



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

05-City of Seaside-01

Auto populated

Total ATP Funds Requested:

\$ 3,694

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

City of Seaside

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

440 Harcourt Avenue

Seaside

CA

93955

IMPLEMENTING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

Rick Riedl, P.E.

Senior Civil Engineer

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

831-899-6884

RRiedl@ci.seaside.ca.us



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

N/A

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

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CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

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MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

05-5316

Implementing Agency's State Caltrans MS number

00232S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

City of Seaside - West Broadway Urban Village Infrastructure Improvements

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Reduction of Broadway Ave to single lane in each direction between Fremont St & Del Monte Blvd, installation of pedestrian & bicycle facilities & completion of the bicycle corridor between the Monterey Bay Coastal Trail and General Jim Moore Blvd.

PROJECT LOCATION: (Max of 250 Characters)

Southwest Seaside: West Broadway Ave (Del Monte Blvd - Fremont Blvd), Del Monte Blvd (Canyon Del Rey Blvd - Broadway Ave) & Class III link on Broadway Ave to Gen Jim Moore Blvd
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Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.609530 /long. 121.845766

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>238</u>	Bicyclists	<u>276</u>
One Year Projection:	Pedestrians	<u>240</u>	Bicyclists	<u>280</u>
Five Year Projection:	Pedestrians	<u>576</u>	Bicyclists	<u>533</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other green painted bike lanes

Pedestrian: Sidewalk Crossing Other bulb-outs, high-visibility crosswalks

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnviroScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,

2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve “transportation” uses? _____ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ * ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			12/17/15
* CEQA Environmental Clearance:	2/16/12		
* NEPA Environmental Clearance:			1/28/16
CTC - PS&E Allocation:			2/25/16
CTC - Right of Way Allocation:			N/A
* Right of Way Clearance & Permits:			N/A
Final/Stamped PS&E package:			2/25/16
* CTC - Construction Allocation:			3/24/16
* Construction Complete:			3/16/17
* Submittal of “Final Report”			4/15/17



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$39	
ATP funds for PS&E:	\$5	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$3,650	
ATP funds for Non-Infrastructure:	\$0	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$3,694	

Local funds leveraging or matching the ATP funds: \$923

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: \$3,215

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: \$7,832

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 05 - City of Seaside - 01

Implementing Agency's Name: City of Seaside

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions **Screening Criteria**

1. Demonstrated fiscal needs of the applicant:

There is a great need for funding for this project. Area residents using bicycles as their primary source of transportation to jobs on the Monterey Peninsula use this corridor to commute from their homes in Seaside to areas in the cities of Monterey and Pacific Grove. Since there are no bike routes now, these commuters use the sidewalks for safety. Because of severe resource constraints, the City has not been able to make significant capital improvements without the use of grant funding. The current cost estimate is \$7.832 million. This grant request is for \$3.694 million in ATP funding.

No elements of the Project are directly or indirectly related to past or future environmental mitigation resulting from a separate development or capital improvement project.



2. Consistency with Regional Plan.

The proposed bicycle route is one of the top ranked bikeways in Monterey County in the 2014 RTP prepared by TAMC. Although the project is ranked seventh in the RTP, three of the top six projects have been completed, and the third-ranked project is fully-funded and is expected to be completed in 2016 (Ryan Chapman, Monterey County Transportation Engineer, email 5/21/2015) so that the proposed Project would now be ranked third (see Attachment K-2-1, Table 4-1 in RTP).



Part B: Narrative Questions

Question #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

Introduction

The City of Seaside is a disadvantaged community, as evidenced by low incomes and large number of students eligible for free and reduced-price lunches. The population is also young and diverse. Younger, poorer people and people of color are more likely to ride or walk to work or other destinations. Unfortunately, the project corridor is not conducive to active transportation uses because of the lack of bicycle lanes and safe crossings for pedestrians. Traffic volumes and speeds are high and there is a history of collisions and crime in the Project area. The Project removes safety hazards for non-motorized travel and completes an important link in the bicycle network that is critical to the community.

The Project is located in the southwest portion of the City of Seaside. The Project area includes Broadway Avenue between Del Monte Boulevard and General Jim Moore Boulevard, and Del Monte Boulevard between Canyon Del Rey and Broadway Avenue. Refer to Attachment D. Project Location Map.

The Project completes the bicycle corridor on Broadway between Canyon Del Rey and General Jim Moore Boulevard. In general, Broadway Avenue would be reduced from two lanes to a single lane in each direction between Fremont and Del Monte Boulevards and pedestrian and bicycle facilities would be added. On Broadway Avenue from Fremont to General Jim Boulevards, a Class III bike lane would be added. On Del Monte Boulevard, Class II bicycle lanes would be added. See Attachment E. Project Map. Specific improvements include:



West Broadway Avenue The narrowing of West Broadway Avenue from four travel lanes to a two-lane roadway would provide for a more pedestrian- and bicycle-friendly environment. The road diet has the benefit of providing enhanced access and mobility for pedestrians, bicyclists and transit users, without compromising vehicular circulation. The additional width gained from the lane reductions would be allocated to bike lanes and wider sidewalks. The sidewalks would generally be increased in width from about 8 feet to 15 feet, and features, such as bulb-outs at the intersections, would enhance pedestrian travel and safety. High visibility crosswalks would be installed on all approaches at the Hillsdale, Alhambra, and Calaveras Street intersections. Bicycle lanes delineated with green pavement and contrasting markings would be added to enhance visibility and rider safety. This treatment would enhance the visibility of cyclists and increase the comfort of cyclists riding on the street, leading to a shift from riding on the sidewalks to riding on the street.

A roadway segment analysis indicates that the proposed road diet would accommodate the projected traffic volumes.



Existing Conditions and Proposed Project at Broadway and Calaveras

Del Monte Boulevard – On Del Monte Boulevard between Canyon Del Rey and Broadway Avenue, on-street parking would be removed to allow for the addition of bicycle lanes to enhance visibility and rider safety. This would increase the comfort of cyclists riding on the street, leading more cyclists to shift from riding on the sidewalks to riding on the street.



A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

A manual count of non-motorized transportation users was taken on April 15, 2015 from 6:00 AM to 7:00 PM. The number of daily bicyclists and pedestrians at Del Monte Boulevard and Broadway Avenue counted was 276 and 238, respectively. See Attachments I-1A. Non-Motorized Volumes Map and Non-Motorized Volumes Data. Field observations were taken during the same period and the majority (approximately 75%) of the non-motorized users were observed to be commuters traveling from Seaside residential areas to the south and observers estimated that 15% were recreational travelers. Michelle Pearce, Event Director for the Monterey Marriott, one of the largest employers in the City of Monterey, states that a large majority of their employees live in Seaside and Marina.

In five years, it is estimated that the number of non-motorized commuters will increase to 533 daily bicyclists and 576 daily pedestrians. The methodology for this projection is based on current population, population growth to the year 2020, bicycle mode choice, estimated total ridership at build-out of all Seaside bicycle facilities, and percentage of bicyclists in the Project area of influence. Refer to Attachment I-1A-3. Methodology for Projection of Future Non-Motorized Volumes for more detail, along with validation data. The calculation is detailed in the following table.

**Table 1A. Predicted Future Non-Motorized Users (Daily)**

<u>Estimated Number of Daily Bicyclists Citywide in 2020</u>		
[A] Current population (2015)	34,505	2013 U.S. Census data projected to 2015 using 0.6% growth rate (estimated from historical census data growth rates)
[B] Population in 2020	35,553	2013 U.S. Census data projected to 2015 using 0.6% growth rate
[C] Bike Mode Choice (Bicycle Share)	1.50%	from the 2010-12 California Household Travel Survey
[D] Total Future bicyclists (2020)	533	[B] x [C] = [D]
<u>Estimated Number of Daily Bicyclists in Project Area in 2020</u>		
[A] Baseline 2020 bicyclists	533	
[B] Percent increase due to buildout of Seaside bicycle projects	100%	
[C] total future bicyclists in Seaside	1,067	[A] + ([B] x [A]) = [C]
[D] Percent of Seaside in project area of influence	50.00%	
[E] Total estimated number of daily bicyclists in project area in 2020	533	[C] x [D] = [E]
<u>Estimated Number of Daily Pedestrians Citywide in 2020</u>		
[A] Current population	34,505	2013 U.S. Census data projected to 2015 using 0.6% growth rate (estimated from historical census data growth rates)
[B] Population in 2020	35,553	2013 U.S. Census data projected to 2015 using 0.6% growth rate
[C] Walking Mode Choice (Pedestrian Share)	16.20%	from the 2010-12 California Household Travel Survey
[D] Total Future pedestrians	5,760	[B] x [C] = [D]
<u>Estimated Number of Daily Pedestrians in Project Area in 2020</u>		
[A] Baseline 2020 pedestrians	5,760	
[B] Percentage of total	10.00%	Percentage of City population within 0.7 mile of project area
[C] Total estimated number of daily pedestrians in project area in 2020	576	[A] x [B] = [C]



- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via:**
- a. creation of new routes
 - b. removal of barrier to mobility
 - c. closure of gaps
 - d. other improvements to routes
 - e. educates or encourages use of existing routes

(12 points max.)



City Center, located at Fremont Boulevard and Broadway Avenue

The Project connects residential neighborhoods (single-family, medium density and high-density) and mixed use neighborhoods in Seaside with commercial (community commercial, heavy commercial), government offices, City Center (located at Fremont and Broadway), City Hall and library, and jobs in the City of Monterey to the south. In addition, two schools and social services offices would be served

by the new bike route on Upper Broadway. In fact, the Broadway Avenue social services office serves 2,000 - 2,500 clients per month. Also, transit routes on Broadway and Del Monte connect pedestrians to destinations in Seaside, the Monterey Peninsula, and Marina and beyond. Refer to Attachments I-1B-1. Activities Centers Map and I-1B-2. Seaside Zoning Districts Map.

