest Hill Blvd | | | Crossing | Lighted crosswalk, pavement markings, signs | | $170,000 |
| Pacific Grove | Forest Ave & Grove Market | | | Crossing | Mid-block crosswalk, bulb out, pavement markings, loading zone switch | | $20,000 |
| Pacific Grove | Forest Ave & Sinex Ave | | | Intersection | Traffic signal upgrade, modify existing signals, include countdown ped signals and vehicle detection | | $300,000 |
| Pacific Grove | Fountain Ave & Central Ave | | | Intersection | Re-align and narrow intersection, consider round-about | | $300,000 |
| Pacific Grove | Jewell Ave & Pacific Ave | | | Crossing | Pedestrian crossing, new stop sign, curb extension | | $100,000 |
| Pacific Grove | Lighthouse Ave & 17th St | | | Intersection | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $100,000 |
| Pacific Grove | Lighthouse Ave & Congress Ave | | | Intersection | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $300,000 |
| Pacific Grove | Lighthouse Ave & Forest Ave | | | Intersection | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $300,000 |

| Jurisdiction | Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|---|
| Pacific Grove | Lighthouse Ave & Grant St | | | Intersection | Re-design and re-build intersection -- curb bulb outs, pavement treatment, crosswalk updates | | $75,000 |
| Pacific Grove | Monterey Recreational Trail | | | Maintenace | General maintenance of the trail. | | $100,000 |
| Pacific Grove | Ocean View Avenue Access to Trail | | | Crossing | Bulb outs, crosswalks | | $400,000 |
| Pacific Grove | Spruce Ave (Robert Down Elementary School) | 12th St | 13th Street | School | Add Passenger Loading Zones | 0.03 | $50,000 |
| Salinas | 2003-2004 North Salinas ADA Pedestrian Ramps | | | Crossing | Deficient Pedestrian Access Ramps West Alvin Drive, East Alvin Drive, Linwood Drive, Lassen Avenue, Modoc Avenue, Rainier Avenue, Parkside Street, Baldwin Street, Sherwood Drive and a portion of Natividad Road | | $480,000 |
| Salinas | 2004-2005 East Salinas Area St Lights - Phase VIII | | | Amenities | Street Light Upgrade Rider Avenue, Alamo Way, Gee Street, South Elm Street, Holly Street | | $220,000 |
| Salinas | 2004-2005 North Main St ADA Pedestrian Ramp Project | | | Crossing | Deficient Pedestrian Access Ramps- North Main Street (Bernal Drive – Lamar Street), West Curtis Street, Tyler Street (West Curtis – Laurel Drive), East Curtis Street, Chaparral Street (North Main Street - Linwood Drive), Maryal Drive (Chaparral Street – East Laurel Drive), Lamar Street (North Main Street– Santa Rita Street), Santa Rita Street, West Bolivar, East Bolivar, Swaner Avenue, Van Buren Avenue, Mass Street, Brutus Street | | $332,000 |
| Salinas | Bernal Dr | Main St | Sherwood Dr | Sidewalk | Widen Bernal Drive, Construct Sidewalk & Retaining Wall On North Side Between Main St & Rosarita Drive | 0.53 | $1,647,000 |
| Salinas | Central Ave & Cayuga St | | | Crossing | Install Lighted Crosswalk with Curb Return Improvements | | $150,000 |
| Salinas | Chaparral St & Linwood Dr | | | Intersection | Deficient Pedestrian Access Ramps | | $25,000 |
| Salinas | City-wide Sidewalk St Inventory | | | Program | Survey of City Pedestrian Facilities | | $20,000 |
| Salinas | E Alisal St & Towt St | | | Intersection | Traffic Signal Installation | | $275,000 |

| Jurisdiction | Location | Start | End | Type | Description | Mileage | Cost |
|---|---|---|---|---|---|---|---|
| Salinas | E Market St & Pajaro St | | | Crossing | Install Lighted Crosswalk and improve signing | | $100,000 |
| *Salinas* | *Gabilan Creek Path* | *Danbury St* | *Constitution Blvd* | *Path* | *Priority pedestrian project* | *0.88* | *$569,300* |
| Salinas | John St & Los Padres Elementary School | | | Crossing | Install Lighted Crosswalk | | $100,000 |
| Salinas | John Steinbeck U.S Post Office Accessibility | | | Crossing | New curb, gutter, sidewalk, pedestrian ramps, and minor drainage improvements. | | $41,000 |
| Salinas | N Main St & Chaparral St | | | Intersection | Deficient Pedestrian Access Ramps | | $25,000 |
| Salinas | N Main St & Navajo St | | | Crossing | Lack of Sidewalk; deficient pedestrian access ramp, Install Lighted Crosswalk | | $136,400 |
| Salinas | N Sanborn Rd & Kimmel St | | | Intersection | Traffic Signal Installation | | $275,000 |
| Salinas | Natividad St & Sorentini Dr | | | Crossing | Install Lighted Crosswalk | | $100,000 |
| Salinas | Northridge Mall's North Main Str Frontage | | | Intersection | Deficient Pedestrian Access Ramps | | NA |
| Salinas | Pedestrian Safety Education Program | | | Program | Implement Pedestrian Safety Education for motorists and pedestrians; Streets Smarts Program | | $250,000 |
| Salinas | S Main St Corridor Project | | | Intersection | Deficient Pedestrian Access Ramps | | NA |
| Salinas | Traffic Calming Policy | | | Planning | Develop Policy – Being Prepared | | $20,000 |
| Salinas | Williams Rd & John St @ E Alisal St | | | Intersection | Install Pedestrian Access Ramps | | NA |
| Sand City | Sanctuary Scenic Trail | North City Limit | South City Limit | Amenities | Replace Lighting Along The Sanctuary Scenic Trail | 1.27 | $50,000 |
| *Sand City* | *Sanctuary Scenic Trail Segment 4B* | *Tioga Ave* | *Monterey Peninsula Recreational Trail* | *Path* | *Priority pedestrian project* | *0.42* | *$292,600* |
| Seaside | Broadway Ave & San Lucas St | | | Intersection | Signal installation, crosswalk, sidewalk curb and gutter | | $54,200 |
| Seaside | Broadway Ave & Terrace St | | | Crossing | Sidewalk curb, gutter, crossing improvements | | $63,200 |
| Seaside | W Broadway Ave | Del Monte Blvd | Fremont Blvd | Sidewalk | Widen Sidewalks, Ped And Bicycle Facilities | 0.41 | $108,300 |

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# Appendix H. Agricultural Resources

## H.1.Challenges

A concern raised in relation to the Bicycle and Pedestrian Mater Plan is its potential impact on agriculture. The Agency is committed to ensuring the Plan reflects the needs of all stakeholders and it is imperative that bicycle and pedestrian facilities are planned and designed to minimize negative impacts to agriculture. Typical concerns include:

*Trails and agriculture can coexist, but this requires an understanding of farming operations and methods to reduce or mitigate impacts.*

- Impact on farm operations
- Theft or vandalism
- Loss of farm land
- Liability: spraying and trespassing
- Spread of invasive species

Trails, bicycle, pedestrian facilities and agriculture can coexist, as demonstrated throughout Europe and in many parts of the United States, but this requires an understanding of farming operations and methods to reduce or mitigate impacts, and actions to address and ally the specific concerns of farmers.

## H.2.Potential Solutions

The potential exists for bicyclists and pedestrians to become supporters of local agriculture. Bicycle and pedestrian facilities may provide the opportunity to market the Monterey County agricultural products to users as they ride or walk past fertile fields.

The alignment of a trail or path at the edge of productive agricultural land can result in several desirable outcomes. First, the bicycle, pedestrian or open space facilities provide a buffer between the agricultural operation and more densely populated residential areas. This buffer can help to reduce edge conflicts by ensuring residential subdivisions and productive agricultural lands do not share a common fence line. Secondly, the presence of these facilities along agricultural acreage provides educational opportunities for non-farming residents who may otherwise have limited exposure to agricultural operations. This exposure to agricultural production may facilitate community and political support for agricultural land preservation initiatives, as residents realize the important role agriculture plays in their lives and in the life of their community. Finally, the construction of a trail or path abutting agricultural land presents opportunities for the landowner to gain an economic benefit if they decide to donate or sell and or an easement to a public agency or non-profit organization.

## H.2.1. Impact on Farm Operations

*Farm Stand*

Trail or path or other bicycle or pedestrian facility location, design, operation and management can encourage safe and considerate use practices and provide a diminished risk of injury, reducing the risk of liability claims. For example, some of the most significant features of a trail are inherent in the alignment itself. The distance a trail is set back from crops is for typical farm practices. For example, providing room for farm equipment to maneuver without nearing the trail reduces potential conflicts between trail users and farming practices.

Dogs on trails near cattle and other livestock may impact operations. Trail design and regulations can be used to mitigate potential problems. For example dogs should be required to be on leash at all times so they do not chase cattle. Special fencing separating the trail from the livestock can also improve the situation. Though access for dogs is extremely popular, there may be locations where dogs must be prohibited on the trail.

## H.2.2. Theft and Vandalism

The theft of produce is a significant concern of the agricultural community. Like other security issues, this problem is not directly related to bicycle and pedestrian activity, and "daylighting" the area with significant public use could actually reduce theft. To reinforce efforts to prevent theft, trail managing agencies have provided fencing, signage reflecting laws and penalties, public information and trail patrol.

A study done by the Rails to Trails Conservancy found rural trails have incidents of crime at much lower rates per population than suburban and urban trails.[11] In fact, bicyclists and pedestrians can provide additional "eyes" for the agricultural community and can be regarded as an improvement because they bring local community members and families to the area. In many areas of the United State and around the world, trails peacefully coexist with agriculture without significant issues.

## H.2.3. Loss of Farm Land

Agricultural land is an important part of Monterey County. Agriculture drives the local economy and supplies crops for California and the United States. Bicycle and pedestrian facilities do not require a significant amount of land, and often can be incorporated into boundary and border areas where there is minimal impact on usable agricultural land. Also, the purchase of a portion of land or an easement can provide vital cash to an agricultural owner that would otherwise not be available without ceasing agricultural operations.

[11] Rails to Trails Conservancy, "Rail-Trails and Safe Communities,' 1998.

## H.2.4. Liability: Spraying and Trespassing

For the past 30 years, agricultural landowners in California who own land through which a path or trail passes are protected by the State's Recreational Use Statue. This statue, California Civil Code § 846 was enacted to encourage private landowners to allow recreational public use of their land without the risk of liability. The Statute makes landowners immune from liability for injuries sustained by individuals using their land for recreational purposes without fee payment. Over the thirty-year period the Statute has been in place, the judgments made by the California Courts have predominantly upheld the purpose of this Statue. Additionally, farming is protected under the California Right to Farm Act which prevents nuisance or incompatibility lawsuits against existing operations.

### H.2.4.1 Spraying

Typical farming practices such as spraying may pose a concern for bicyclists and pedestrians, as well as farmers This concern can be addressed in several ways. First, by providing users with adequate warning about the risks they are assuming. For example, in order to prevent nuisance claims triggered by the spraying of pesticides, warning signs and a spraying schedule may be posted to notify users of the associated risks. Case law pertaining to the Recreational Use Statute includes a finding that warning signs are sufficient to show the absence of willful or malicious conduct on part of the land owner.[12] Sonoma County Regional Parks Department manages the thirteen mile West County Trail adjacent to vineyards and did not receive complaints about conflicts between trail users and vineyard owners who sprayed grapes.[13]

Additionally, trails can be closed during periods of spraying and during other agricultural operations. This can be part of an easement or other access arrangement or solely due to operations. In some cases, this is accomplished by gates and signs controlled by the farmer.

### H.2.4.2 Trespassing

Appropriate design can mitigate liability presented by trespassing. As the saying goes, good fences make good neighbors. The installation of fences is an internal part of the defense against liability as it prevents trail users from making attractive nuisance claims. An attractive nuisance claim hinges on the tacit "invitation" of children onto a property by a nuisance, such as livestock, that is attractive to children.[14] The construction of a fence, which bars children from entry and warns against nuisance, is a defensible precaution against attractive nuisance claims. The installation of a fence clearly demarcates the boundary between private, productive agricultural land and the trail facility.

Good communication and public information can also prevent trespassing. Signs posted along the trail by the management agency asking trail users to respect their agricultural neighbors and 'no trespassing' signs posted by the trail managers and property owners can help deter trespassing. Additionally, regular patrols, whether by security or volunteer groups can deter crime and trespassing. Finally, staff or docent walks and talks can educate trail users about agriculture and related challenges and encourage cooperation from trail users.

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[12] California Recreational Trail Use Statute and Liability Handbook (Bay Area Ridge Trail Council, 1998).

[13] Sonoma County Draft Outdoor Recreation Plan 2003 Appendix 6.

[14] McEowen, Roger A. "Recreational Use of Private Lands: Associated Legal Issues and Concerns" (The National Agricultural Law Center, 2003).

## H.2.5. Spread of Invasive Species

Many habitats in California have become dominated by non-native species. Many of these non-native species are known as "invasive" species, so-named because they rapidly colonize new areas and cause harm to the native species, agricultural crops or livestock that are present. Some species are deliberately introduced because they are thought to have value for wildlife, horticulture, or agriculture; others are accidentally transferred by vehicles and landscaping equipments. Trails can become avenues of introduction and spread when invasive species, whether seeds or insects, are carried in or on animals, vehicles, bicycle tires, shoes, boats, commercial goods, produce or clothing of trail users.

Each county's Department of Agriculture works with local agencies to manage invasive species. In addition to weed seeds and insects, agricultural representatives are concerned about pathogens that can be carried into the fields from the outside. In addition to the potential direct impacts, farmers need to be able to assure their buyers that the growing conditions of their fields are safe from outside contaminants.

Spread of invasive species along trails can be mitigated in the following ways:

- Further research and coordination with the Farm Bureaus, County Agriculture Committees, and agricultural advisory agencies should be undertaken as an early part of detailed trail planning to identify specific issues and potential solutions, including conditions where trails may not be compatible with agriculture, or are feasible only under specific controlled conditions.
- Trails should be kept clear of invasive species and known infected areas should be monitored and maintained.
- Equipment, such as mowers, should be cleaned before leaving the immediate area to prevent spread of any invasive species. This includes water equipment as well as there is the potential for transfer of aquatic organisms on boats, jet skis and other watercraft.
- Train maintenance staff and volunteers to recognize invasive species.
- Vehicles, such as trail maintenance, Caltrans, and PG&E trucks, should be cleaned before leaving the immediate area.
- Encourage collaboration with the public to help identify invasive species. Organizations such as native plant societies or the Sierra Club may help with identification.
- Educational signage should be used to inform trail users of both native and invasive species. An aware public can help identify potential problem areas. Additionally, the signage can add agricultural value to the trail.