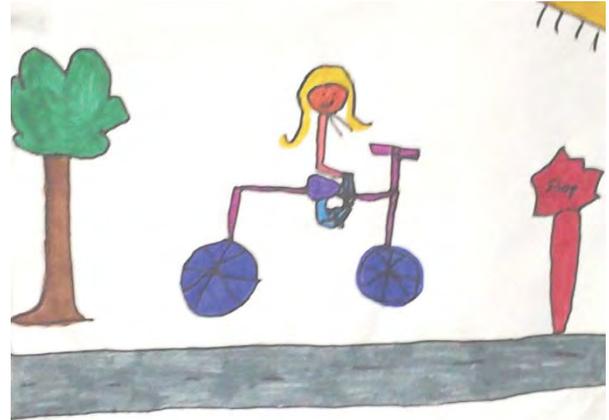
The existing infrastructure lacks a safe route for non-motorized travelers to get from their neighborhoods to these activities centers: Since there are no bicycle lanes and traffic volumes and speeds are high, bicyclists usually ride on the sidewalk, endangering pedestrians on the narrow sidewalks. Wider sidewalks, curb extensions at intersections,



high-visibility crosswalks and green-colored bicycle lanes would increase the safety of bicyclists and pedestrians.

The Project:

- improves safety by creating new bicycle routes on Del Monte (Canyon Del Rey to Broadway) and Broadway (Del Monte to General Jim Moore) and narrowing the roadways, calming high speed vehicular traffic, and
- removes barriers to mobility, with the installation of sidewalk extensions at intersections and new bike lanes, and
- completes the connection between Seaside and the Monterey Peninsula by closing the gap in the bicycle route between the Coastal Multiuse Trail and General Jim Moore Blvd. The Project would connect Seaside residents to north-south routes along the ocean to the west (i.e. Monterey Bay Coastal Trail) and inland to the east (i.e. General Jim Moore Blvd.).



The walking and biking distances are estimated to be 0.7 and 4 miles respectively, as recognized by the National Cooperative Highway Research Program (NCHRP), in Report 770, *Estimating Bicycling and Walking for Planning and Project Development: A Guidebook*. See Attachment I-1B-3. National Cooperative Highway Research Program Excerpt. This assumption is made because the population of the City of Seaside is young compared to the County, the State, and the nation (2010 Census data show that Seaside's median age is 30.6 years compared to 32.9 years, 35.2 and 37.2 for the county, state, and nation, respectively) and it was observed that the majority of bicyclists were commuters. The City of Monterey employment center is approximately three miles from the Project area. Housing areas are within one mile of the Project area. These are well within the NCHRP areas of influence for pedestrian and bicycling commuters to the Project area.



C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The Project has been a high priority for the City for many years. 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 improving connectivity between the City of Seaside and the Monterey Bay Coastal Trail, developing bikeways that link Fort Ord and the CSU campus to Seaside proper, and linking bikeways to the multimodal stations, including the proposed train station at Del Monte Boulevard and Broadway Avenue. In 2010, the City completed the West Broadway Urban Village (WBUV) Specific Plan, with the purpose of creating an urban village that promotes accessibility for pedestrians, bicycles, automobiles and transit. Refer to Attachment I-1C-1.

In 2011, the Transportation Agency for Monterey County prepared a *Bicycle and Pedestrian Master Plan* (See Attachment I-1C-2. TAMC Bicycle and Pedestrian Master Plan Excerpt). In preparing the plan, TAMC conducted stakeholder meetings and incorporated elements from Seaside's *Bicycle Transportation Plan*. The TAMC BPMP identifies existing and proposed bicycle and pedestrian facilities in Monterey County and communities therein. The goals of the TAMC BPMP are:

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.

To help identify the bikeway projects that best satisfied these goals, 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. The proposed Project is ranked in the TAMC BPMP as #7 (Broadway Avenue from Del Monte Boulevard to Mescal Street) and #19 (Del Monte Boulevard from Canyon Del Rey Boulevard to Broadway Avenue) on a county-wide basis of 408 projects (see Attachment I-1C-2. TAMC Bicycle and Pedestrian Master Plan Excerpt, Table ES-1, “Priority Bikeways”).

The Project is included in the following planning documents (see attached excerpts):

- City of Seaside Strategic Plan, February 3, 2015: goal to present a construction project for WBUV to the City Council, Attachment I-1C-3;
- WBUV Specific Plan: adopted January 21, 2010, details the Project non-motorized improvements and policies, Attachment I-1C-4; and
- TAMC Bicycle and Pedestrian Master Plan, December 2011: Del Monte (Canyon Del Rey - Broadway) and Broadway (Del Monte - General Jim Moore) as Class II (shown as City's highest priority) and pedestrian improvements on Broadway (see Attachment I-1C-2, TAMC BPMP)



Part B: Narrative Questions

Question #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**



The West Broadway Avenue corridor is an area with high traffic volumes and speeds. According to the 2010 Citywide Engineering and Traffic Study, there are 13,180 vehicles per day on Del Monte Boulevard and 10,140 on Broadway Avenue. Estimated 2015 volumes are 16,800 vehicles per day for Del Monte and nearly 13,000 for Broadway. The

85th percentile speed (the speed at or below which 85% of motorists are traveling) for Broadway is 34 mph for the section between Del Monte (though the posted speed is 25 mph) and Fremont and 35 mph from Fremont to General Jim Moore (posted speed is 30 mph). For Del Monte Boulevard, where the posted speed is 35 mph, the 85th percentile speed is 40 mph. The traffic accident rate for Broadway is 23 A/MVM (accidents per million vehicle miles). This is nearly 12 times the rate for the state of 2 A/MVM. For Del Monte, the rate is 7.8 A/MVM, compared to only 2 A/MVM statewide. Refer to Attachment I-2A-1. 2010 Citywide Engineering and Traffic Study Excerpt.

Collision reports obtained from the City of Seaside Police Department show that between 2009 and 2013 (most recent data available), there have been three pedestrians injured by vehicles. There have also been seven bicyclists injured by motorists and four non-injury accidents between bikes and cars. They are detailed in the table below and in Attachment I-2A-2. Pedestrian/ Bicycle Collision Maps.

**Table 2A. Accidents Involving Pedestrians and Bicyclists**

Injured	Killed	Date	Location		Bike/Ped
1	0	1/15/2009	Del Monte	Broadway	Ped
1	0	5/11/2010	Broadway	Calaveras	Bike
0	0	9/21/2011	Broadway	Calaveras	Bike
0	0	2/1/2012	Broadway	Noche Buena	Bike
0	0	4/3/2012	Broadway	Fremont	Bike
1	0	4/4/2012	Broadway	Alhambra	Bike
1	0	8/13/2012	Del Monte	Canyon Del Rey	Bike
1	0	10/12/2012	Broadway	Alhambra	Bike
1	0	11/8/2012	Broadway	Hillsdale	Bike
0	0	4/8/2013	Del Monte	Canyon Del Rey	Bike
2	0	4/17/2013	Broadway	Calaveras	Ped
2	0	9/1/2013	Del Monte	Canyon Del Rey	Bike
10	0	Totals			

Data from the City of Seaside Police Department for 2009 - 2013, most recent available

Given the very high number of vehicular collisions, it is surprising that the number of bicycle and pedestrian collisions is not higher. Most likely, this is because, as noted above, most bicyclists ride on the sidewalk. Also note that the number of injuries in 2012 and 2013 were four times the number of injuries in 2009 and 2010

The proposed Project is ranked in the TAMC BPMP as #7 (Broadway Avenue from Del Monte Blvd to Mescal St) and #19 (Del Monte Boulevard from Canyon Del Rey Blvd to Broadway) on a county-wide basis. One of the reasons that the proposed Project did not score higher in the TAMC BPMP is because bicycle accidents occurring in the proposed Project area (see Attachment I-1C-2. TAMC Bicycle and Pedestrian Master Plan, Figure 4-5,



“Bicycle Related Collisions Peninsula”) were incorrectly attributed to occur in Sand City. This may have caused the scoring of Project #7 to receive only 1 point out of a possible 25 and Project #19 to receive only 7 points out of a possible 25 for safety. Therefore, TAMC Projects #7, Broadway Ave from Del Monte Blvd to Mescal St, and Project #19, Del Monte Boulevard from Canyon Del Rey to Broadway Avenue, would most likely have ranked higher in priority if the accidents occurring in this project area had been correctly attributed to these projects. This can be seen by the great intensity of bicycle accidents shown along the entire length of the project area in the TAMC BPMP Figure 4-5 (Attachment I-1C-2).

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas:

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**
- **Improves sight distance and visibility between motorized and non-motorized users.**
- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**
- **Improves compliance with local traffic laws for both motorized and non-motorized users.**
- **Addresses inadequate traffic control devices.**
- **Eliminates or reduces behaviors that lead to collisions involving non-motorized users.**
- **Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.**

(15 points max.)

The Project would address major hazards for bicyclists and pedestrians existing today by:

- Reducing speed of motor vehicles in the proximity of non-motorized users with the "road diet" on Broadway and the elimination of parking on Del Monte;
- Improving sight distance and visibility between motorized and non-motorized users with green-painted bike lanes, high-visibility crosswalks and curb extensions at intersections;
- Eliminating potential conflict points between motorized and non-motorized users with the construction of colored bike lanes and curb extensions for pedestrians;



- Eliminating behaviors that lead to collisions involving non-motorized users by moving bicyclists from the sidewalk onto the street with the addition of green-colored bicycle lanes. This is also safer for pedestrians who currently share the sidewalk with bicyclists.
- Addressing inadequate bicycle facilities and sidewalks with the addition of bike lanes and widened sidewalks.
- Addressing inadequate pedestrian facilities by adding high-visibility crosswalks at intersections on Broadway between Del Monte and Fremont.



Existing Conditions and Proposed Project at Broadway and Hillsdale



Part B: Narrative Questions

Question #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

A broad cross-section of the community was involved in the development of the *West Broadway Urban Village Specific Plan* and the *Infrastructure Improvement Plan*, which include active transportation improvements for the Project area. See Attachments I-3A-1. Outreach and Stakeholders, and I-3A-2. Public Participation Meetings.) City staff presented the Project to City Council, Planning Commission, Board of Architectural Review (BAR), the Chamber of Commerce, and the TAMC Bicycle and Pedestrian Facilities Advisory Committee. The following meetings have been held:

- Stakeholder and Focus Group meetings – January 21, 2011
- Chamber of Commerce meeting – January 25, 2011
- Community meeting – March 28, 2011
- TAMC Bike and Ped – February 2, 2011
- Joint Meeting of City Council, Planning Commission and BAR – April 7, 2011
- Seaside Traffic Advisory Committee – September 20, 2011
- BAR Meeting – November 2, 2011
- Planning Commission Meeting – December 14, 2011
- City Council Meeting February 16, 2012
- BAR Meeting – March 6, 2013
- City Council Meeting October 3, 2013
- TAMC Bike and Ped – May 6, 2015



Notifications were sent out to tenants and property owners within the West Broadway Area prior to City Council, Planning Commission, Board of Architectural Review meetings and the Seaside Traffic Advisory Committee (TAC) meeting. The parties notified are shown in Attachments I-3A.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

An extensive public participation process began in 2007 for the West Broadway Avenue Specific Plan. The public was invited to participate in many workshops and meetings.

Work towards preparation of the West Broadway Avenue Specific Plan began in the summer of 2007 with the creation of an Advisory Committee to oversee and guide development of the Specific Plan process. A community-wide planning process was then initiated to ensure incorporation of a broad cross-section of viewpoints during the development of the Specific Plan. This public participation process included community-wide workshops (Attachment I-3A-1. Outreach and Stakeholders).

In addition, City staff met stakeholders and the community-at-large in a series of meetings to discuss the *West Broadway Urban Village Infrastructure Improvements* project. After the stakeholder meeting, the conceptual plans were presented to a combined meeting of the City Council, Planning Commission, and Board of Architectural Review. The intent of these meetings was to obtain both direction and feedback on the conceptual plan. Public participation was encouraged and the comments provided during these meetings are addressed in the final design. Fourteen meetings open to stakeholders and the community were held to discuss the Project (see Attachment I-3A-2. Public Participation Project Meetings). Attachments I-3A-3 and -4. Stakeholder Meetings, list the stakeholder and focus group meetings held, along with lists of those contacted and those in attendance.



More recently, City staff presented the Project to the TAMC Bicycle and Pedestrian Committee meeting on May 6, 2015. Comments received and incorporated during this meeting are discussed below.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

- The Latino Merchants and LULAC responded positively to the proposed improvements. Their primary concern with the plan was the possible displacement of existing tenants due to increased rents.
- Sustainable Seaside also responded positively to the proposed improvements. They liked the addition of bicycle route along Broadway, and the encouraged reuse of existing buildings to attract new businesses in the near term.
- The representative from the Citizens' League for Progress was supportive of the proposed improvement and stated that they would be communicating information regarding the Project to other members of their group and the community at large.
- Business owners believe that improved signage and amenities are needed to improve the City's and the area's identity.
- Business owners support widening of sidewalks and the addition of bicycle lanes.

At the TAMC Bike & Pedestrian Committee meetings, it was suggested that the City consider installing Class IV bike lanes on Del Monte and Broadway. Class IV bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. Although the proposed Class IV bike lanes could not be supported by the Project due to lack of space, the proposed narrowing the vehicle travel lanes on both Del Monte and Broadway from 12-ft to 11-ft wide could allow the bike lanes to be widened or could allow the addition of a buffer strip. The buffer strip for the bicycle lanes is being considered as a design revision and will be incorporated into the Project if feasible.



D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

City staff propose to conduct a follow-up non-motorized traffic survey one year after project completion and present these findings to the TAMC Bicycle and Pedestrian Committee.





Part B: Narrative Questions

Detailed Instructions for: Question #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

According to the 2012 study *Overweight and Obesity among Children by California Cities*, 45.6% of the children in Seaside are considered overweight or obese. The study, by the California Center for Public Health Advocacy and the UCLA Center for Health Policy Research, determined rates of overweight and obesity among fifth-, seventh-, and ninth-grade schoolchildren in California. The rate of childhood obesity in Seaside is higher than nationally, where 36 percent of 6- to 11-year-olds and 34 percent of 12- to 19-year-olds are considered to be overweight or obese (according to the National Health and Nutrition Examination Survey).

In addition, Seaside has a high minority population and in California, rates of obesity and overweight are higher among Latinos, African Americans, and American Indians than among whites and Asians. Nearly 61% of Seaside residents are those ethnicities prone to obesity. Refer to Attachment I-4A. Overweight and Obesity Study Excerpt and the table below.



Table 4A. City of Seaside Demographics

White alone, percent	48.4%
Black or African American alone, percent	8.4%
American Indian and Alaska Native alone, percent	1.1%
Asian alone, percent	9.7%
Native Hawaiian and Other Pacific Islander alone, percent	1.6%
Two or More Races, percent	7.9%
Hispanic or Latino, percent	43.4%
Minority Population	72.1%
White alone, not Hispanic or Latino, percent	32.5%

Source: US Census Bureau State & County QuickFacts
Data are for 2010, most recent available.

**B. Describe how you expect your project/proposal/plan to enhance public health.
(7 points max.)**

Increasing obesity rates are in part due to automobile trips replacing walking and bicycling trips for all but the shortest trips (October 27, 1999 issue of the JAMA). 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.

The Project provides connections to the coastal multiuse trail and to the main north-south bus transit route along Fremont Blvd. The Project would encourage people to walk or ride to their destinations by making it safer to do so. The Project would encourage bicycling and walking by:

- Improving the attractiveness for walking and bicycling by removing bicyclist from the sidewalks and into bike lanes on the streets. Benches, trees, and bike racks would also be added and street level lighting would be enhanced.



- Improving safety by eliminating potential conflict points between motorized and non-motorized users with the construction of curb extensions for pedestrians and colored bike lanes with a buffer area, where appropriate.





Part B: Narrative Questions

Question #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

- A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**
To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

Median Household Income

As shown in Attachment I-5A-1. Regional Median Household Income, the City of Seaside is one of the poorest areas in the region. Attachment I-5A-2. Seaside Median Household Income shows income by census tract for the City of Seaside. The Project is located in census tracts 140, 137, 138 and 135. Residents in these areas, along with those in tracts 136 and 139 would benefit from the Project. Median household income and population density are listed in Table 5A-1.

Income in census tract 137 (\$40,082) is just 65.3% of the statewide median income and this tract is the most densely-populated in the City. In addition, the household income of residents of tracts 136 and 140, at 80.7% and 81.2% of the statewide average, respectively, are just barely above the 80% disadvantaged area threshold. Tract 136 is also densely-populated.



**Table 5A-1. Median Household Income and Population Density
for City of Seaside Census Tracts**

Census Tract	Median Income	Population Density (per square mile)	% of State Median Income
135	\$66,929	8,980.2	109.00%
136	\$49,545	11,377.8	80.69%
137	\$40,082	18,226.3	65.28%
138	\$64,090	11,787.8	104.38%
139	\$55,066	6,820.9	89.68%
140	\$49,857	2,272.6	81.20%
141.07	\$69,073	228.0	112.50%

California statewide household median income = \$61,400

Source: US Census Bureau, American Community Survey
Median household income (in 2012 Inflation adjusted dollars)
2008-2012 American Community Survey (5-year estimates)

School Lunch Program

Attachment I-1B-1. Activities Centers, shows the locations of schools in the City. 91% of the students at Martin Luther King Elementary School, located on Broadway Avenue, are eligible to receive free or reduced-price lunches. 72% of the student body of King school is Latino, 94% are socioeconomically disadvantaged and 47% of parents did not graduate from high school (see Attachment I-5A-3. Academic Performance Index Report for King School, by the State of California Department of Education). These statistics are mirrored in most City of Seaside schools. In fact, with one exception, all of the public schools in Seaside have a large majority of students receiving free or reduced-price lunches. Refer to Table 5A-2 below.