# Salinas Valley Demographic Data

| | Monterey County | | Greenfield | | Gonzales | | King City | | Salinas | | Salinas - 93905 | | Soledad | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Means of Transportation to Work by Vehicles Avail** | **Estimate** | **%** | **Estimate** | **%** | **Estimate** | **%** | **Estimate** | **%** | **Estimate** | **%** | **Estimate** | **%** | **Estimate** | **%** |
| Total | 173,570 | 100.0% | 6,668 | 100.0% | 3,595 | 100.0% | 4,609 | 100.0% | 61,678 | 100.0% | See Note | See Note | 6,217 | 100.0% |
| One (1) Vehicle | 34,811 | 20.1% | 1,296 | 19.4% | 491 | 13.7% | 1,058 | 23.0% | 12,640 | 20.5% | See Note | See Note | 744 | 12.0% |
| Zero (0) Vehicle | 4,618 | 2.7% | 105 | 1.6% | 89 | 2.5% | 565 | 12.3% | 1,582 | 2.6% | See Note | See Note | 92 | 1.5% |

*source: 2008-2012 American Community Survey 5-Year Estimates*

| | Monterey Count | Greenfield | Gonzales | King City | Salinas | Salinas - 9390 | Soledad | |
|---|---|---|---|---|---|---|---|---|
| Total Population | 415,057 | 16,330 | 8,187 | 12,874 | 150,441 | 61,087 | 25,738 | source: 2010 Census Summary File 2 |
| Total Population Under 18 | 111,013 | 5,843 | 2,856 | 4,374 | 47,180 | 21,725 | 5,674 | source: 2010 Census Summary File 2 |
| Median Household Income (2012 dollars) | $ 60,143 | $ 52,275 | $ 56,415 | $ 49,326 | $ 50,587 | $ 42,055 | $ 50,111 | source: 2008-2012 American Community Survey 5-Year Estimates |
| % Below Poverty Level | 16.1% | 22.2% | 16.3% | 18.5% | 20.8% | 27.5% | 18.5% | source: 2008-2012 American Community Survey 5-Year Estimates |
| % High school graduate (includes equivalency) | 27.9% | 30.8% | 28.0% | 26.5% | 29.7% | 25.5% | 31.6% | source: 2008-2012 American Community Survey 5-Year Estimates |
| % Foreign Born | 30.4% | 43.6% | 38.8% | 50.3% | 37.0% | 50.2% | 33.4% | source: 2008-2012 American Community Survey 5-Year Estimates |
| % Linguistically isolated (All Households) | 14.3% | 22.6% | 25.1% | 21.9% | 22.2% | See Note | 29.6% | source: 2005-2009 American Community Survey 5-Year Estimates |
| % Linguistically isolated (Spanish) | 34.4% | 26.2% | 31.9% | 30.1% | 38.4% | See Note | 34.8% | source: 2005-2009 American Community Survey 5-Ye |
| % Hispanic or Latino (of any race) | 55.3% | 86.1% | 88.1% | 86.8% | 75.1% | 92.6% | 72.3% | source: 2008-2012 American Community Survey 5-Year Estimates |
| % White Alone, Not Hispanic or Latino | 33.0% | 6.9% | 8.7% | 10.8% | 15.4% | 3.1% | 12.7% | source: 2008-2012 American Community Survey 5-Year Estimate |

*See Note*

*% Linguistic Isoaltion is not available at the Census Tract level. More recent data available at this scale is from 2000 which is too old.*

| **% Commuting to Work** | Monterey Count | Greenfield | Gonzales | King City | Salinas | Salinas - 9390 | Soledad | source: 2008-2012 American Community Survey 5-Year Estimates |
|---|---|---|---|---|---|---|---|---|
| Car, truck, or van -- drove alone | 70.6% | 70.0% | 73.3% | 58.6% | 70.6% | 60.1% | 71.2% | |
| Car, truck, or van -- carpooled | 13.5% | 19.5% | 17.9% | 31.7% | 13.3% | 16.7% | 18.6% | |
| Public transportation (excluding taxicab) | 2.1% | 1.2% | 1.0% | 0.3% | 1.2% | 1.7% | 1.3% | |
| Walked | 3.2% | 3.8% | 2.1% | 2.6% | 1.4% | 0.8% | 1.3% | |
| Other means | 5.7% | 3.9% | 3.5% | 4.6% | 9.7% | 10.4% | 5.1% | |
| Worked at home | 4.9% | 1.60% | 2.1% | 2.2% | 3.8% | 2.2% | 2.6% | |

| **Average Household Size - Estimates** | Monterey Count | Greenfield | Gonzales | King City | Salinas | Salinas - 9390 | Soledad | source: 2008-2012 American Community Survey 5-Year Estimates |
|---|---|---|---|---|---|---|---|---|
| Average household size of owner-occupied unit | 3.06 | 4.13 | 3.69 | 4.86 | 3.55 | 4.44 | 4.24 | |
| Average household size of renter-occupied unit | 3.3 | 5.39 | 4.67 | 4.53 | 3.78 | 4.84 | 3.92 | |

**Annual Food Costs per Year, 2006-2010**

| Greenfield | Gonzales | King City | Salinas | Soledad | |
|---|---|---|---|---|---|
| $9,541.53 | $9,447.89 | $9,721.56 | $8,392.95 | $8,124.03 | source: Data Source: USDA Low Cost Meals Eaten at Home, American Community Survey, 2006-2010 |
| | | | | | |

| County/City | Population | Pop/100,000 | Violent crime | Murder and nonnegligent manslaughter | Forcible rape | Robbery | Aggravated assault | Property crime | Burglary | Larceny-theft | Motor vehicle theft | Arson | Rate of Violent Crimes per 100,000 Residents |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Monterey County** | 416,199 | 4.16 | 199 | 7 | 17 | 63 | 112 | 1336 | 523 | 792 | 21 | 11 | 47.81367 |
| Greenfield | 16,765 | 0.17 | 120 | 5 | 1 | 32 | 82 | 306 | 102 | 165 | 39 | 4 | 715.7769 |
| Gonzales | 8,404 | 0.08 | 36 | 0 | 1 | 15 | 20 | 102 | 40 | 51 | 11 | 0 | 428.3674 |
| King City | 13,214 | 0.13 | 54 | 3 | 4 | 8 | 39 | 332 | 183 | 108 | 41 | 2 | 408.6575 |
| Salinas | 154,413 | 1.54 | 1,027 | 21 | 41 | 488 | 477 | 4,906 | 1,218 | 2,606 | 1,082 | 29 | 665.0994 |
| Soledad | 26,253 | 0.26 | 80 | 5 | 3 | 23 | 49 | 284 | 129 | 116 | 39 | 4 | 304.7271 |

*source: FBI, Uniform Crime Report - California Offenses Known to Law Enforcement by City, 2012*

*note: The FBI calculated 2012 state growth rates using the U.S. Census Bureau's 2011 and 2012 provisional state/national population estimates. The FBI then estimated population figures for city and county jurisdictions by applying the 2012 state growth rate to the updated 2011 U.S. Census Bureau data.*

*** The 2008-2012 American Community Survey 5-Year Estimates was used for the total population for Monterey County*
*Total Crimes/(Total Population/100,000)*

**% of Students Who are Overweight or Obese**

| | |
|---|---|
| **California** | 38.00% |
| **Monterey County** | 48.50% |
| **Salinas (City)** | 46.70% |
| **Soledad (City)** | 48.50% |

| | |
|---|---|
| **Rural Latino Teens and Adults in MC** | 74.00% |
| **Rural Latino Teens and Adults in CA** | 64.00% |

# The Road to Health Equity in Our Community: Social Determinants of Health in Monterey County

*Monterey County Health Department*
*Planning, Evaluation, and Policy Unit*

*March 2013*

**Community Health Indicators:** Summary measures that capture information on different health attributes that affect a community.

**Health Disparity:** Certain populations, most notably minority groups, experience a disproportionate burden of preventable diseases.

**Social Determinants of Health:** The social, economic, and environmental factors that contribute to the overall health of a community.

## Is Good Health Shared Equally?

### No. The distribution of health and disease is not random.

People of color at higher risk for poor health outcomes:

- Approximately 36% of the US population and 70% of Monterey County residents are members of a racial or ethnic minority.

Health disparities cost the U.S. an estimated $1.24 trillion from 2003 to 2006.

**Health disparities are preventable.**

### Improving social and environmental determinants of health, through multiple approaches can create sustained health improvement for all of our communities.

Monterey County's ranking in health outcome areas compared to other counties worsens as we move upstream to the social determinants of health – the factors that will determine health outcomes and disparities down the road.

| **Monterey County Health Rankings Among California Counties (56 total counties ranked; a ranking of 1 indicates the best and 56 the worst)** | |
|---|---|
| *How did the decisions in the past shape our health outcomes now?* | |
| Health Outcomes: mortality (premature death) and morbidity (health status, poor health days, poor mental health days, low birth weight) | **15** |
| *Was the healthy choice the easy choice today?* | |
| Health Factors: health behaviors (smoking, obesity, inactivity, excessive drinking, car crashes, STI, teen birth rate) and clinical care (uninsured, physicians, preventable hospitalizations, diabetes and mammography screenings) | **28** |
| *How are future health outcomes being shaped?* | |
| Social & Economic Factors: high school graduation, some college, unemployment, children in poverty, inadequate social support, children in single parent households, violent crime rates | **38** |

Source: County Health Rankings 2012, University of Wisconsin Population Health Institute, 2012.
Rankings are based on composite data that it available in 2012. Source data is from the most recent available year to 2012.

## How can we begin to describe the social determinants of health across Monterey County?

Poverty, low levels of education, linguistic isolation, and other social determinants are associated with poor health outcomes. The social determinants differ between areas.

Health inequities are differences in health status and mortality rates across population groups that are systemic, avoidable, unfair, and unjust.

Margaret Whitehead
World Health Organization

**Social and Economic Factors**
**Monterey County Cities and California: 2007-2011***

| City | Speaks English less than very well ± | High School Graduate or More Education€ | Persons per Household | Median Household Income | Below 100% Federal Poverty Level | Unemploy-ment |
|---|---|---|---|---|---|---|
| | % | % | Avg. | $ | % | % |
| Soledad | 27.9 | 54.3 | 4.09 | 53,140 | 15.8 | 5.2 |
| Seaside | 26.1 | 72.7 | 3.13 | 58,403 | 14.1 | 6.9 |
| Salinas | 40.0 | 59.2 | 3.60 | 50,568 | 20.0 | 7.6 |
| Pacific Grove | 4.1 | 95.6 | 2.10 | 70,211 | 7.9 | 4.3 |
| Monterey | 11.4 | 93.2 | 2.06 | 62,720 | 9.5 | 3.7 |
| Marina | 18.7 | 79.5 | 2.80 | 51,817 | 16.1 | 5.2 |
| King City | 54.7 | 42.1 | 4.57 | 52,634 | 16.1 | 12.8 |
| Greenfield | 45.8* | 46.4 | 4.69 | 56,011 | 19.5 | 12.6* |
| Gonzales | 42.7 | 52.2 | 4.04 | 52,928 | 15.2 | 6.4 |
| Castroville | 54.6 | 33.0 | 4.19 | 46,795 | 14.7 | 14.3 |
| California | 19.7 | 80.8 | 2.91 | 61,632 | 14.4 | 6.5 |

Source: United States Census Bureau, American Community Survey, 2007-2011.
*Estimate for English language usage and unemployment in Greenfield are for 2006-2010
± Respondents self-assessment of their English Proficiency
€ Among individuals 25 years old and above

The Census grouping of agriculture, forestry, fishing and hunting and mining is the second largest industry in Monterey County.

(US Census Bureau, ACS, 2007-2011)

## Highlighting a Disparity: What factors contribute to childhood obesity in Monterey County?

**Percent of Children Who are Overweight or Obese**
**Monterey County City and California: 2010**

Source: Overweight and Obesity among Children in California Cities-2010, UCLA Center for Health Policy Research and California Center for Public Health Advocacy, 2012; A Patchwork of Progress, Changes in Overweight and Obesity Among California 5th, 7th, and 9th Graders, 2005-2010, UCLA Center for Health Policy Research and California Center for Public Health Advocacy, 2011.
Note: Data available only for incorporated cities with populations >20,000 and more than 70% of enrolled students reporting Physical Fitness Test results.

In 2009, there were 0.57 fast food restaurants for every 1,000 residents of Monterey County.

(Source: USDA Food Environment Atlas)

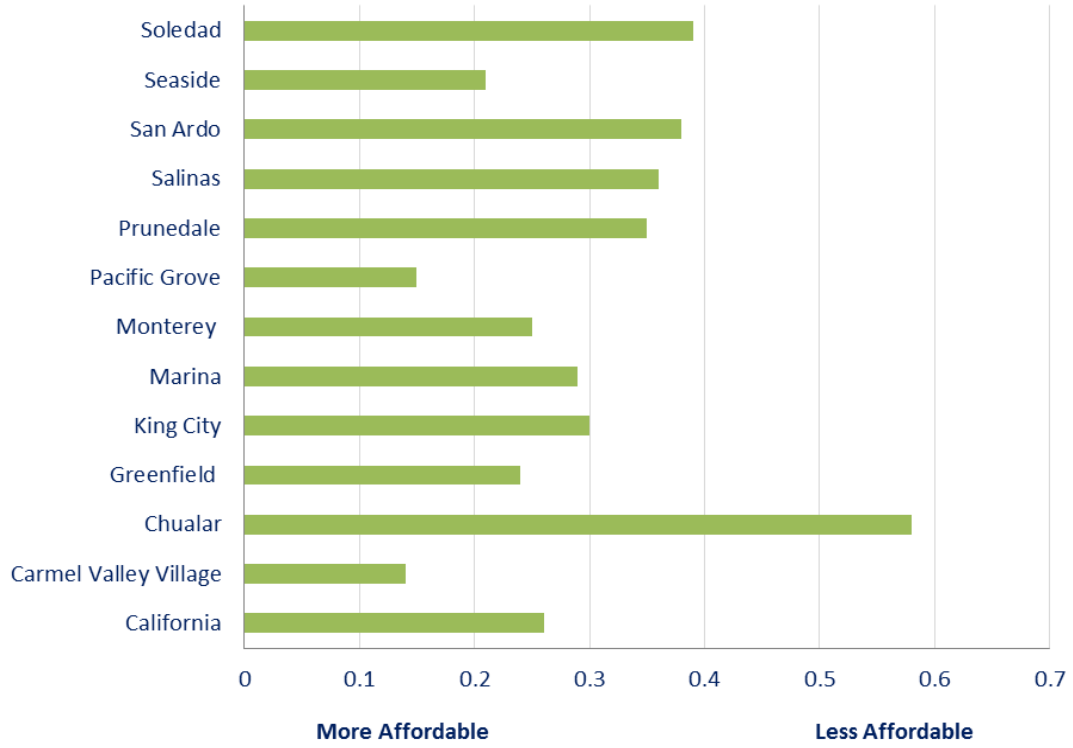
Social determinants related to obesity include, but are not limited to, economic factors, access to healthy food and physical activity opportunities.