**Table 5A-2. City of Seaside Schools
Free and Reduced-Price Lunches**

School	% FREE / Reduced-Price Lunches
Del Rey Woods Elementary	90
Highland Elementary	93
King Elementary	91
Marshall Elementary	51
Ord Terrace Elementary	94
Seaside Middle School	87
Central Coast High School	69
Seaside High School	82

Source of data: State of California Department of Education
Academic Performance Index (API) School Demographic
Characteristics 2013 Growth API Report

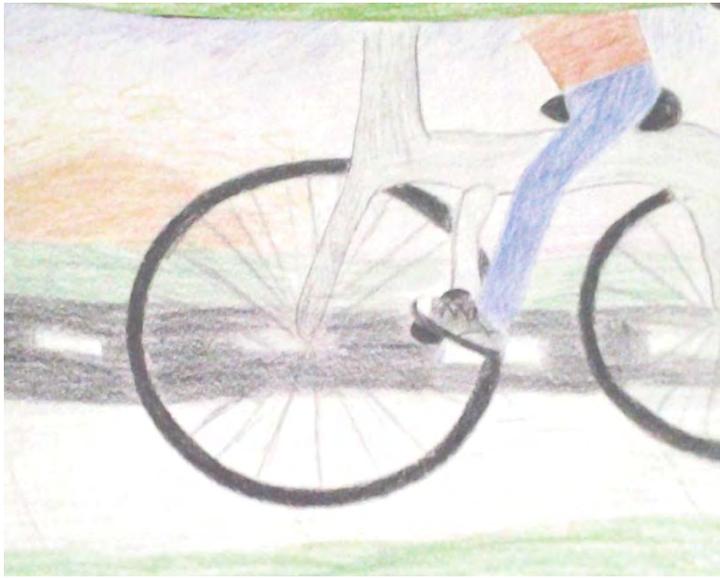
**B. For proposals located within disadvantage community: (5 points max)
What percent of the funds requested will be expended in the disadvantaged
community? Explain how this percent was calculated.**

As discussed above, essentially three of the six census tracts in the Project area of influence (137, 136 and 140) are comprised of residents who have an average median income that is less than 80% of the statewide average. Also, the four most densely-populated tracts in the City (137, 138, 136 and 135) are in or near the Project area. Because of the concentrated populations in the Project area, it is estimated that 80% of the Project would benefit the disadvantaged community.



C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.



Prior to construction, City staff plan to hold a public meeting in or near Census Tract #137 to provide information about the planned pedestrian and bicycle improvements. Census tract 137 is where the most disadvantaged Seaside citizens live. Since disadvantaged citizens often do not own cars and may not have money for transit, they are much more likely to bike or ride to work or to other

destinations. Workshops are to be held in English and Spanish to accommodate the large Spanish-speaking population and public participation will be encouraged. Meetings will be announced on English- and Spanish-language media outlets.

The current infrastructure, as discussed above, is not conducive to safe and efficient pedestrian and bicycle travel. High traffic volumes and speeds on Del Monte, coupled with parking on both sides of the street, cause most bicyclists to ride on the existing narrow sidewalks. Green-colored bike lanes would mitigate for this. On Broadway, high traffic volumes and speeds, coupled with narrow sidewalks, make it unsafe for both pedestrians and bicyclists. The "road diet", widened sidewalks, curb extensions, visible sidewalks and green-colored bike lanes would make the area much safer for disadvantaged residents to commute from the City of Seaside to the City of Monterey.



Part B: Narrative Questions

Question #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

During the design and environmental process for the Project, several alternatives were considered. As required by the California Environmental Quality Act (CEQA), three alternatives were reviewed. In addition, engineering analysis was done on the feasibility of constructing a roundabout at Broadway Avenue and Alhambra Street.

The following environmental alternatives were considered:

- Alternative 1: Reduced Density This alternative would reduce the amount of allowable development in the Project area to a figure equivalent to 80 percent of development proposed as part of the Project. With this alternative, there would be fewer people in the proposed new walkable community, reducing the number of people using active modes of transportation.
- Alternative 2: Retain Present Configuration of West Broadway Avenue This alternative would have the same development program as the Project, but would remove the West Broadway Avenue Reconfiguration proposed by the Project. This alternative would have none of the active transportation benefits of the proposed Project. Therefore, none of the benefits of active transportation would be realized.
- Alternative 3: No Project This alternative would not increase the use of active modes of transportation.



Below are the key findings from the roundabout study:

- A roundabout at West Broadway Avenue at Alhambra would require purchasing the four properties at the intersection, which today have economically viable uses right in the heart of the commercial district. In addition, pedestrian travel for the visually impaired would not be improved at this intersection. Therefore, this roundabout was deemed infeasible and not incorporated into the design.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

See Attachment I-6. Benefit-Cost Analysis. The calculated benefit / cost ratio is 4.56.

In general, the directions are clear and easy to use, however the instructions did not clearly define if "existing step counts" or "existing miles walked" fields were necessary when completing Box 1B.



Part B: Narrative Questions

Question #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)**

Funding for the Project is as follows.

Project Funding Plan				
West Broadway Urban Village Infrastructure Improvements Project				
Type	Source	Amount	ATP Match	Status
City of Seaside	Auto Center Bond	\$88,400		Secured
Other-Regional	RSTP Competitive	\$4,050,000	\$923,400	Secured
Federal	ATP Grant	\$3,693,600		This grant request
Totals		\$7,832,000	\$923,400	

The Regional Surface Transportation Program (RSTP) competitive grant was approved by the Transportation Agency for Monterey County (TAMC) on August 27, 2014.

Auto Center Bond funding is for the revitalization of the Seaside Auto Center area.



Part B: Narrative Questions

Question #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The City submitted project information via email concurrently to both the CCC AND certified community conservation corps.

California Conservation Corps representative: Community Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC AND Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The City submitted Project information via email concurrently to both the CCC and certified community conservation corps on May 11, 2015. See Attachment I-8. Conservation Corps Correspondence.



Part B: Narrative Questions

Question #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. ***Applicant:*** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City of Seaside has not defaulted on any ATP-type grants in the last five years. The following identifies the most recent ATP-type grant awards:

- The City of Seaside was successful in completing work on a Safe Routes To School Non-Infrastructure grant for a total amount of \$36,000 in 2009 for enforcement and education at Seaside Middle School (formerly called Fitch Middle School).
- The City of Seaside successfully completed the following grant projects: Transportation Development Act (2%) grant fund in the amount of \$54,100 in 2006 for Coe Avenue Class II Bikeway Design; Safe Route To School Infrastructure grants in the amount of \$900,000 in 2007 for Coe Avenue Pedestrian and Bicycle Improvements; and \$551,000 in Bicycle Transportation Account in 2008 for Coe Avenue and Pedestrian Improvements.

- B. ***Caltrans response only:***
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Credit: Drawings throughout this application are from the Monterey Bay Unified Air Control District's annual clean air calendar contest.



Part C: Application Attachments

Attachment A - Application Signature Page

Attachment B - ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)

Attachment C - Engineer's Checklist

Attachment D - Project Location Map

Attachment E - Project Map / Plans Showing Existing and Proposed Conditions

Attachment F - Photos of Existing Conditions

Attachment G - Project Estimate

Attachment H - NOT USED

Attachment I - Narrative Questions Backup Information

Note that Attachments I are numbered with the narrative question number followed by the number of the attachment for that question. For example, Attachment I-5A-2 is the second attachment for question 5A

- I-1A-1 Non-Motorized Volumes Map
- I-1A-2 Non-Motorized Volumes Data
- I-1A-3 Methodology for Projection of Future Non-Motorized Volumes
- I-1B-1 Activities Centers Map
- I-1B-2 Seaside Zoning Districts Map
- I-1B-3 National Cooperative Highway Research Program Excerpt
- I-1C-1 West Broadway Urban Village Specific Plan Excerpt - Plan Description
- I-1C-2 TAMC Bicycle and Pedestrian Master Plan Excerpt
- I-1C-3 City of Seaside Strategic Plan Excerpt
- I-1C-4 West Broadway Urban Village Specific Plan Excerpt - Policies
- I-2A-1 2010 Citywide Engineering and Traffic Study Excerpt
- I-2A-2 Pedestrian / Bicycle Collision Maps



- I-3A-1 Outreach and Stakeholders
- I-3A-2 Public Participation Meetings
- I-3A-3 Stakeholder Meetings
- I-3A-4 Stakeholder Meeting Attendees
- I-4A Overweight and Obesity Study Excerpt
- I-5A-1 Regional Median Household Income
- I-5A-2 Seaside Median Household Income
- I-5A-3 Academic Performance Index Report for King School
- I-6 Benefit-Cost Analysis
- I-8 Conservation Corps Correspondence

Attachment J - Letters of Support

- Jane Parker, Supervisor - Fourth District
- Mark Stone, Assembly Member, Twenty-Ninth District
- Transportation Agency for Monterey County
- Association of Monterey Bay Area Governments

Attachment K - Additional Attachments

- K-2-1 Regional Transportation Plan Excerpt



Part C: Attachments Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____

Date: _____

May 29, 2015

Name: John Dunn

Phone: 831-899-6701

Title: City Manager

e-mail: JDunn@ci.seaside.ca.us

ATP PROJECT PROGRAMMING REQUEST

Date: 5/28/2015

Project Information:					
Project Title: West Broadway Urban Village Infrastructure Improvements					
District	County	Route	EA	Project ID	PPNO
05	Monterey				

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				39				39	
PS&E				5				5	
R/W									
CON				3,650				3,650	
TOTAL				3,694				3,694	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				39				39	
PS&E				5				5	Notes:
R/W									
CON				3,650				3,650	
TOTAL				3,694				3,694	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$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									Notes:
R/W									
CON									
TOTAL									

ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

This application checklist is to be used by the engineer in “responsible charge” of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC’s requirements for a PSR-Equivalent document (per CTC’s ATP Guidelines and CTC’s Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in “responsible charge” of defining the projects Scope, Cost and Schedule per the expectations of the CTC’s PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer’s Initials: Jo

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer’s Initials: Jo

- a. Be to a scale which allows the visual verification of the overall project “construction” limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency’s right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans’, Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer’s Initials: Jo

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer’s Initials: Jo

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. Crash/Safety Data, Collision maps and Countermeasures:

Engineer's Initials: TO

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP funding

Engineer's Initials: TO

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. Warrant studies/guidance (Check if not applicable)

Engineer's Initials: TO

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. Additional narration and documentation:

Engineer's Initials: TO

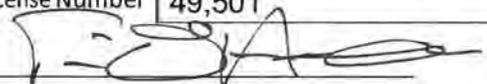
- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First):

Title:

Engineer License Number

Signature: 

Date:

Email:

Phone:

Engineer's Stamp:



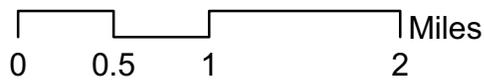
Attachment D. Project Location Map

West Broadway Urban Village Infrastructure Improvements



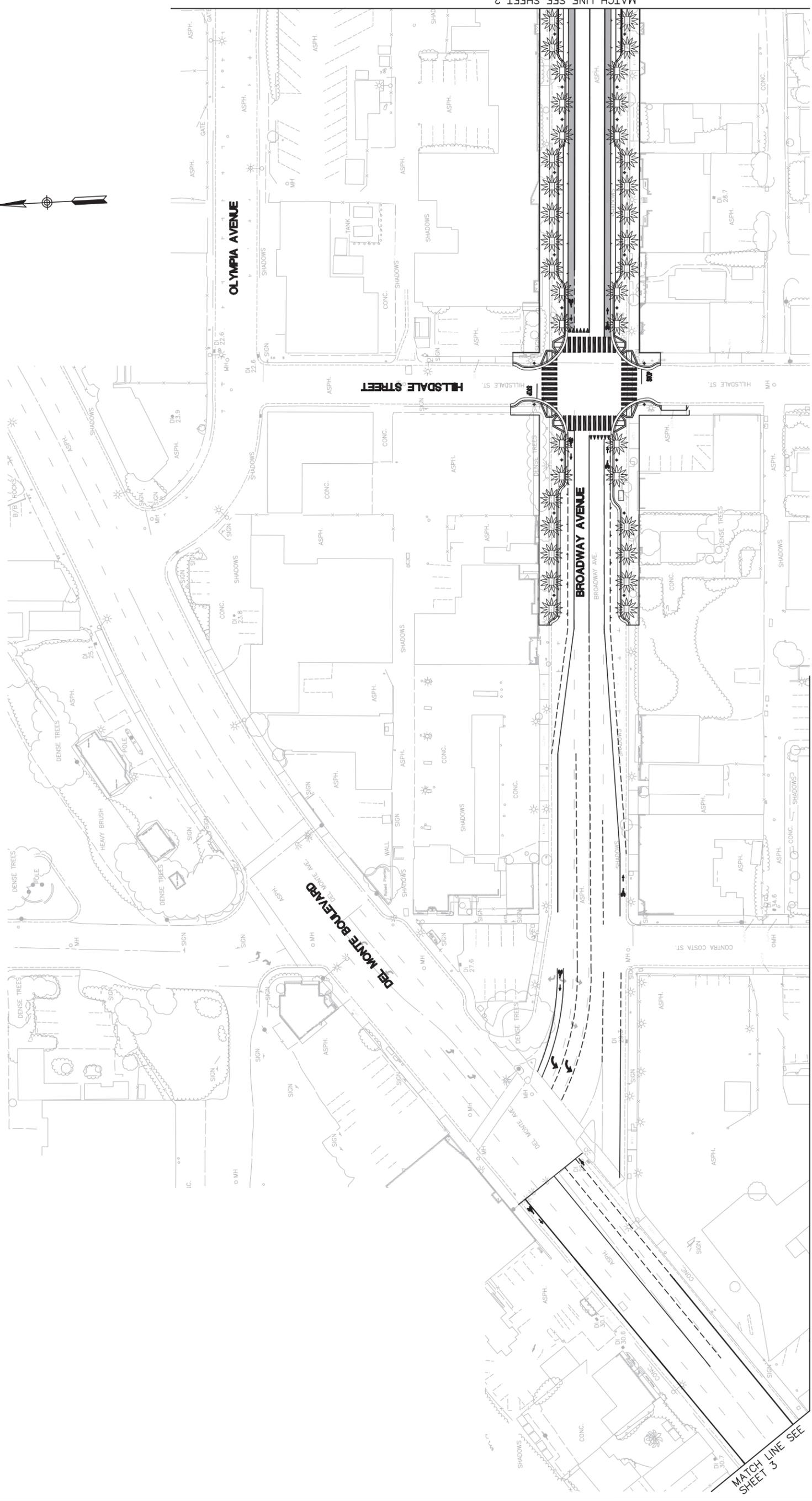
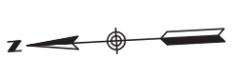
Legend

-  Project Boundary
-  3 mile Project Boundary
-  Parks, Open Spaces
-  Seaside City Limit



Attachment D





MATCH LINE SEE SHEET 2

MATCH LINE SEE SHEET 3

SCALE: 1"=40'

BAR LENGTH ON ORIGINAL DRAWING EQUALS ONE INCH - ADJUST SCALE ACCORDINGLY

		CITY OF SEASIDE WEST BROADWAY URBAN VILLAGE INFRASTRUCTURE IMPROVEMENTS PROJECT		DATE: 04/13/2015 SHEET: 1 OF 3
CITY OF SEASIDE, PUBLIC WORKS DIVISION 440 HARCOURT AVENUE SEASIDE, CA 93955 (631) 899-6884		PHASE 1 PROJECT		DRAWING NO.: JOB NO.:
CONSULTANT:		SEA/SIGNATURE:		PROJECT:
 MARK THOMAS & COMPANY INC. 1960 Zankler Road Sonoma, CA 95112 (408) 453-5375		DESIGNED BY:		SHEET:
DRAWN BY:		CHECKED BY:		DRAWING NO.:
CHECKED BY:		DATE:		JOB NO.:
REVISIONS:		DESCRIPTION:		PROJECT:
NO. DATE:		QTY APPROVAL:		SHEET:
DATE:		DATE:		DRAWING NO.:
DATE:		DATE:		JOB NO.:

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NO.	DATE	DESCRIPTION	BY	DATE

DESIGNED BY AP
 DRAWN BY AP
 CHECKED BY MF



MARK THOMAS & COMPANY, INC.
 Providing Engineering, Surveying, and Planning Services
 1960 Zanker Road
 San Jose, CA 95112
 (408) 453-5375