In 2007, Monterey County had the highest rate out of all California counties of adults in households where healthy food was not readily available and accessible.
(Source: CHIS 2007)

According to the California Health Interview Survey (CHIS), 9.5% of Monterey County children and teens do not have a park or open space within walking distance.
(2009)

In 2010, 64% of Monterey County residents lived within half a mile of a park compared to 58% of Californians.
(Source: CDC's Environmental Public Health Tracking Network)

**Affordability Ratio of a Market Basket of Food for a Single Mother with Children Monterey County Cities and California: 2006-2010**




Source: USDA Low Cost Meals Eaten at Home; US Census Bureau, American Community Survey, 2006-2010 (Produced by CDPH Healthy Community Indicators 2013).
* Ratio of annual food costs for a nutritionally adequate diet (numerator) to annual median income (denominator), which approximates the proportion of annual income that would have to be spent to have a nutritionally adequate diet
**Data for Cities that is not statistically reliable is not shown

## Do we know how much open space is accessible to our residents?

**Total Acreage of Open Space for Monterey County Cities, 2013**

| City | 2013 Total Acreage | 2010 Population | Total Acreage per 1000 Residents |
|---|---|---|---|
| Salinas | 572.0 | 150,441 | 3.80 |
| Soledad | 34.3 | 25,738 | 1.33 |
| Seaside | 1652.2 | 33,025 | 50.03 |
| Pacific Grove | 337.1 | 15,041 | 22.41 |
| Monterey | 807.0 | 27,810 | 29.02 |
| Marina | 2158.7 | 19,718 | 109.48 |
| King City | 297.4 | 12,874 | 23.10 |
| Greenfield | 10.3 | 16,330 | 0.63 |
| Gonzales | 23.8 | 8,187 | 2.91 |
| Castroville | 5.4 | 6,481 | 0.83 |

Source: 2013 Total acreage accessed from parkinfo.org on 2/21/13; US Census Bureau, 2010.
*Includes Fort Ord Dunes and Fort Ord State Parks (1033.0 and 764.5 total acres each)

Defining truly accessible open space is a challenge that each community faces. The measure above is from the parkinfo.org website which summarizes all types of open space including those managed by national, state and local entities. The latter can include cemeteries, dunes or land that is not generally accessible for physical activity. Other factors such as safety contribute to accessibility of open space.

By exploring childhood obesity, we can see how the social determinants of health may contribute to an individual's health outcomes beyond individual behavior.

"People don't feel safe; there is poor lighting, poor or no sidewalks, and bushes are overgrown, causing fire hazards, gangs. Dangerous for kids to walk to school, especially with no cross guards, and most parents working so they can't walk with their kids."

(south county resident, MCHD Strategic Plan)

## What can be done?

- **First, recognize that *our environments cultivate our communities, and our communities nurture our health (CDC, 2008).***
- **Develop cross-sector collaborations to address the social determinants that impact the health of a community.**
- **Ask the question: "How does this policy or program impact the health of the most vulnerable in our community?"**
- **Use Health Impact Assessments to judge the potential and unintended effects of a policy, program or project.**

**Health in All Policies (HiAP) recognizes that the health of Californians is largely determined by the physical, social, economic, and service environments in which we live, learn, work and play.**

HiAP is a collaborative approach that brings together partners from across sectors. This process incorporates health into decision making in all sectors and policy areas. HiAP is endorsed by the World Health Organization and utilized by the State of California through the Health in All Policies Task Force comprised of 19 state departments and agencies.

A healthier workforce contributes to a healthier economy.

### What has already been done in Monterey County:

- Monterey County Supervisors approved HiAP as a strategy to address health inequity in the Monterey County Health Department (MCHD) Strategic Plan.
- MCHD is facilitating HiAP trainings and cross learning exchanges.
- MCHD is building collaborations with community partners to address social determinants of health.

**HiAP is the framework used in Monterey County to address health inequities and focuses on the root causes of poor health.**


**Data Sources:**
**A Patchwork of Progress, Changes in Overweight and Obesity Among California 5th, 7th, and 9th Graders, 2005-2010**, UCLA Center for Health Policy Research and California Center for Public Health Advocacy, 2011. *www.publichealthadvocacy.org/research.html*
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**Center for Disease Control and Prevention**, National Environmental Public Health Tracking Network. *http://ephtracking.cdc.gov/QueryPanel/EPHTNQuery/EPHTQuery.html?c=-1&i=-1&m=- 1#*
**GreenInfo Network,** *www.parkinfo.org*
**MCHD Strategic Plan**, *www.mtyhd.org/images/stories/rokdownloads/Administration/Strat_Plan_FINAL.pdf*
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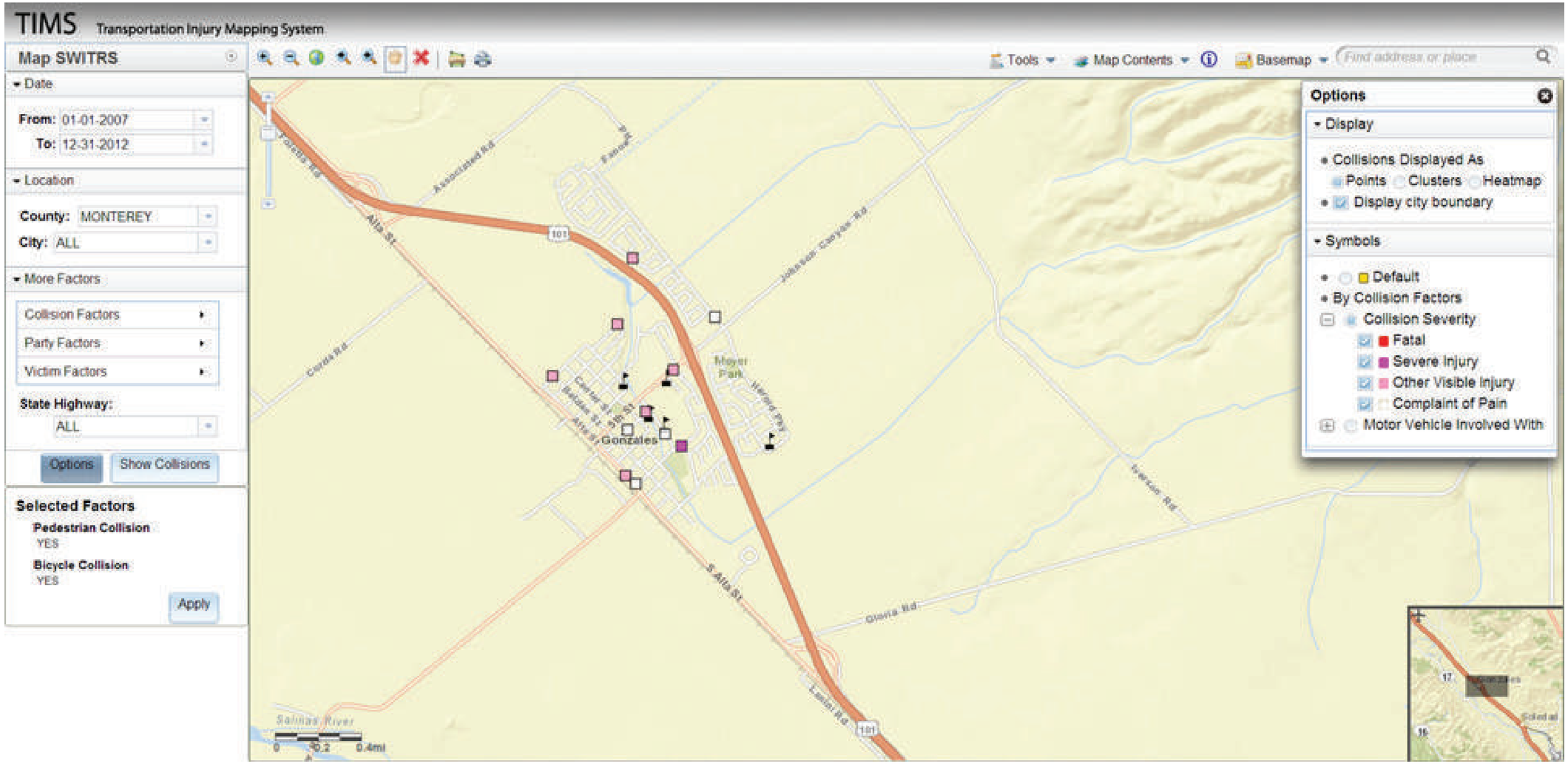
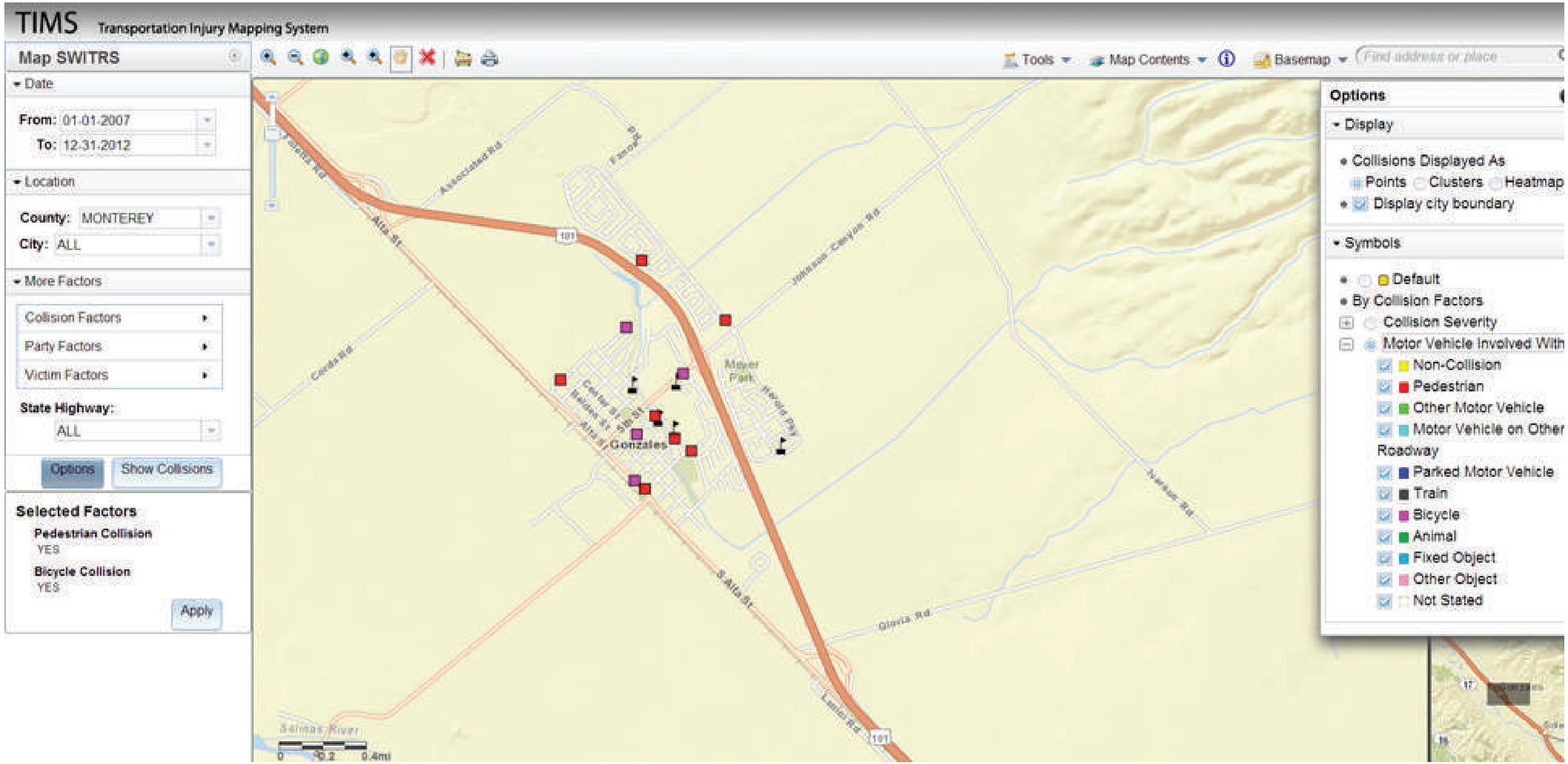
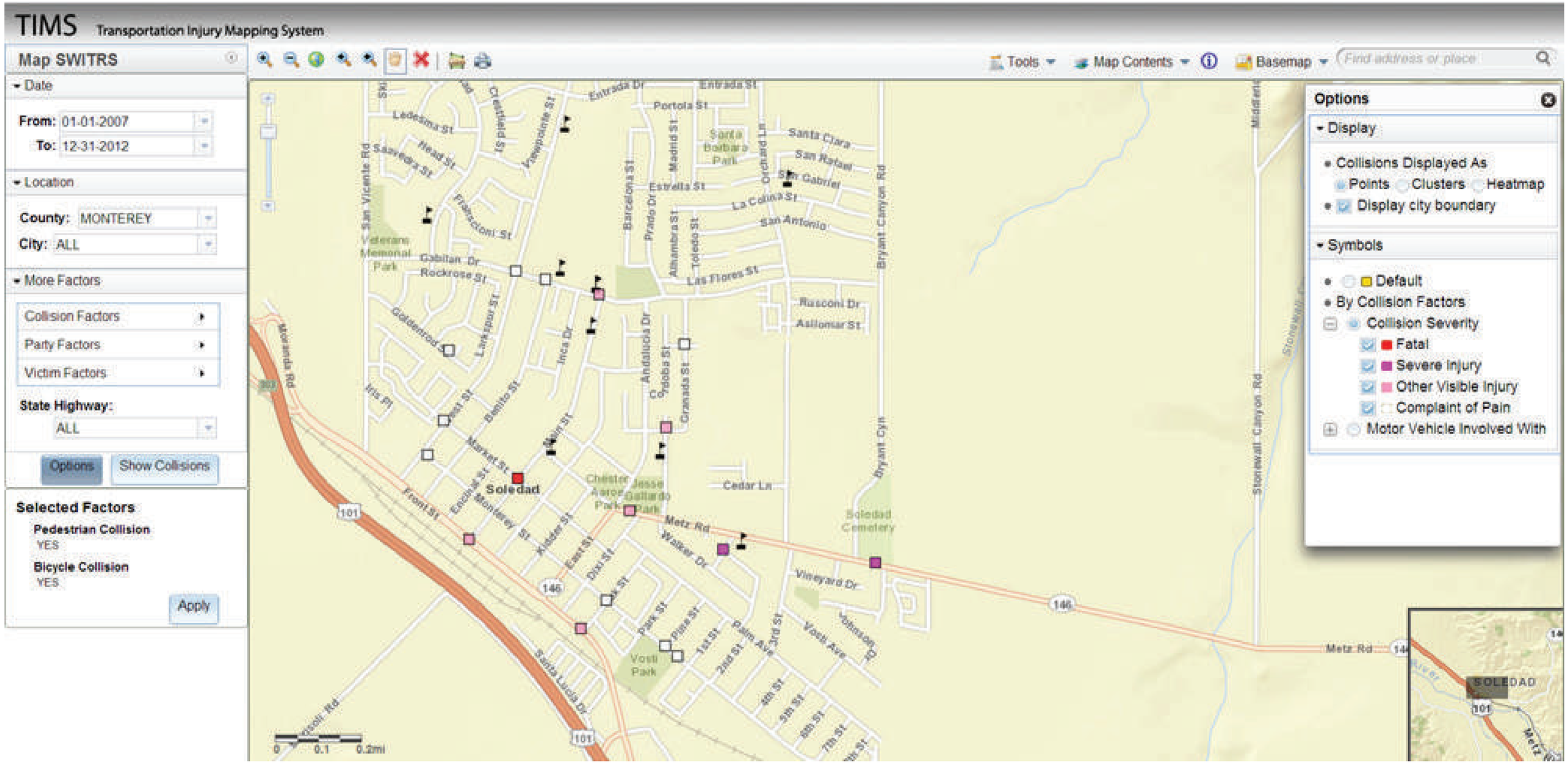
**US Census Bureau**, *www.census.gov/main/www/access.html*
**United States Department of Agriculture**, Food Environment Atlas. *www.ers.usda.gov/data-products/food-environment-atlas/go-to-the-atlas.aspx*
**University of Wisconsin Population Health Institute**, *County Health Rankings 2012, www.countyhealthrankings.org*