CONSULTANT

SEA/ SIGNATURE

CITY OF SEASIDE, PUBLIC WORKS DIVISION
 440 HARCOURT AVENUE
 SEASIDE, CA 93955
 (631) 899-6884

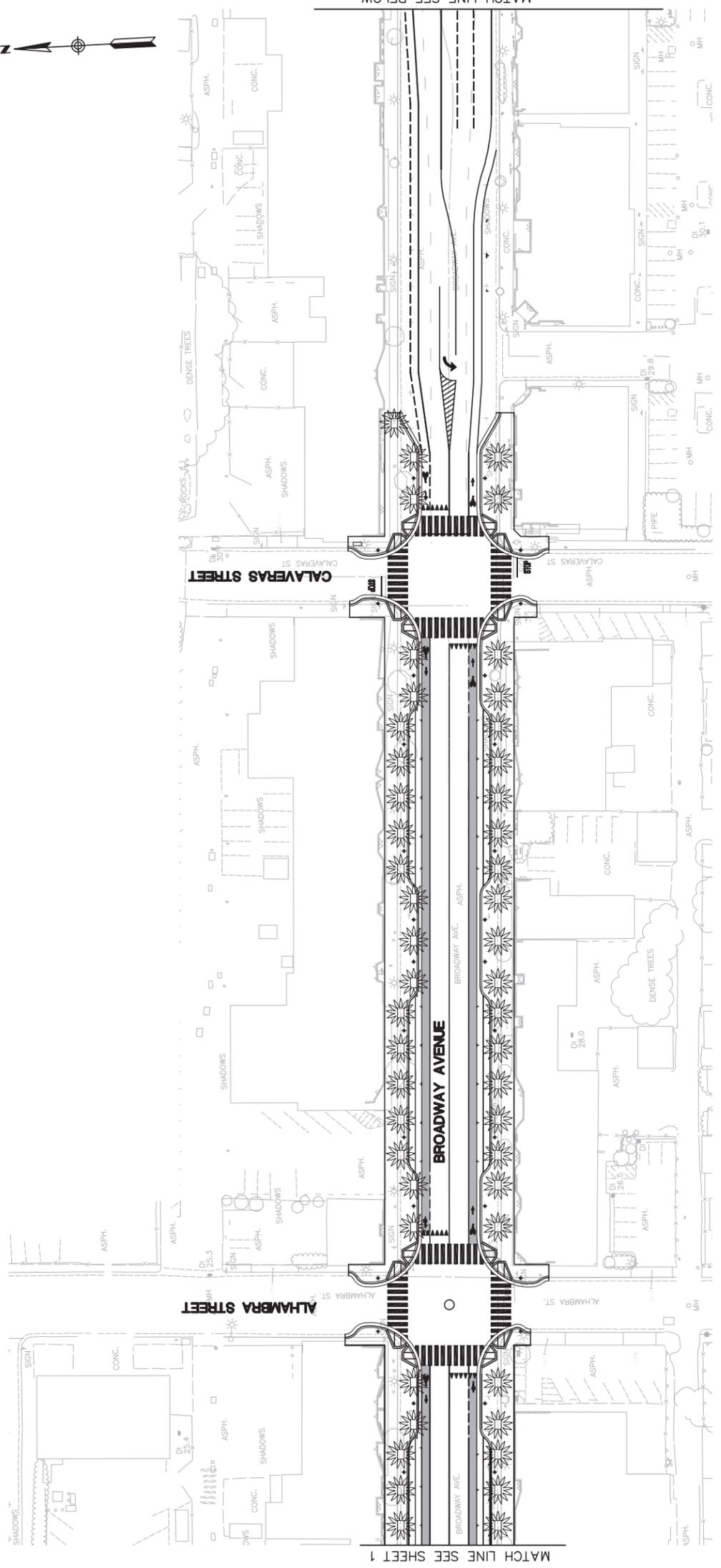
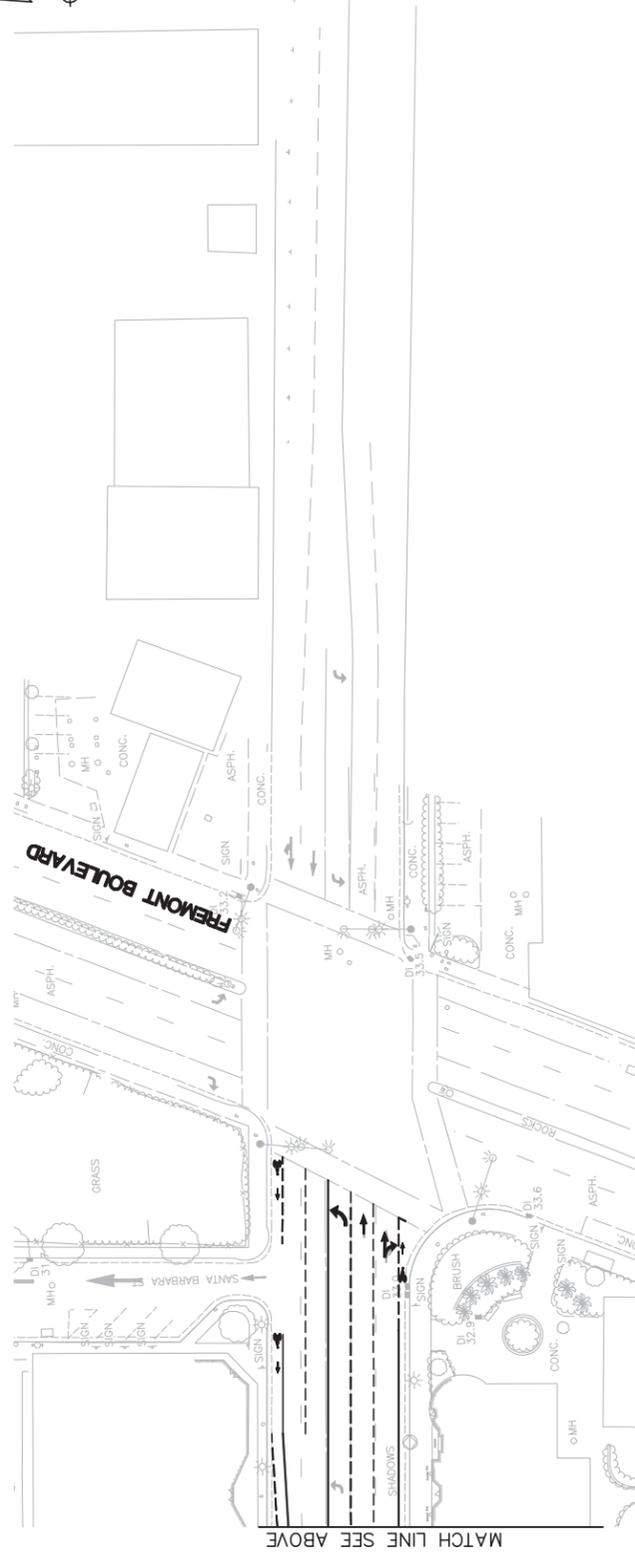


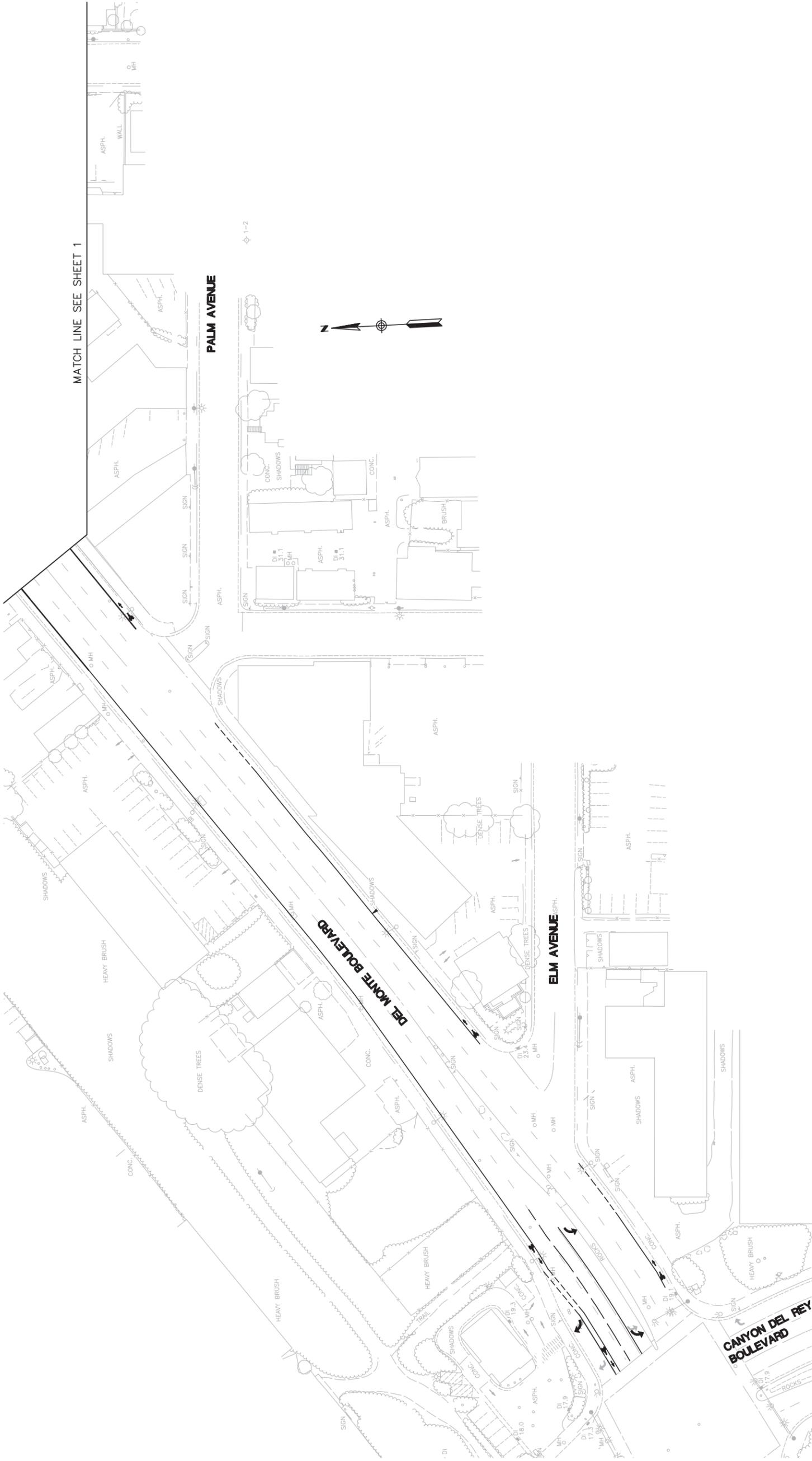
PROJECT CITY OF SEASIDE
WEST BROADWAY URBAN VILLAGE
 INFRASTRUCTURE IMPROVEMENTS PROJECT

SHEET
PHASE 1 PROJECT

DATE	04/13/2015
SHEET	2 OF 3
DRAWING NO.	
JOB NO.	

SCALE: 1" = 40'





MATCH LINE SEE SHEET 1

PALM AVENUE

DEL MONTE BOULEVARD

ELM AVENUE

CANYON DEL REY BOULEVARD

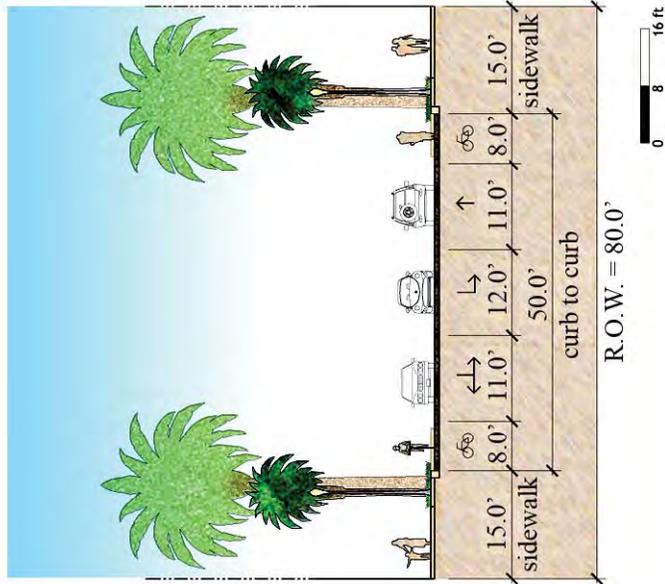


SCALE: 1"=40'