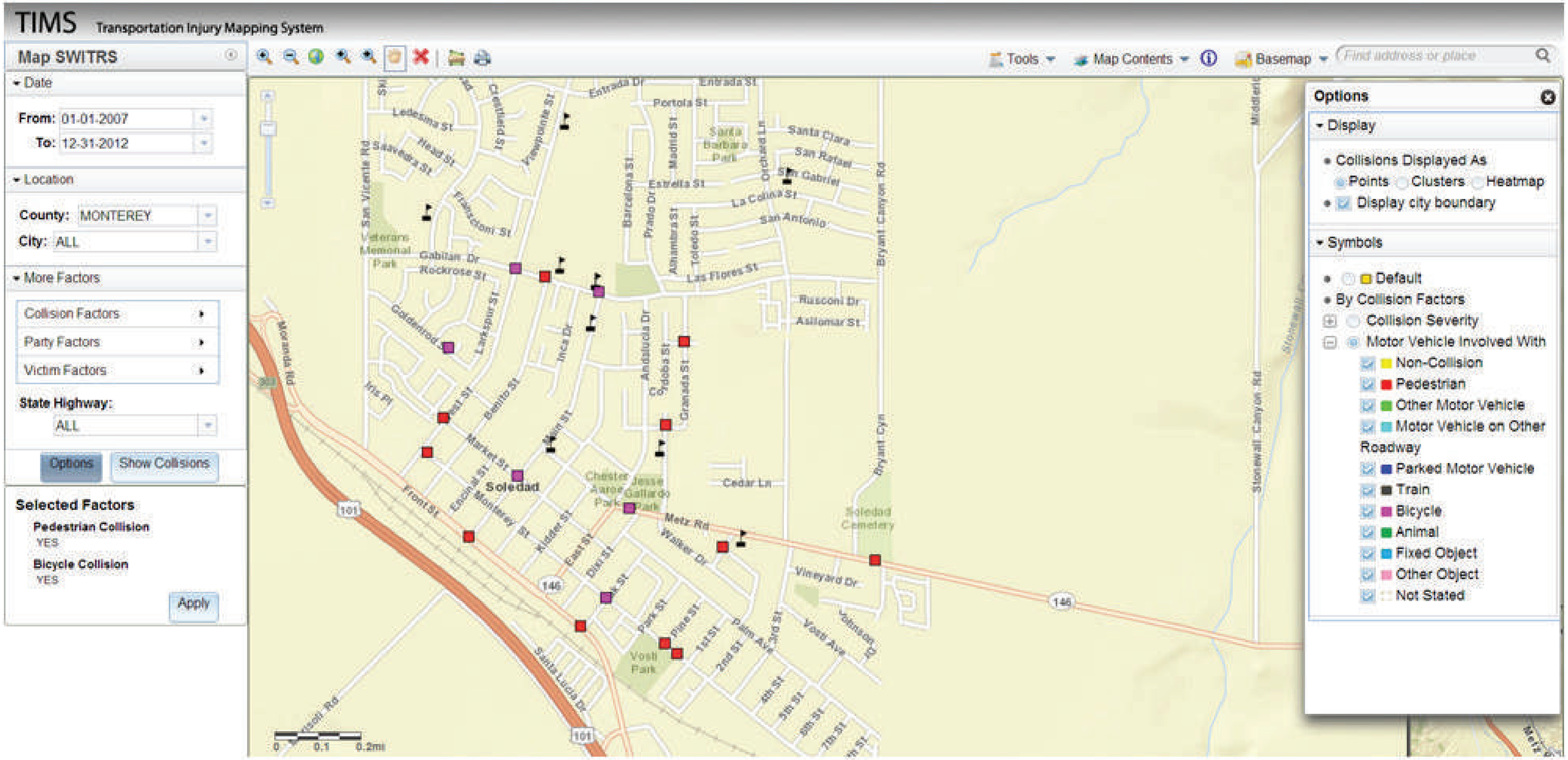

GONZALES - Severity of Collisions Involving Bicyclist or Pedestrian (2007-2012)



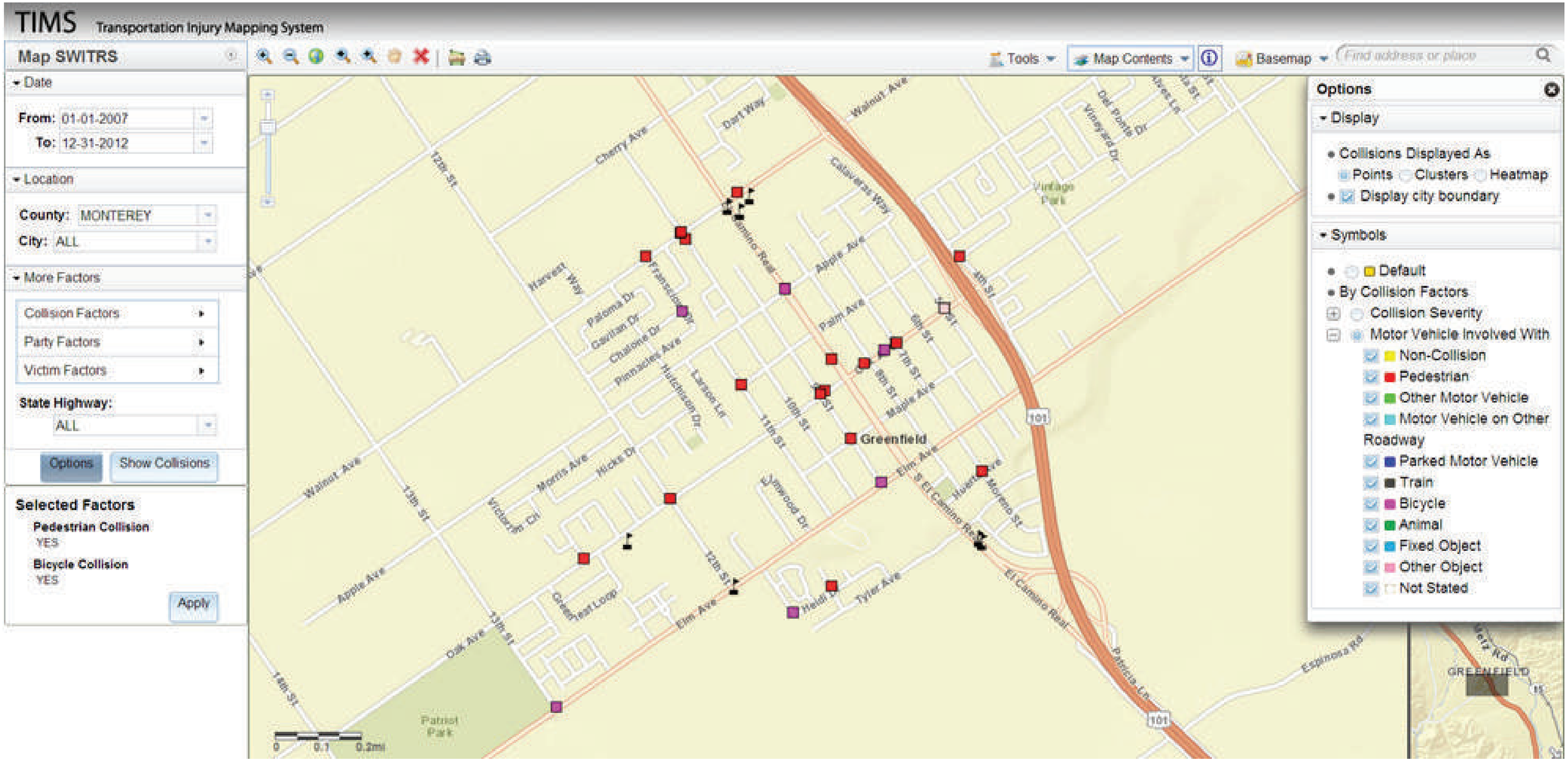

GONZALES - Collisions Involving Bicyclist or Pedestrian by Type (2007-2012)



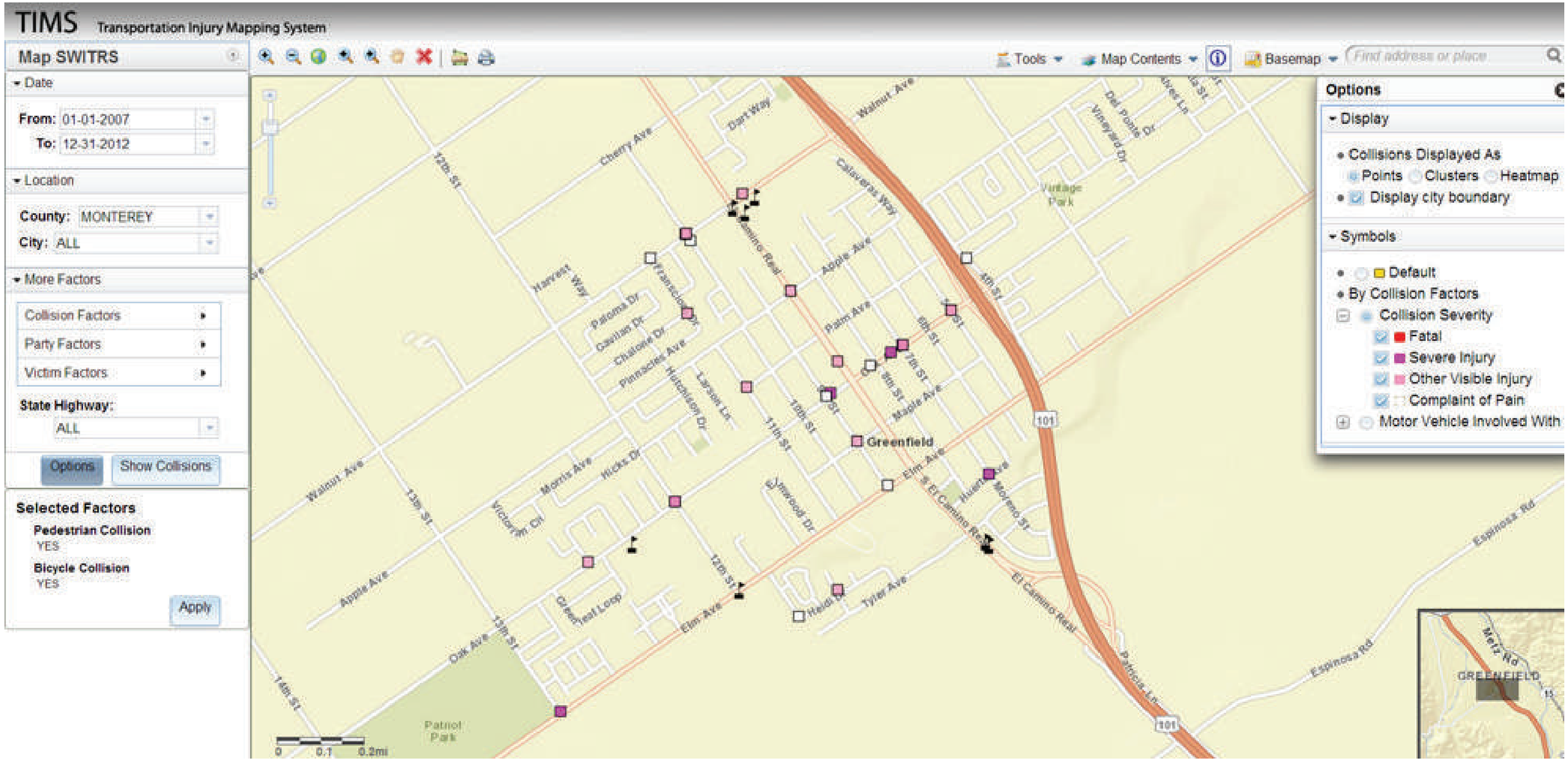

SOLEDAD - Severity of Collisions Involving Bicyclist or Pedestrian (2007-2012)



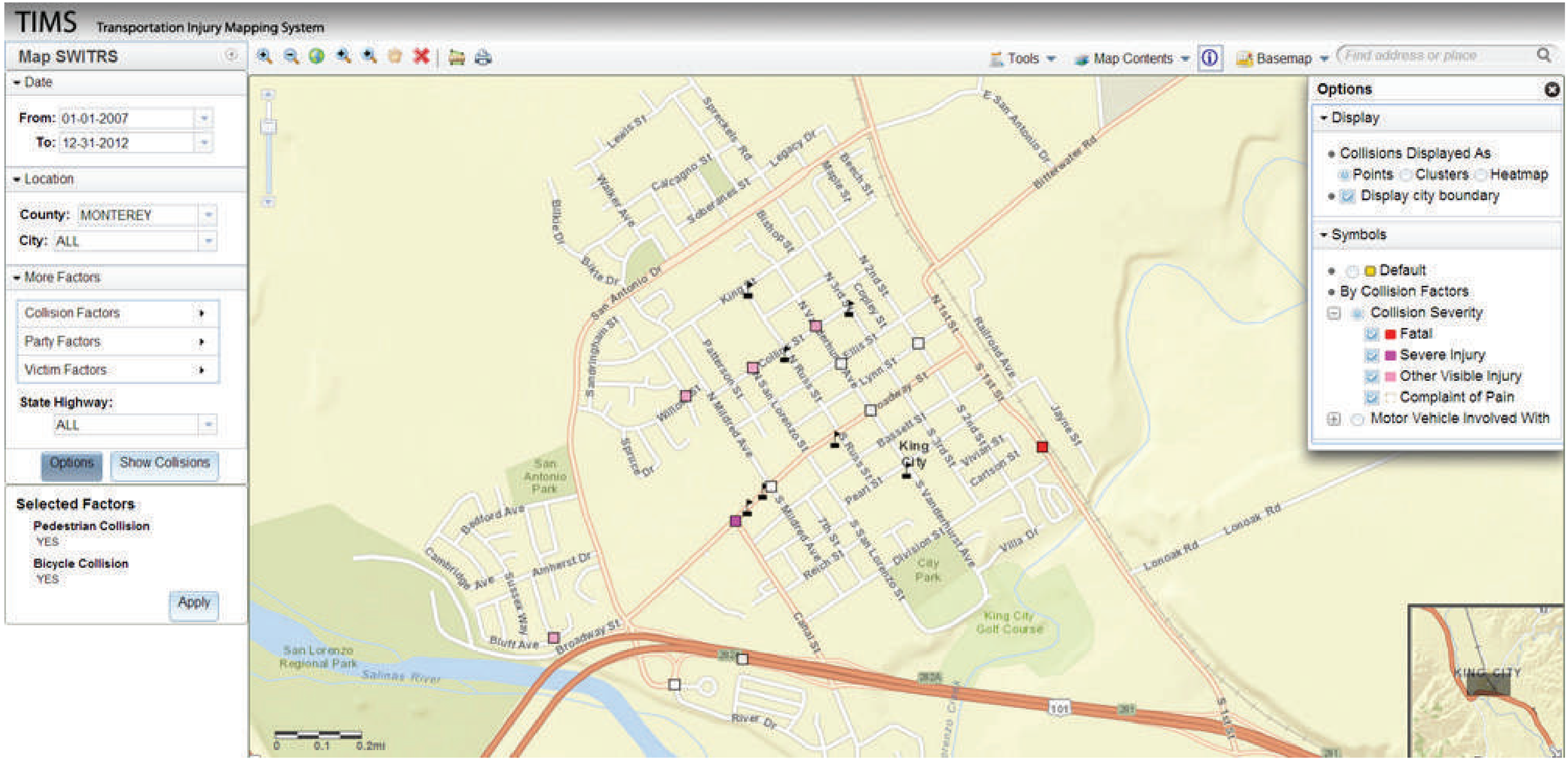

SOLEDAD - Collisions Involving Bicyclist or Pedestrian by Type (2007-2012)



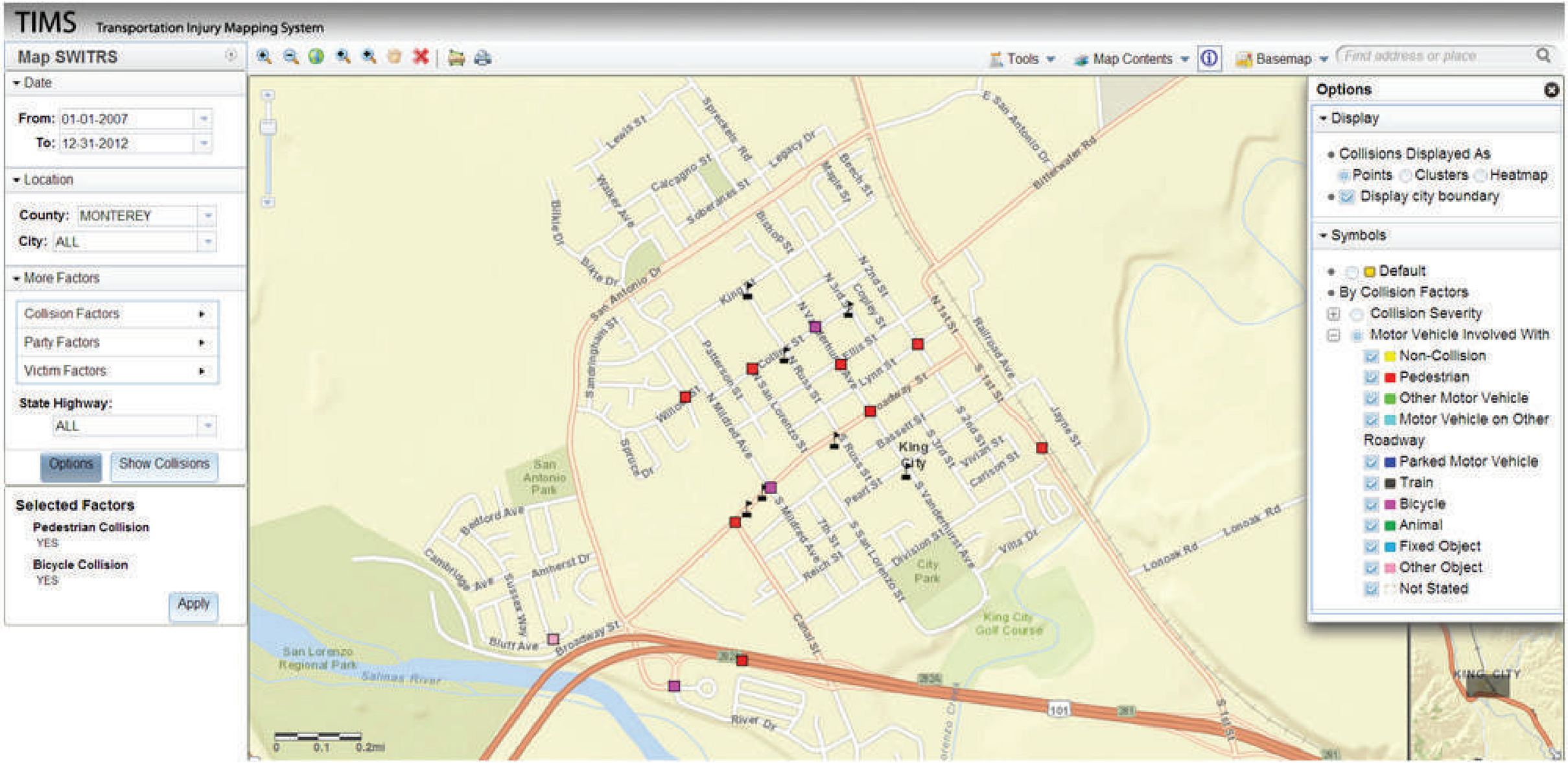

GREENFIELD - Collisions Involving Bicyclist or Pedestrian by Type (2007-2012)



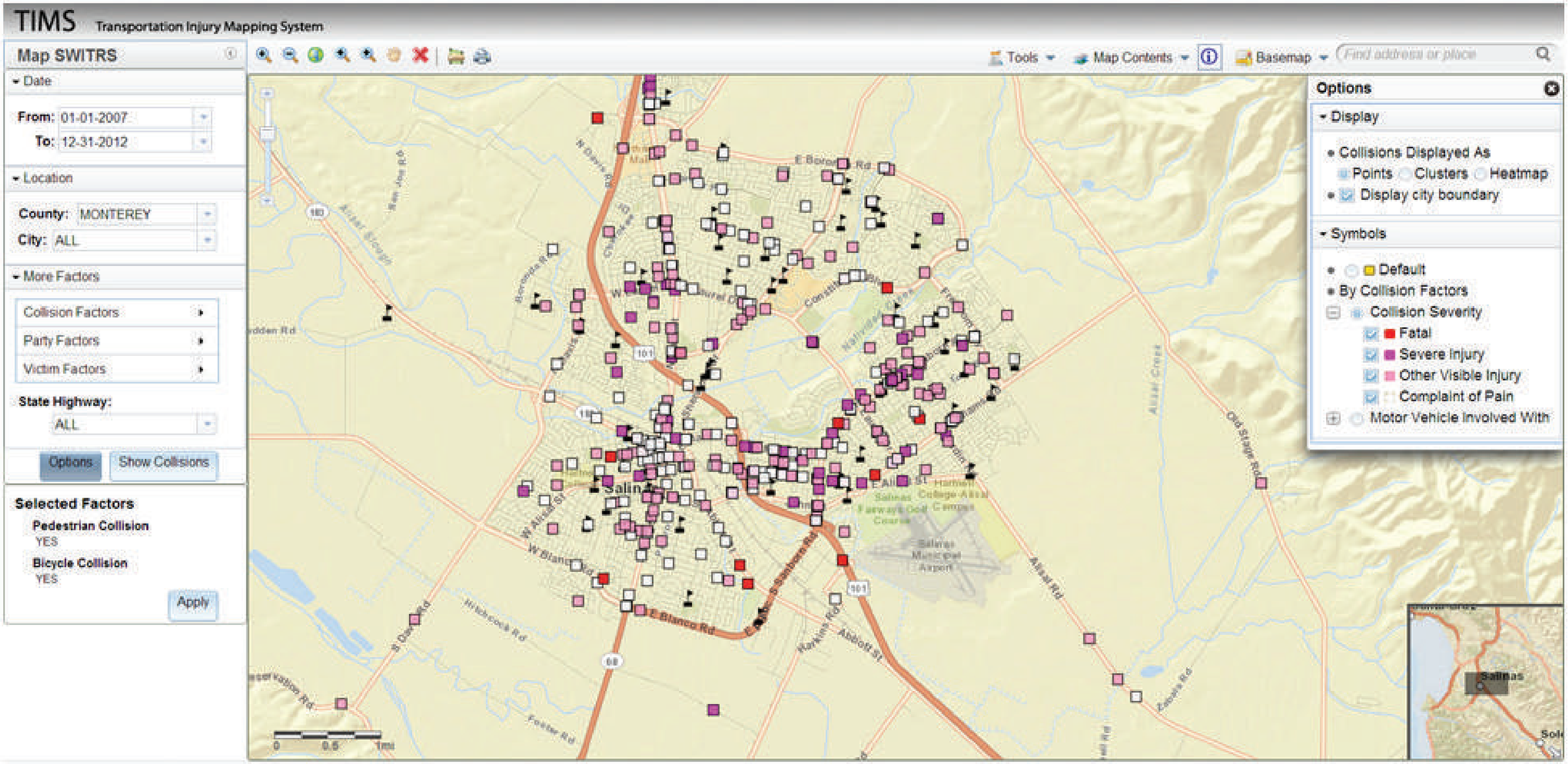

GREENFIELD - Severity of Collisions Involving Bicyclist or Pedestrian (2007-2012)



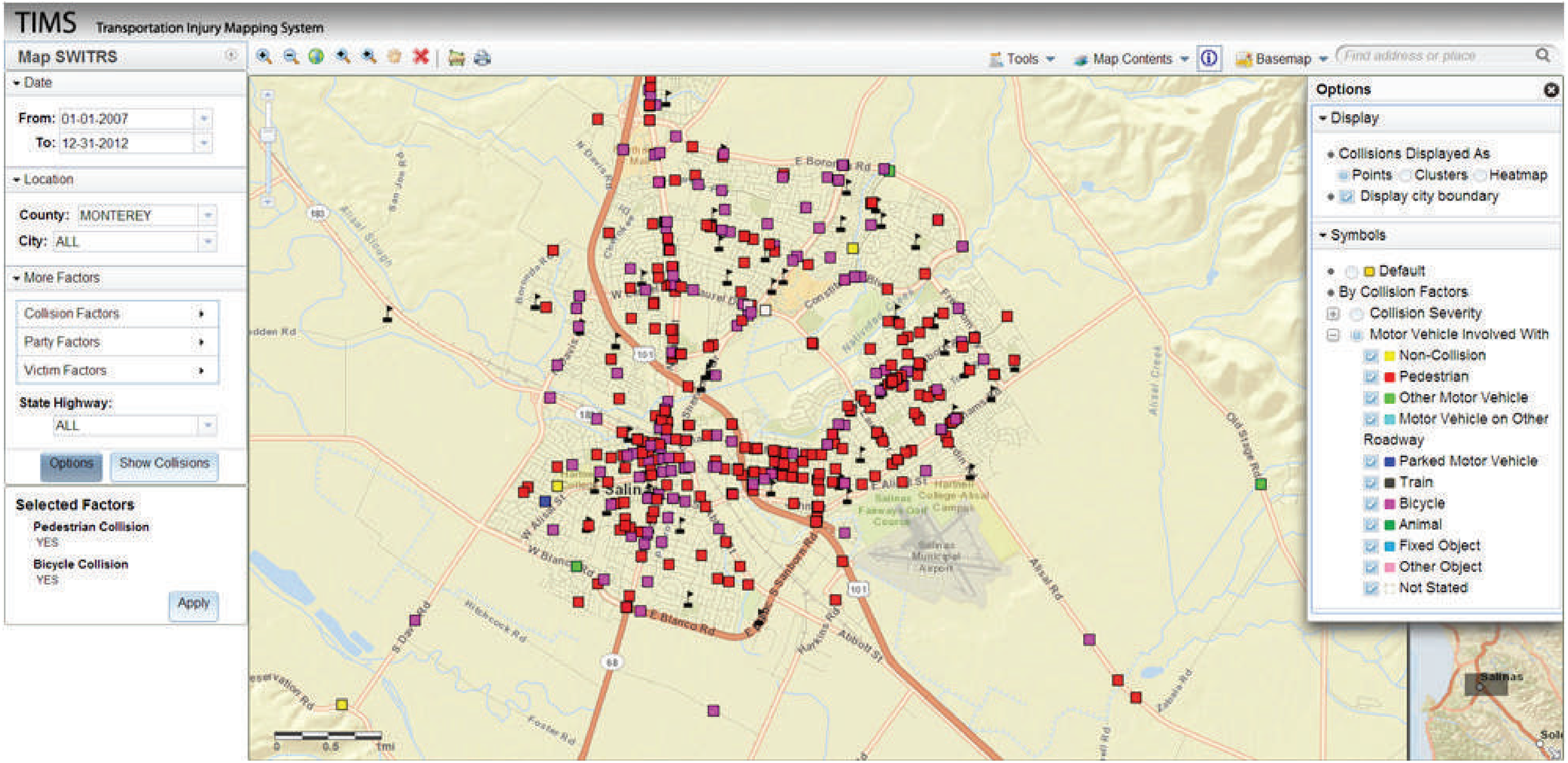

KING CITY - Severity of Collisions Involving Bicyclist or Pedestrian (2007-2012)