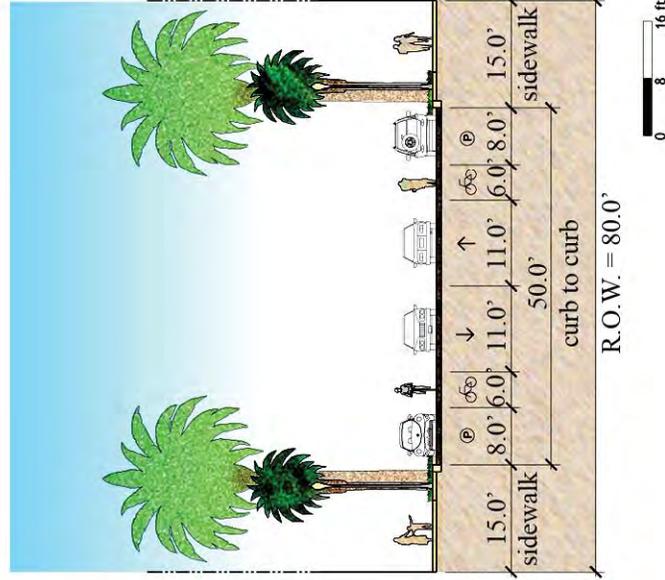
		CITY OF SEASIDE WEST BROADWAY URBAN VILLAGE INFRASTRUCTURE IMPROVEMENTS PROJECT		DATE: 04/13/2015 SHEET: 3 OF 3
CITY OF SEASIDE, PUBLIC WORKS DIVISION 440 HARCOURT AVENUE SEASIDE, CA 93955 (631) 899-6884		PHASE 1 PROJECT		DRAWING NO.: JOB NO.:
		CONSULTANT		SEALED SIGNATURE
DESIGNED BY	AP	MARK THOMAS & COMPANY, INC. 1960 Zankler Road San Jose, CA 95112 (408) 453-5375		DATE
DRAWN BY	AP	REVISIONS		DATE
CHECKED BY	MF	NO.	DATE	DESCRIPTION

Attachment E. Proposed New Roadway Sections

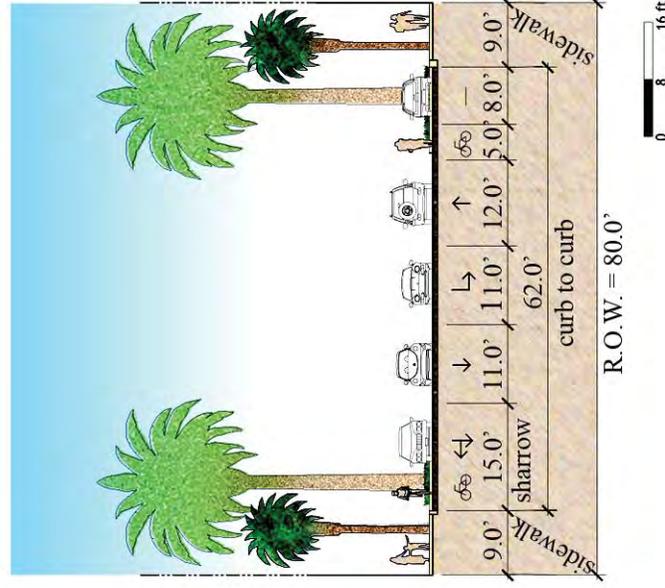
Attachment E. Proposed New Roadway Sections



Broadway Avenue
(between Contra Costa and Hillsdale Streets)



Broadway Avenue
(between Hillsdale and Calaveras Streets)



Broadway Avenue
(between Calaveras Street and Fremont Boulevard)

Note that 8.0' bikeway sections include a 6.0' bikeway with a 2.0' wide white stripe

**Attachment F - Photographs of Existing Conditions
West Broadway Urban Village Infrastructure Improvements Project**



Broadway Avenue at Alhambra Street



Broadway Avenue between Hillsdale and Alhambra Streets

**Attachment F - Photographs of Existing Conditions
West Broadway Urban Village Infrastructure Improvements Project**



Broadway Avenue at Hillsdale Street



Broadway Avenue at Fremont Boulevard

**Attachment F - Photographs of Existing Conditions
West Broadway Urban Village Infrastructure Improvements Project**



Del Monte Boulevard at Contra Costa Street



Palm Avenue at Hillside Street

Attachment G. Project Estimate

Attachment G. Project Estimate
West Broadway Urban Village Infrastructure Improvement Project

Item No.	Spec Section	Item Description	Unit	Quantity	Unit Price	Amount	ATP Grant Remissible Cost	
							Share (%)	Amount
ROADWAY								
1	TS-09	Mobilization (10%)	LS	1	\$510,000.00	\$510,000		\$330,000
2	TS-02	Construction Project Information Sign	LS	1	\$2,000.00	\$2,000	100%	\$2,000
3	TS-03	Construction Site Management	LS	1	\$10,000.00	\$10,000	64%	\$6,400
4	TS-04	Prepare Storm Water Pollution Prevention Plan	LS	1	\$3,000.00	\$3,000	64%	\$1,920
5	TS-04	Rain Event Action Plan	EA	13	\$500.00	\$6,500	64%	\$4,160
6	TS-04	Storm Water Annual Report	EA	2	\$2,000.00	\$4,000	64%	\$2,560
7	TS-04	Storm Water Sampling and Analysis Day	EA	5	\$1,000.00	\$5,000	64%	\$3,200
8	TS-17-04	Lead Compliance Plan (Stripe Removal)	LS	1	\$2,000.00	\$2,000	64%	\$1,280
9	TS-05	Temporary Fence	LF	13,000	\$6.00	\$78,000	64%	\$49,920
10	TS-06	Temporary Drainage Inlet Protection	EA	37	\$300.00	\$11,100	64%	\$7,104
11	TS-07	Temporary Concrete Washout (Portable)	EA	4	\$2,000.00	\$8,000	64%	\$5,120
12	TS-08	Temporary Construction Entrance	EA	9	\$3,500.00	\$31,500	64%	\$20,160
13	TS-10	Traffic Control System	LS	1	\$150,000.00	\$150,000	64%	\$96,000
14	TS-12	Temporary Traffic Stripe (Paint)	LF	21,000	\$0.80	\$16,800	64%	\$10,752
15	TS-12	Temporary Pavement Marking (Paint)	SQFT	2,100	\$4.00	\$8,400	64%	\$5,376
16	TS-12	Temporary Pavement Market	EA	450	\$15.00	\$6,750	64%	\$4,320
17	TS-13	Type III Barricade	EA	70	\$140.00	\$9,800	64%	\$6,272
18	TS-14	Channelizer (Surface Mounted)	EA	640	\$48.00	\$30,720	64%	\$19,661
19	TS-15	Temporary Railing (Type K)	LF	1,100	\$36.00	\$39,600	64%	\$25,344
20	TS-16	Temporary In-Line Crash Cushion	EA	8	\$3,500.00	\$28,000	64%	\$17,920
21	TS-17.02	Remove Tree	EA	36	\$800.00	\$28,800	100%	\$28,800
22	TS-17-04	Remove Thermoplastic Traffic Stripe	LF	560	\$4.50	\$2,520	64%	\$1,613
23	TS-17-05	Remove Traffic Stripe	LF	8,200	\$1.00	\$8,200	64%	\$5,248
24	TS-17-05	Remove Pavement Marking	SQFT	900	\$3.00	\$2,700	64%	\$1,728
25	TS-17-06	Remove Inlet	EA	3	\$1,500.00	\$4,500	100%	\$4,500
26	TS-17-06	Remove Manhole	EA	1	\$1,500.00	\$1,500		
27	TS-17-07	Remove Roadside Sign	EA	27	\$160.00	\$4,320	100%	\$4,320
28	TS-17-08	Remove Bollard	EA	2	\$200.00	\$400	100%	\$400
29	TS-17-09	Remove Trash Receptacle	EA	9	\$100.00	\$900	100%	\$900
30	TS-17-10	Remove Bench	EA	2	\$200.00	\$400	100%	\$400
31	TS-17-11	Remove Base and Surfacing	CY	3,310	\$30.00	\$99,300	64%	\$63,552
32	TS-17-12	Remove Concrete Curb and Gutter	LF	3,100	\$8.00	\$24,800	100%	\$24,800
33	TS-17-12	Remove Concrete Sidewalk	SQFT	19,000	\$2.50	\$47,500	100%	\$47,500
34	TS-17-12	Remove Concrete Island (Portions)	SQFT	0	\$2.00	\$0		
35	TS-17-13	Abandon Sanitary Sewer	LF	630	\$40.00	\$25,200		
36	TS-17-14	Abandon Culvert	LF	570	\$40.00	\$22,800	64%	\$14,592
37	TS-17-15	Cap Manhole	EA	1	\$2,000.00	\$2,000	64%	\$1,280
38	TS-17-16	Relocate Roadside Sign	EA	7	\$300.00	\$2,100	100%	\$2,100

Attachment G. Project Estimate

Attachment G. Project Estimate West Broadway Urban Village Infrastructure Improvement Project