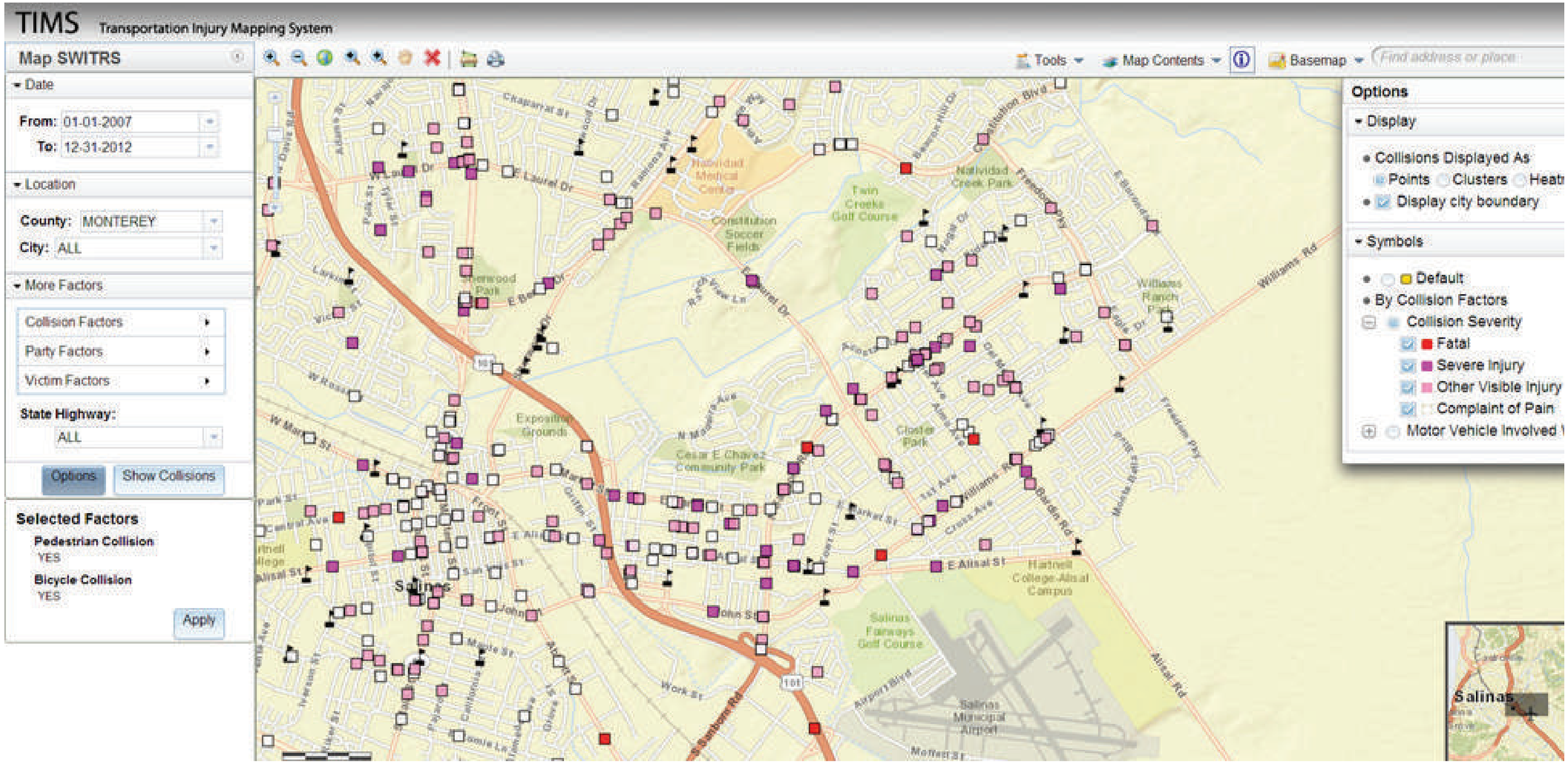

KING CITY - Collisions Involving Bicyclist or Pedestrian by Type (2007-2012)



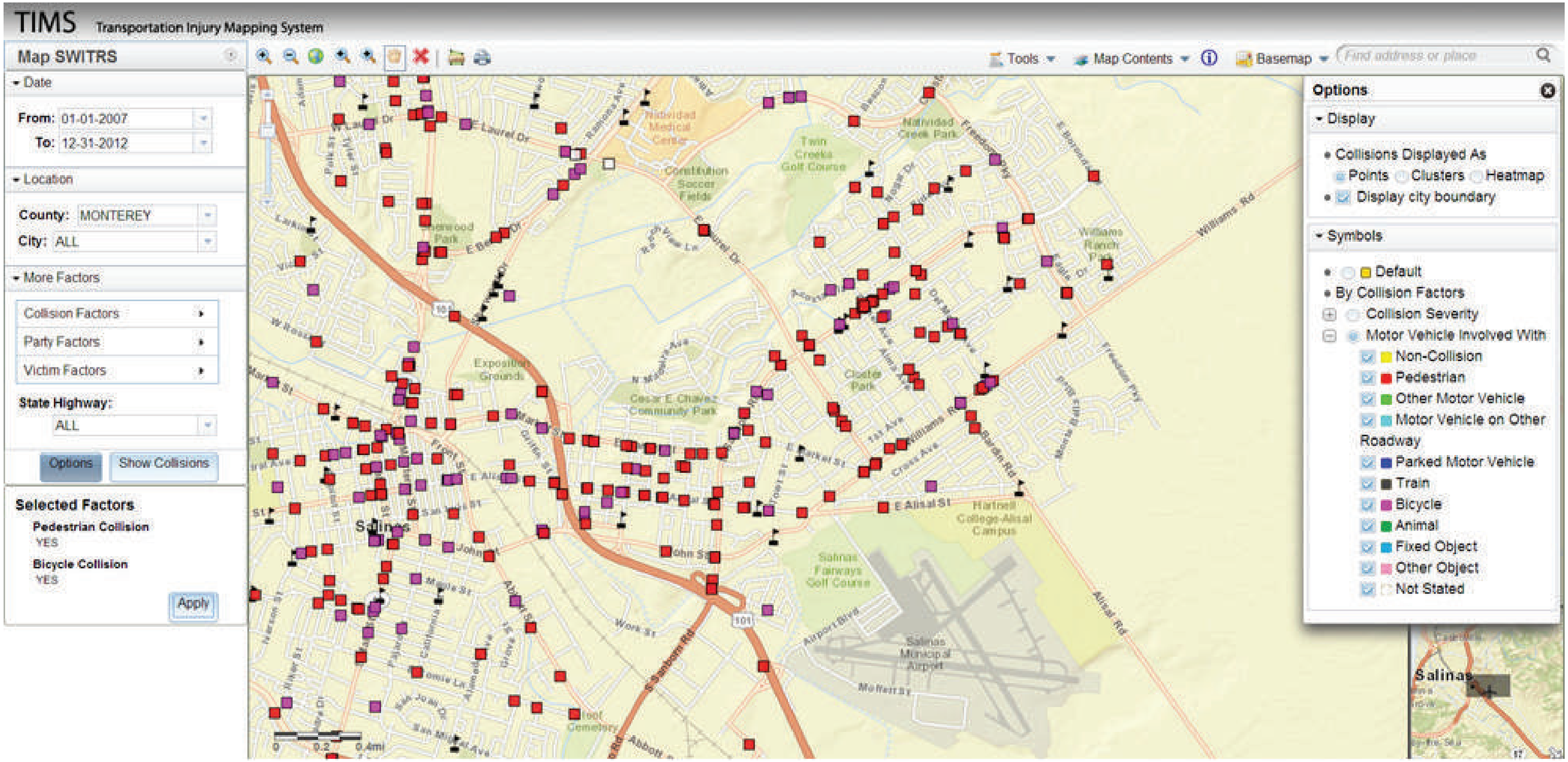

SALINAS OVERVIEW - Severity of Collisions Involving Bicyclist or Pedestrian (2007-2012)



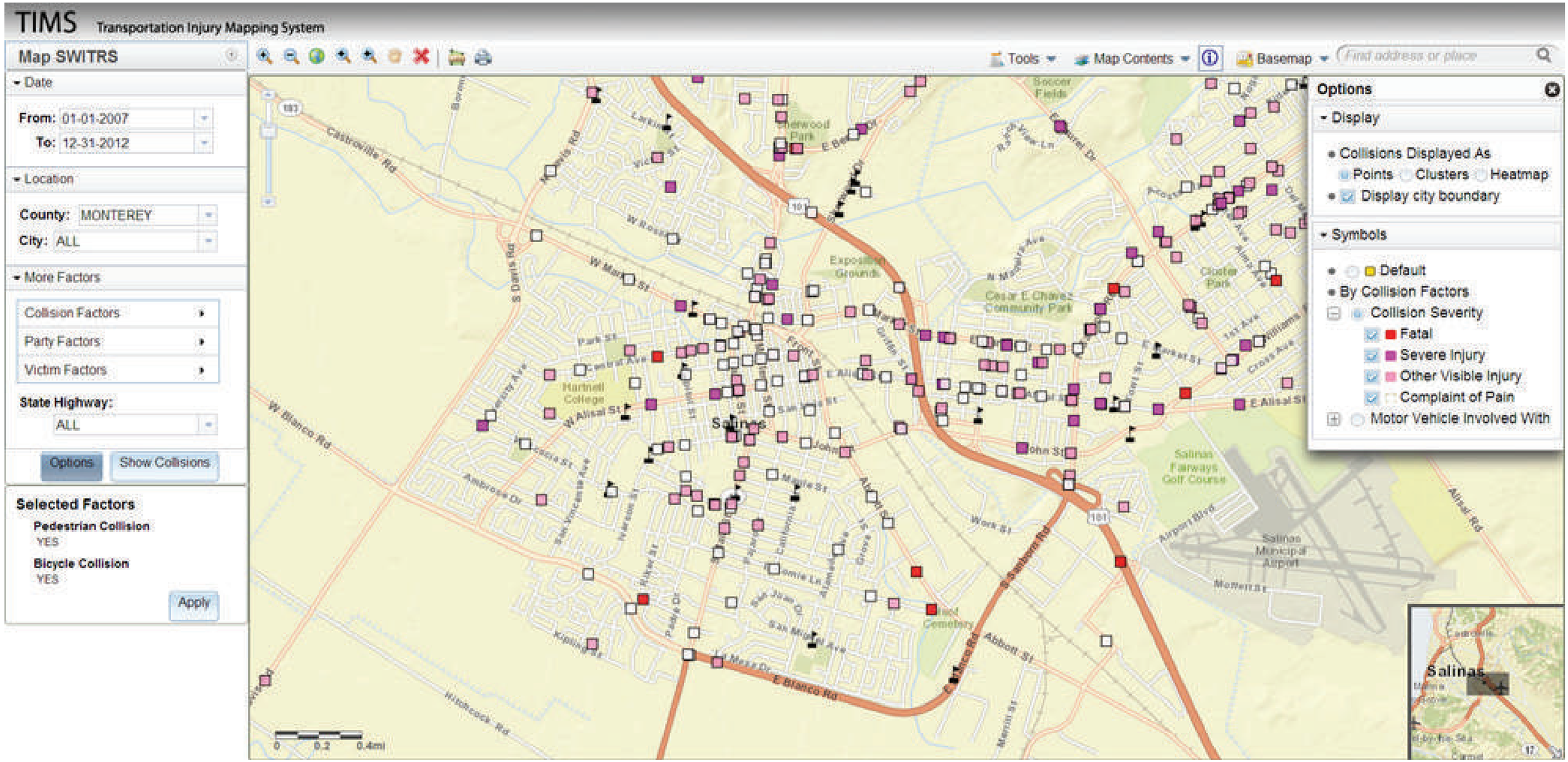

SALINAS OVERVIEW - Collisions Involving Bicyclist or Pedestrian by Type (2007-2012)



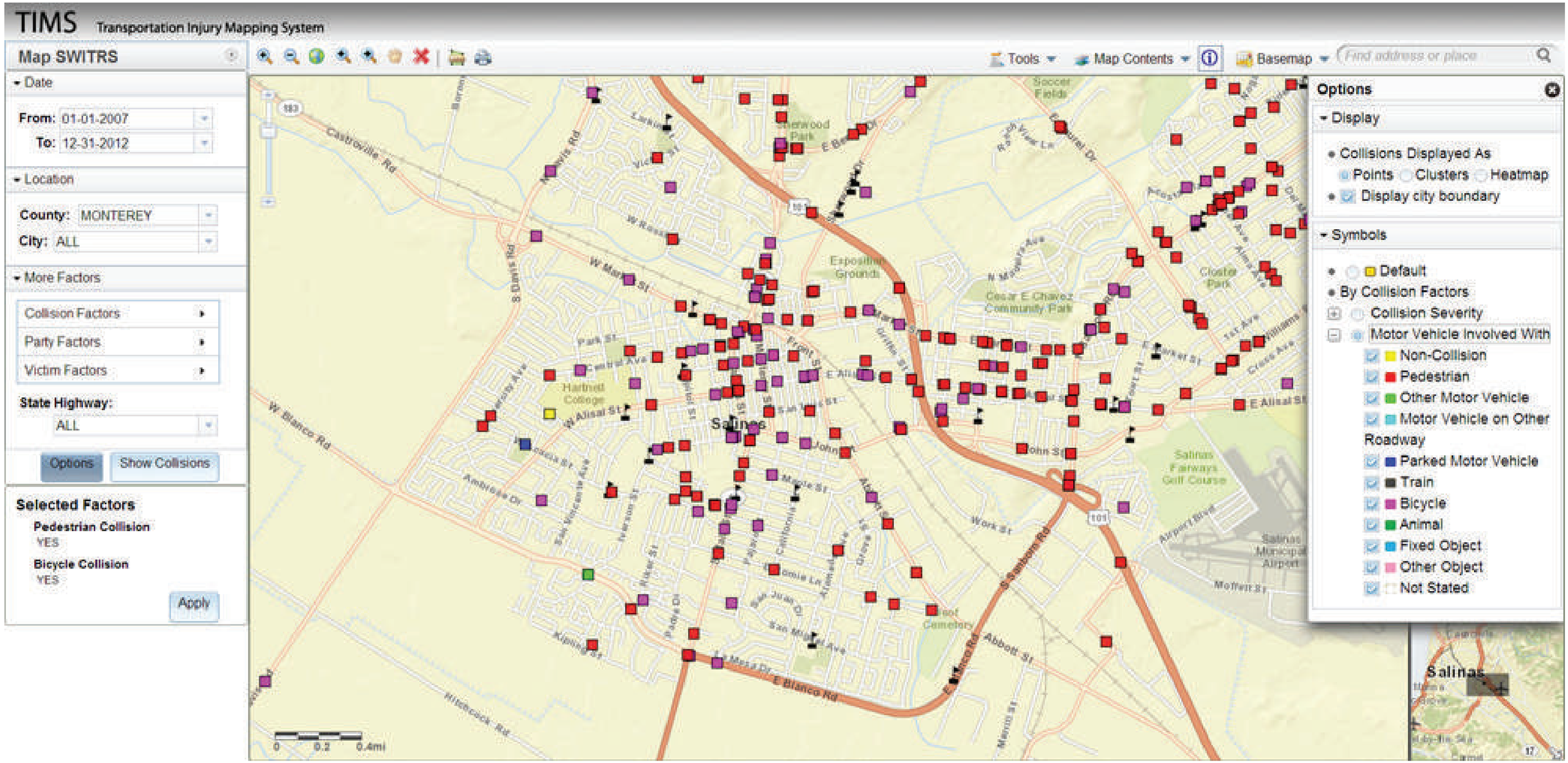

EAST SALINAS - Severity of Collisions Involving Bicyclist or Pedestrian (2007-2012)



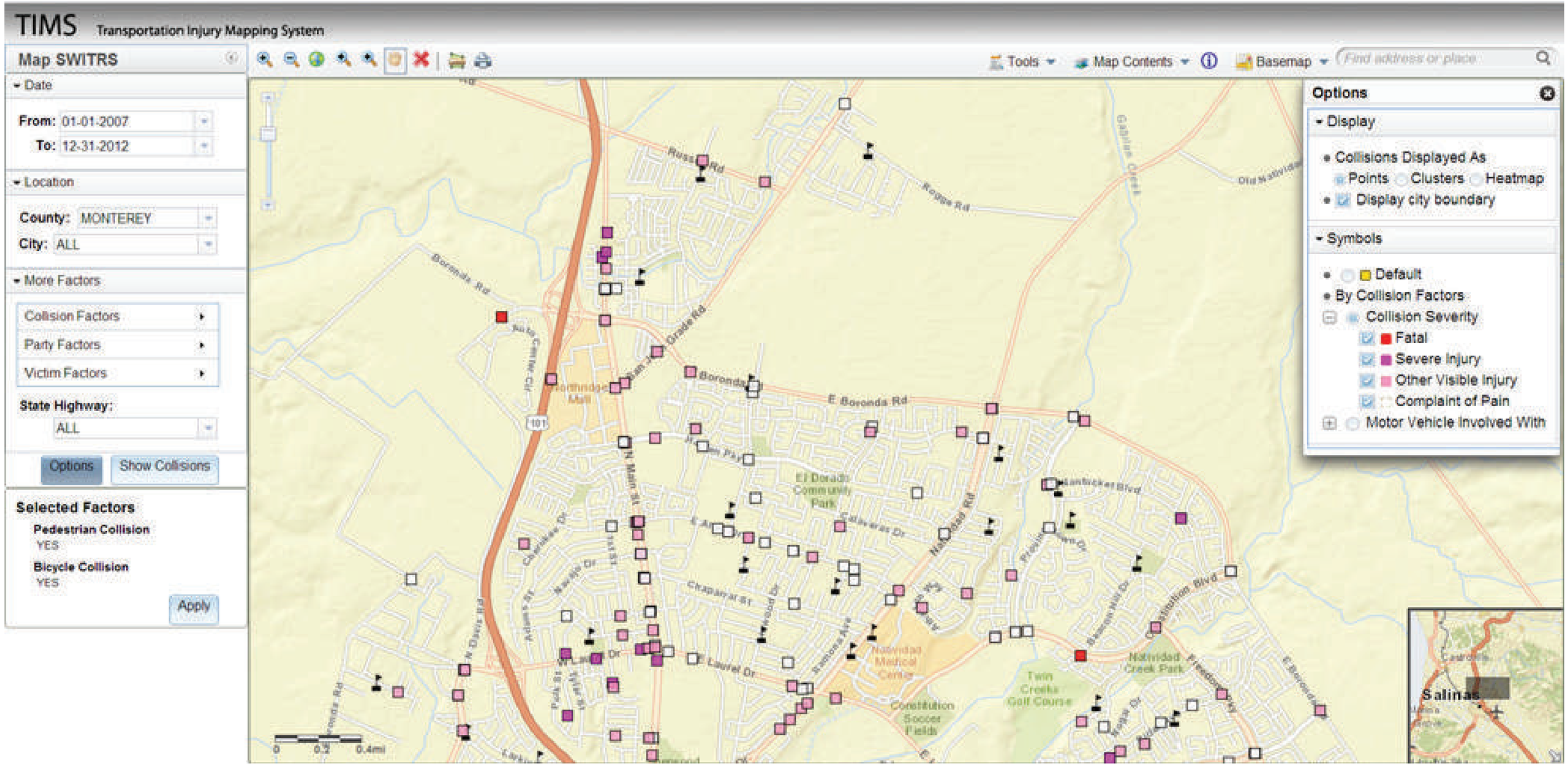

EAST SALINAS - Collisions Involving Bicyclist or Pedestrian by Type (2007-2012)



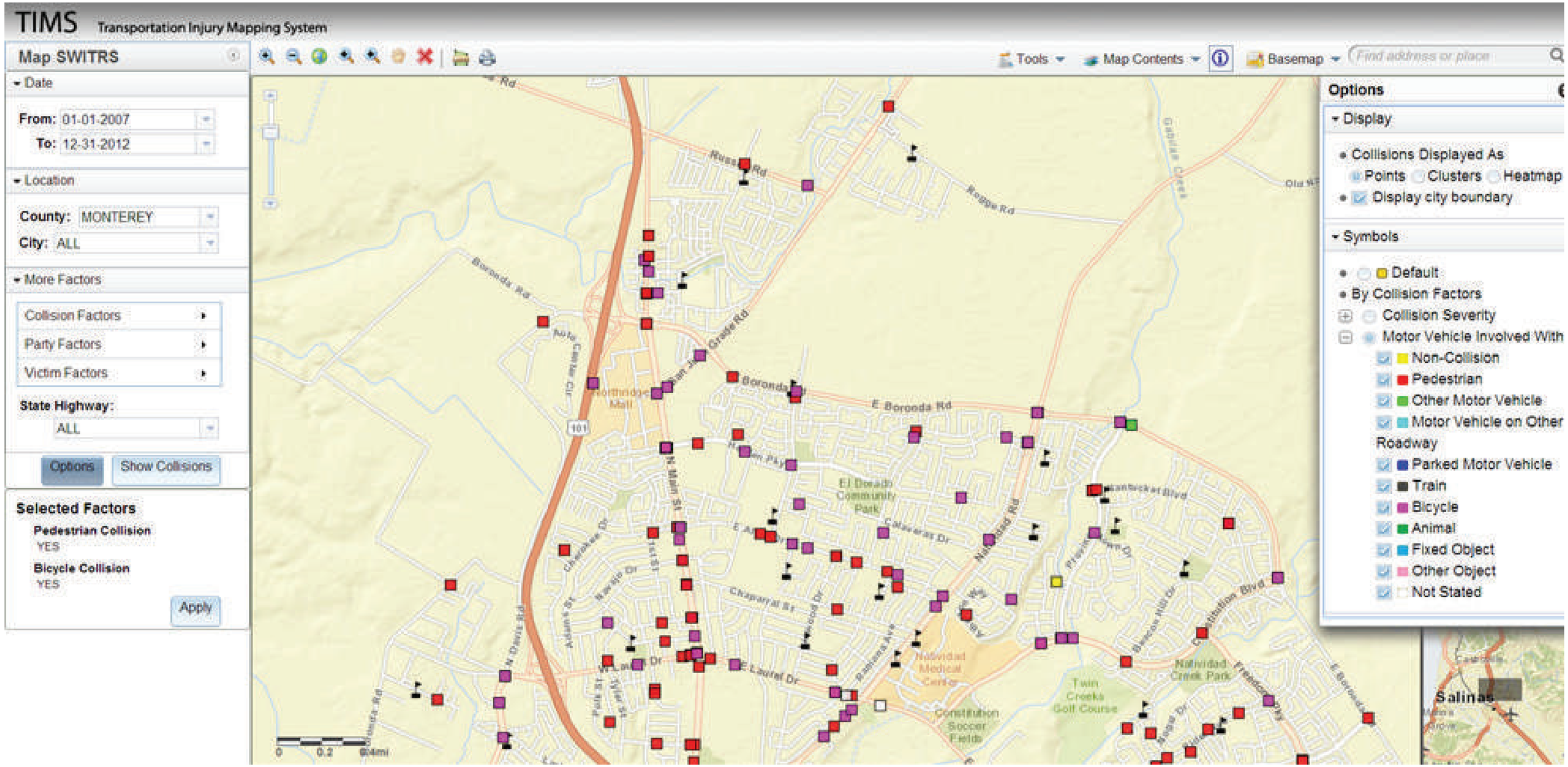

DOWNTOWN SALINAS - Severity of Collisions Involving Bicyclist or Pedestrian (2007-2012)




DOWNTOWN SALINAS - Collisions Involving Bicyclist or Pedestrian by Type (2007-2012)




NORTH SALINAS - Severity of Collisions Involving Bicyclist or Pedestrian (2007-2012)




NORTH SALINAS - Collisions Involving Bicyclist or Pedestrian by Type (2007-2012)

# Monterey County still a leader in childhood obesity

State study examines children in grades 5, 7 and 9

*By ERIN LOURY*

*Herald Staff Writer*

POSTED: 11/09/2011 01:46:19 AM PST0 COMMENTS| UPDATED: 3 YEARS AGO

Nearly half of the children in Monterey County are overweight or obese, according to a study released today on overweight and obesity among fifth-, seventh- and ninth-graders in California.

But that is better than it was in 2005, which gives health experts some hope.

The study prepared by the UCLA Center for Health Policy Research and the California Center for Public Health Advocacy (CCPHA) found the statewide incidence of obesity dropped 1.1 percent from 2005 to 2010, yet 38 percent of children in California are still affected. While the findings suggest the 30-year national trend in rising childhood obesity may have plateaued, they seem to indicate more effort is needed to address the problem, said health care officials.

"We finally have some reason for hope in this childhood obesity epidemic," said study co-author Dr. Harold Goldstein, CCPHA executive director, regarding the statewide dip in numbers. "At the same time, though, there's no question that childhood obesity rates are really abysmal and unsustainable."

In Monterey County, there was a 0.8 percent decrease in childhood obesity between 2005 and 2010. But with an obesity prevalence of 44.6 percent, Monterey has the fourth highest percentage of overweight children among the state's 58 counties.

Overweight and obesity rates varied widely among California's counties, leading the authors to title the study "A Patchwork of Progress." Ten of California's 58 counties had obesity rates above 43 percent, with Imperial County leading the pack at 47 percent. Nine counties had obesity levels below 30 percent, with the lowest incidence occurring in Marin County (25 percent). More than half of the counties in California experienced an increase in overweight and obesity rates.

According to the study, obesity rates vary from county to county for a variety of reasons, including differences in demographics, social and economic characteristics, and local policies and programs.

The study's authors used height and weight data from the state-mandated California Physical Fitness Test to calculate the Body Mass Index (BMI) for more than 1.1 million students in 2005, and more than 1.2 million students in 2010.

"This isn't a survey or a sampling. It's really a flat-out census of BMIs for all kids in grades 5, 7 and 9," Goldstein said.

The health problems of childhood obesity are well known.

"They're adult chronic diseases affecting the young," said Juliet Chandler, a supervising public health nurse and diabetes program coordinator at the Monterey County Health Department. She noted seeing Type 2 diabetes, formerly known as "adult-onset diabetes," and high cholesterol affecting overweight school-age children.

Overweight or obese children often grow into oversize adults, the study noted, which puts them at risk of additional problems such as hypertension, stroke, cardiovascular disease and some types of cancer.

"This could be the first generation in modern history where children have a shorter life expectancy than their parents," Goldstein said.

"It's so much more than not being able to get into your preferred (clothing) size," said Chris Dresslar Moss, a program coordinator for the Network for a Healthy California through the Monterey County Health Department. "It's health issues as adults, it's a real blow to their self-esteem growing up — it's a harder life being an overweight kid."

Goldstein cited 2005, one of the study reference points, as the year obesity peaked in California, and the year the state's school nutrition standards went into effect.

"We know now that change is possible, that what we've been doing has been working," said Goldstein on the statewide drop in obesity that followed the standards. "We just need to be doing a lot more of it, especially in counties like Monterey, where the numbers continue to be so high."

Moss said the drop in Monterey's numbers gives a reason for hope, "even if it's eight-tenths of a percent of hope."

She pointed to many promising initiatives around the country that may help the downward trend. Education initiatives through schools and hospitals are teaching people how to read

ingredient labels to choose between products. Most of the farmers markets on the Central Coast now accept CalFresh cards, formerly known as food stamps, in an effort to bring fresh produce to low-income communities. Many schools are finding creative ways to incorporate fun in their physical education activities, salad bars in their cafeterias and healthy food in their class parties, Moss said.

Chandler said the county's public health nurses and dietitians pay home visits to their child patients who are extremely overweight. They observe the size of plates and bowls in the house, the portion sizes that parents dish out and foods stocked in the refrigerator.

"Sometimes we see piles of soda, or that they love Ramen or Cheetos," Chandler said. She added that it can be difficult to change behaviors, such as portion sizes or shopping and cooking habits of children's caregivers.

Barbara Quinn, a clinical dietitian and diabetes educator at Community Hospital of the Monterey Peninsula, said the hospital is piloting a five-week program called Kids Eat Right in Marina Vista and King elementary schools. The once-a-week program before and after school educates children on healthy eating habits and sends them home with recipes and activities to do with their parents. Quinn said materials are available in English and Spanish, and the program encourages parents to attend part of the classes.

"It's a family issue, and that's what we're trying to address," she said.

Moss summed up what she thinks the study means for Monterey County's efforts to address childhood obesity.

"We need to work harder, and we need to work smarter, and we need not be discouraged," Moss said.

Erin Loury can be reached at eloury@montereyherald.com or 646-4342

Application Project Cost Estimate Form
ATP Project Proposal, Salinas Valley

**City of Gonzales**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ - | $ - | $ - |
| PS & E | | $ - | $ - |
| **Right of Way** | | | |
| Engineering | $ 104,900 | $ - | $ 104,900 |
| Appraisal & Acquisitions | $ 5,000 | $ - | $ 5,000 |
| Utilities | $ - | | $ - |
| **Construction** | | | |
| Construction | $ 820,216 | $ - | $ 820,216 |
| ***Incidental or non-infrastructure costs | $ - | $ - | $ - |
| Construction Engineering | | $ - | $ - |
| **Before/After Evaluation** | $ - | $ - | $ - |
| **City/County Partnership** | $ - | $ - | $ - |
| **Subtotal** | $ 930,116 | $ - | $ 930,116 |
| Contingency * | 65,000.00 | 0 | 65,000.00 |
| **Total Project Cost** | 995,116.00 | $ - | $ 995,116.00 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

Application Project Cost Estimate Form
ATP Project Proposal, Salinas Valley

**City of Greenfield**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ - | $ - | $ - |
| PS & E | $87,356 | $ - | $ 87,356 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisal & Acquisitions | $ - | $ - | $ - |
| Utilities | $ - | | $ - |
| **Construction** | | | |
| Construction | $ 582,372 | $ - | $ 582,372 |
| ***Incidental or non-infrastructure costs | $ - | $ - | $ - |
| Construction Engineering | 87,356 | $ - | $ 87,356 |
| **Before/After Evaluation** | $ - | $ - | $ - |
| **City/County Partnership** | $ - | $ - | $ - |
| **Subtotal** | $ 757,084 | $ - | $ 757,084 |
| Contingency * | 58,237.00 | 0 | 58,237.00 |
| **Total Project Cost** | 815,321.00 | $ - | $ 815,321.00 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

Application Project Cost Estimate Form
ATP Project Proposal, Salinas Valley

**City of King**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ 2,500 | $ - | $ 2,500 |
| PS & E | $108,000 | $ - | $ 108,000 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisal & Acquisitions | $ - | $ - | $ - |
| Utilities | $ - | | $ - |
| **Construction** | | | |
| Construction | $ 726,000 | $ - | $ 726,000 |
| ***Incidental or non-infrastructure costs | | $ - | $ - |
| Construction Engineering | 86,100 | $ - | $ 86,100 |
| **Before/After Evaluation** | $ - | $ - | $ - |
| **City/County Partnership** | $ - | $ - | $ - |
| **Subtotal** | $ 922,600 | $ - | $ 922,600 |
| Contingency * | 75,000.00 | 0 | 75,000.00 |
| **Total Project Cost** | 997,600.00 | $ - | $ 997,600.00 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

Application Project Cost Estimate Form
ATP Project Proposal, Salinas Valley

**City of Salinas**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ 6,000 | $ - | $ 6,000 |
| PS & E | $100,000 | $ - | $ 100,000 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisal & Acquisitions | $ - | $ - | $ - |
| Utilities | $ 30,000 | | $ 30,000 |
| **Construction** | | | |
| Construction | $ 1,009,926 | $ - | $ 1,009,926 |
| ***Incidental or non-infrastructure costs | $ - | $ - | $ - |
| Construction Engineering | 85,000 | $ - | $ 85,000 |
| **Before/After Evaluation** | $ - | $ 5,000 | $ 5,000 |
| **City/County Partnership** | $ - | $ - | $ - |
| **Subtotal** | $ 1,230,926 | $ 5,000 | $ 1,235,926 |
| Contingency * | 61,546 | 0 | 61,546.30 |
| **Total Project Cost** | 1,292,472 | $ 5,000 | $ 1,297,472 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

Application Project Cost Estimate Form
ATP Project Proposal
**Soledad**

| | ATP $ | Other | Total |
|---|---|---|---|
| **Preliminary Engineering** | | | |
| Environmental | $ 500 | $ - | $ 500 |
| PS & E | $50,000 | $ - | $ 50,000 |
| **Right of Way** | | | |
| Engineering | $ - | $ - | $ - |
| Appraisal & Acquisitions | $ - | $ - | $ - |
| Utilities | $ - | | $ - |
| **Construction** | | | |
| Construction | $ 425,000 | $ - | $ 425,000 |
| ***Incidental or non-infrastructure costs | | $ - | $ - |
| Construction Engineering | 25,000 | $ - | $ 25,000 |
| **Before/After Evaluation** | $ 5,000 | $ - | $ 5,000 |
| **City/County Partnership** | $ 5,000 | $ - | $ 5,000 |
| **Subtotal** | $ 510,500 | $ - | $ 510,500 |
| Contingency * | 50,000.00 | 0 | 50,000.00 |
| **Total Project Cost** | 560,500.00 | $ - | $ 560,500.00 |

* Contingency "Total Cost" may not exceed 10% of the Subtotal. Contingency to cover all phases of work

County of Monterey Health Department

| ATP Project -FY14/15 and FY15/15 | Time Base | FY 14/15 | FY 15/16 | Total Amounts |
|---|---|---|---|---|
| **Personnel Staff** | | | | |
| Management Analyst III-Project Oversight | 0.20 | $ 18,716 | $ 18,716 | $ 37,432 |
| Chronic Disease Prevention Coordinator | 1.00 | $ 80,467 | $ 82,132 | $ 162,599 |
| Health Program Coordinator | 0.10 | $ 9,335 | $ 9,990 | $ 19,325 |
| Chronic Disease Prevention Specialist-Community Engagement | 0.20 | $ 12,043 | $ 12,043 | $ 24,086 |
| Epidemiologist II | 0.10 | $ 8,334 | $ 8,334 | $ 16,668 |
| Benefits | | $ 56,750 | $ 57,203 | $ 113,953 |
| **Total Personnel Expenses** | **1.60** | **$ 185,645** | **$ 188,418** | **$ 374,063** |
| **Non-Personnel – Direct Costs** | | | | |
| Duplicating Costs | | $ 3,000 | $ 3,000 | $ 6,000 |
| Printing | | $ 2,500 | $ 2,500 | $ 5,000 |
| Safety Items (Reflectors, vests, etc.) | | $ 8,500 | $ 8,500 | $ 17,000 |
| Educational Materials (activity books, etc.) | | $ 10,000 | $ 10,000 | $ 20,000 |
| Office Expenses | | $ 300 | $ 300 | $ 600 |
| Equipment | | $ 1,500 | $ 1,500 | $ 3,000 |
| Travel | | $ 2,200 | $ 2,200 | $ 4,400 |
| Training and Technical Support | | $ 11,500 | $ 11,500 | $ 23,000 |
| Conference/Meetings | | $ 5,000 | $ 5,000 | $ 10,000 |
| Outreach Material | | $ 25,000 | $ 25,000 | $ 50,000 |
| Communications-Telecom and IT Charges | | $ 3,775 | $ 3,775 | $ 7,550 |
| Translation | | $ 5,000 | $ 5,000 | $ 10,000 |
| Subcontractor Gonzales PD | | $ 12,300 | $ 12,300 | $ 24,600 |
| Subcontractor Salinas | | $ 16,300 | $ 16,300 | $ 32,600 |
| Subcontractor Soledad | | $ 7,000 | $ 7,000 | $ 14,000 |
| Subcontractor Greenfield PD | | $ 10,000 | $ 10,000 | $ 20,000 |
| Subcontractor Bicycle Safety | | $ 39,400 | $ 39,400 | $ 78,800 |
| Subcontractor Salinas/South County School Districts MPUSD (8 schools stipends @10000) | | $ 8,000 | $ 8,000 | $ 16,000 |
| Subcontractor Pedestrian Safety | | $ 28,000 | $ 28,000 | $ 56,000 |
| Subcontract-Ciclovia Salinas (BHC) | | $ 44,750 | $ 44,750 | $ 89,500 |
| **Total Direct Costs** | | **$ 244,025** | **$ 244,025** | **$ 488,050** |
| | | | | |
| **Total Personnel Expenses** | | **$ 185,645** | **$ 188,418** | **$ 374,063** |
| **Total Direct Costs** | | **$ 244,025** | **$ 244,025** | **$ 488,050** |
| **Total Indirect Costs @ 17.91%** | | **$ 227,593** | **$ 230,366** | **$ 457,959** |
| **Grand Total** | | **$ 657,263** | **$ 662,809** | **$ 1,320,072** |

| SALINAS VALLEY ACTIVE TRANSPORTATION PLANS BUDGET (October 1, 2014 - September 31, 2016) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 20-May | | FY 14/15 - 16/17 | | | | | | | | |
| | | 3-Feb | | 10-Feb | 17-Feb | 24-Feb | | | 3-Mar | |
| Task | | *TAMC TAMC Executive Director* | *TAMC TAMC Deputy Executive* | *TAMC Transportation Planner* | *TAMC Assistant Transportation* | *TAMC Public Outreach Coordinato* | *TAMC Total 13/14* | *Monterey County Health Department* | *Design &GIS Consultant* | *Total 13/14* |
| | | *184.92* | *144* | *71.35* | *58.11* | *83.21* | | | | |
| **1** | **Project Contracting, Coordination & Management** | | | | | | | | | |
| A | Project Team Kick-Off | 2 | 2 | 6 | 3 | 2 | $1,427 | | | |
| B | Staff Coordination/Project Team Meetings (in-person, phone and email) | 5 | 30 | 100 | 50 | 0 | $15,285 | | | |
| C | Consultant Selection | 6 | 6 | 20 | 6 | 0 | $3,749 | | | |
| | | | | | | | **$20,461** | | | **$20,461** |
| **2** | **Policy Review & Development** | | | | | | | | | |
| A | Data Collection | 1 | 5 | 30 | 20 | 0 | $4,208 | | | |
| B | Project Team Follow Up & Data Analysis | 2 | 2 | 20 | 5 | 0 | $2,375 | | | |
| C | Develop Goals, Objectives & Policies | 2 | 4 | 120 | 10 | 0 | $10,089 | | | |
| | | | | | | | **$16,672** | | | **$16,672** |
| **3** | **Inventory of Facilities, Programs & Existing Conditions** | | | | | | | | | |
| A | Existing Conditions Data Summary | 2 | 4 | 40 | 6 | 0 | $4,149 | | | |
| B | Existing Conditions Mapping | 2 | 4 | 10 | 0 | 0 | $1,659 | | | |
| | | | | | | | **$5,808** | | | **$5,808** |
| **4** | **Proposed Facility & Programs Improvements** | | | | | | | | | |
| A | Bikeway Network | 2 | 5 | 100 | 50 | 0 | $11,130 | | | |
| B | Pedestrian Network | 2 | 5 | 100 | 50 | 0 | $11,130 | | | |
| C | Recommended Support Facilities | 2 | 2 | 20 | 2 | 0 | $2,201 | | | |
| D | Field Review | 2 | 2 | 80 | 36 | 0 | $8,458 | | | |
| E | Programs | 2 | 2 | 20 | 10 | 0 | $2,666 | | | |
| | | | | | | | **$35,585** | | | |
| **5** | **Funding & Implementation** | | | | | | | | | |
| A | Project Ranking & Prioritization | 2 | 4 | 20 | 5 | 0 | $2,663 | | | |
| B | Cost Estimates | 2 | 5 | 20 | 0 | 0 | $2,517 | | | |
| C | Financial Plan | 2 | 2 | 60 | 0 | 0 | $4,939 | | | |
| D | Funding | 1 | 2 | 30 | 5 | 0 | $2,904 | | | |
| | | | | | | | **$13,023** | | | **$13,023** |
| **6** | **Benefits & Fostering of Non-Motorized Modes** | | | | | | | | | |
| A | Benefits Analysis | 2 | 2 | 9 | 2 | 0 | $1,416 | | | |
| | | | | | | | **$1,416** | | | **$1,416** |
| **7** | **Meetings & Community Workshops** | | | | | | | | | |
| A | Committees/City Councils/Boards (60 meetings) | 1 | 60 | 460 | 30 | 38 | $46,551 | | | |
| B | Public Workshops (6/community; 30 total) | 5 | 30 | 180 | 100 | 160 | $37,212 | | | |
| C | Safe Routes to School Activities & Events | 0 | 5 | 400 | 100 | 100 | $43,392 | | | |
| | | | | | | | **$129,988** | | | **$129,988** |
| **8** | **Prepare Active Transportation Plans** | | | | | | | | | |
| A | Draft Plan | 3 | 8 | 80 | 5 | 0 | $7,705 | | | |
| B | Active Transportation Program Compliance | 1 | 1 | 10 | 5 | 0 | $1,333 | | | |
| C | Final Plan | 4 | 6 | 45 | 5 | 0 | $5,105 | | | |
| D | Environmental Review Document | 5 | 10 | 100 | 10 | 0 | **$9,038** | | | **$9,038** |
| | | **60** | **208** | **2080** | **515** | **300** | | | **Total** | **$196,406** |
| | **Total Hours** | **3163** | | | | | | | **Misc. Expenses** | **$7,000** |
| | | | | | | | | | **Engineering/GIS Consultant** | **$85,000** |
| | | | | | | | | | **Grand Sub-Total 13/14** | **$288,406** |

# MONTEREY COUNTY

**BOARD OF SUPERVISORS** ▪ 168 West Alisal Street, 3rd Floor, Salinas, CA 93901
**SIMÓN SALINAS,** SUPERVISOR ▪ District Three ▪ Chief of Staff, Christopher M. Lopez
Telephone: (831) 755-5033 ▪ Fax: (831) 796-3022 ▪ District3@co.monterey.ca.us


May 19, 2014

CALTRANS
Division of Local Assistance MS 1
Attn: Office of Active Transportation and Spec. Prog.
1120 N. Street
Sacramento, CA. 95814

**Re: ATP Project Proposal, Salinas Valley**

To Whom It May Concern:

As the Supervisor of Monterey County's Third District, I am proud to represent the communities of Gonzales, Soledad, Greenfield, King City, as well as the unincorporated areas and portions of Salinas. I am very supportive of the regional and collaborative proposal to CALTRANS for the Active Transportation Program (ATP) that includes the City of Salinas, City of Gonzales, City of Soledad, City of Greenfield, City of King and the Transportation Agency of Monterey County (TAMC). These partners are working jointly under the name **Via Salinas Valley: Pathways to Health through Active Transportation** (Via Salinas Valley). They have collaborated to develop this project proposal, which includes both infrastructure and non-infrastructure elements geared towards improving walking and bicycling in the cities of the Salinas Valley, while improving health outcomes.

Each city included in this project currently has high obesity rates; the project addresses this problem through the increased use of active transportation. **Via Salinas Valley** will increase bicycling and walking as a means of transportation for students and communities located near schools through the Safe Routes to School Program (SR2S). Impact to the larger community will be equally meaningful through the development of Active Transportation Plans by TAMC. These plans will serve as the road map for increasing active modes of transportation in each community and they can be referenced by city transportation planners in future infrastructural assessments. The Via Salinas Valley Partners will continuously learn from each other as they meet regularly to discuss and exchange information of their respective implementation efforts.

The combination of the programmatic (SR2S and the Active Transportation Plans) and the infrastructure efforts outlined in this application will undoubtedly meet the active transportation goals set forth in the ATP application. It is atypical for multiple jurisdictions to come together and work collaboratively in a regional effort. This is why I urge you to consider this regional application favorably as it will serve as an example for other regions in the State of California.

Should you wish to contact me, you may do so via email at district3@co.monterey.ca.us or via phone (831) 755-5033.

Sincerely,

Supervisor Simon Salinas
Monterey County
District Three