Item No.	Spec Section	Item Description	Unit	Quantity	Unit Price	Amount	Share (%)	ATP Grant Remissible Cost
39	TS-17-17	Relocate Water Meter	EA	0	\$4,000.00	\$0		
40	TS-17-18	Relocate Backflow Preventer Assembly	EA	0	\$1,500.00	\$0		
41	TS-17-19	Relocate Fire Hydrant Assembly	EA	0	\$3,500.00	\$0		
42	TS-17-20	Adjust Water Meter Cover to Grade	EA	0	\$500.00	\$0		
43	TS-17-21	Adjust Manhole to Grade	EA	0	\$2,000.00	\$0		
44	TS-17-22	Sawcut Tree Well	EA	6	\$750.00	\$4,500	100%	\$4,500
45	TS-17-23	Cold Plane Asphalt Concrete Pavement	SQFT	0	\$0.60	\$0		
46	TS-18	Clearing and Grubbing	LS	1	\$25,000.00	\$25,000	64%	\$16,000
47	TS-19	Roadway Excavation	CY	1,770	\$60.00	\$106,200	64%	\$67,968
48	TS-19	Utility Trench	LF	0	\$100.00	\$0		
49	TS-20	4" Irrigation Sleeve	LF	700	\$20.00	\$14,000	50%	\$7,000
50	TS-20	6" Irrigation Sleeve	LF	800	\$30.00	\$24,000	50%	\$12,000
51	TS-21	Finishing Roadway	LS	1	\$25,000.00	\$25,000	64%	\$16,000
52	TS-22	Decomposed Granite (Miscellaneous Areas)	SQFT	0	\$5.00	\$0		
53	TS-23	Class 2 Aggregate Base	CY	1,150	\$60.00	\$69,000		\$30,000
54	TS-24	Portland Concrete Cement Pavement	CY	120	\$550.00	\$66,000	100%	\$66,000
55	TS-25	Hot-Mixed Asphalt (Type A)	TON	3,320	\$135.00	\$448,200	39%	\$174,798
56	TS-26	Roadside Sign (One Post)	EA	93	\$350.00	\$32,550	100%	\$32,550
57	TS-26	Roadside Sign (Strap and Saddle)	EA	3	\$300.00	\$900	100%	\$900
58	TS-27	Wood & Metal Bench	EA	15	\$2,000.00	\$30,000	100%	\$30,000
59	TS-27	Trash/Recycling Receptacle	EA	10	\$2,500.00	\$25,000	100%	\$25,000
60	TS-27	Stainless Steel Bike Rack	EA	25	\$750.00	\$18,750	100%	\$18,750
61	TS-27	Timber Bull Rail/Barrier Curb	LF	0	\$150.00	\$0		
62	TS-28	6" Polyvinyl Chloride Pipe (SDR 26)	LF	0	\$80.00	\$0		
63	TS-28	12" High Density Polyethylene Pipe	LF	1,020	\$90.00	\$91,800	64%	\$58,752
64	TS-28	18" High Density Polyethylene Pipe	LF	40	\$110.00	\$4,400	64%	\$2,816
65	TS-28	Type G1 Inlet	EA	0	\$1,500.00	\$0		
66	TS-28	Type G3 Inlet	EA	2	\$3,000.00	\$6,000	100%	\$6,000
67	TS-28	Type G3 (Mod) Inlet	EA	3	\$3,500.00	\$10,500	100%	\$10,500
68	TS-28	Type G4 Inlet	EA	17	\$3,500.00	\$59,500	100%	\$59,500
69	TS-28	Expanded Type G4 Inlet	EA	1	\$4,500.00	\$4,500	100%	\$4,500
70	TS-28	Storm Drain Manhole	EA	13	\$4,500.00	\$58,500	64%	\$37,440
71	TS-28	Storm Drain Water Retention Structure	CY	2,500	\$165.00	\$412,500	10%	\$41,250
72	TS-28	Hydrodynamic Separator	EA	4	\$20,000.00	\$80,000	10%	\$8,000
73	TS-29	Low Impact Development Features - Tress Box filters and	LS	1	\$200,000.00	\$200,000	64%	\$128,000
74	TS-29	8" Polyvinyl Chloride Pipe (SDR 26)	LF	160	\$100.00	\$16,000		
75	TS-29	10" Polyvinyl Chloride Pipe (SDR 26)	LF	1,200	\$105.00	\$126,000		
76	TS-29	12" Polyvinyl Chloride Pipe (SDR 26)	LF	250	\$115.00	\$28,750		
77	TS-29	Sanitary Sewer Manhole	EA	8	\$4,500.00	\$36,000		

Attachment G. Project Estimate

Attachment G. Project Estimate
West Broadway Urban Village Infrastructure Improvement Project

Item No.	Spec Section	Item Description	Unit	Quantity	Unit Price	Amount	Share (%)	ATP Grant Remissible Cost	
						Amount	Quantity	Amount	
78	TS-30	4" Polyvinyl Chloride Pipe (CL200)	LF	0	\$90.00	\$0			
79	TS-30	6" Polyvinyl Chloride Pipe (CL200)	LF	0	\$120.00	\$0			
80	TS-31	8" Polyvinyl Chloride Pipe (CL200)	LF	0	\$135.00	\$0			
81	TS-30	12" Polyvinyl Chloride Pipe (CL200)	LF	0	\$150.00	\$0			
82	TS-30	4" Gate Valve	EA	0	\$1,250.00	\$0			
83	TS-30	6" Gate Valve	EA	0	\$1,500.00	\$0			
84	TS-31	8" Gate Valve	EA	0	\$2,000.00	\$0			
84	TS-30	12" Gate Valve	EA	0	\$3,000.00	\$0			
85	TS-30	1" Manual Air Release Valve	EA	0	\$1,000.00	\$0			
86	TS-30	Fire Hydrant Assembly	EA	0	\$6,000.00	\$0			
87	TS-30	1" Water Service	EA	1	\$3,000.00	\$3,000	10%	\$300	
88	TS-30	Water Connection	EA	0	\$4,000.00	\$0			
89	TS-31	ADA Curb Ramp	EA	24	\$3,500.00	\$84,000	100%	\$84,000	
90	TS-31	Curb (Type A)	LF	0	\$45.00	\$0			
91	TS-31	Curb (Type A-Mod)	LF	1,800	\$85.00	\$153,000	100%	\$153,000	
92	TS-31	Curb (Type B)	LF	0	\$25.00	\$0			
93	TS-31	Curb (Type B-Mod)	LF	1,250	\$65.00	\$81,250	100%	\$81,250	
94	TS-31	Curb (Type B3-6)	LF	0	\$25.00	\$0			
95	TS-31	Valley Gutter	LF	1,250	\$95.00	\$118,750	100%	\$118,750	
96	TS-31	Concrete Maintenance Step Out	LF	0	\$15.00	\$0			
97	TS-31	Architectural Concrete Sidewalk (Color, Sawcut, Sandblast)	SQFT	43,000	\$9.00	\$387,000	100%	\$387,000	
98	TS-31	Architectural Concrete Driveway (Color, Sawcut, Sandblast)	SQFT	600	\$9.00	\$5,400	100%	\$5,400	
99	TS-31	Concrete Median Paving	SQFT	0	\$8.00	\$0			
100	TS-32	4" Thermoplastic Traffic Stripe	LF	5,210	\$1.00	\$5,210	64%	\$3,334	
101	TS-32	6" Thermoplastic Traffic Stripe	LF	4,510	\$1.50	\$6,765	64%	\$4,330	
102	TS-32	6" Thermoplastic Traffic Stripe (Dashed)	LF	810	\$1.50	\$1,215	64%	\$778	
103	TS-32	8" Thermoplastic Traffic Stripe	LF	1,560	\$2.00	\$3,120	64%	\$1,997	
104	TS-32	Thermoplastic Pavement Marking	SQFT	850	\$7.50	\$6,375	64%	\$4,080	
105	TS-32	Painted Pavement Marking	SQFT	5,445	\$3.50	\$19,058	64%	\$12,197	
106	TS-32	Colored Bicycle Lane	SQFT	30,500	\$7.00	\$213,500	100%	\$213,500	
107	TS-33	Paint Curb	LF	5,180	\$2.00	\$10,360	64%	\$6,630	
108	TS-34	Pavement Marker (Retroreflective)	EA	330	\$5.00	\$1,650	64%	\$1,056	
109	TS-35	Object Marker	EA	2	\$8.00	\$16			
110	TS-36	Survey Monument	EA	2	\$1,000.00	\$2,000			
LANDSCAPE									
111	TS-37	Import Topsoil	CY	340	\$50.00	\$17,000	50%	\$8,500	
112	TS-37	Sand at Palms	CY	0	\$15.00	\$0			
113	TS-37	Palm Type 1 (Medeol Date)	EA	36	\$500.00	\$18,000	100%	\$18,000	
114	TS-37	Palm Type 2 (Mexican Fan)	EA	52	\$2,600.00	\$135,200	10%	\$13,520	

Attachment G. Project Estimate

**Attachment G. Project Estimate
West Broadway Urban Village Infrastructure Improvement Project**

Item No.	Spec Section	Item Description	Unit	Quantity	Unit Price	Amount	Share (%)	ATP Grant Remissible Cost
								Quantity Amount
115	TS-37	Planting	LS	0	\$70,000.00	\$0		
116	TS-37	Maintenance Period (365 Days)	LS	1	\$12,000.00	\$12,000	50%	\$6,000
117	TS-38	Landscape Irrigation System	LS	1	\$80,000.00	\$80,000	50%	\$40,000
ELECTRICAL								
118	TS-39	Relocate Street Light	EA	0	\$5,000.00	\$0		
119	TS-39	Remove and Salvage Ornamental Street Light	EA	31	\$750.00	\$23,250	100%	\$23,250
120	TS-39	Street Light Fixture	EA	72	\$6,500.00	\$468,000	100%	\$468,000
121	TS-39	LED Tree-Mounted Palm Accent Light Assembly	EA	0	\$1,605.00	\$0		
122	TS-39	Site Electrical Work (Incl. Wiring, Conductors, & Conduit)	LS	1	\$220,000.00	\$220,000	100%	\$220,000
123	TS-39	Signal and Lighting (Location 1: Del Monte/Contra Costa)	LS	0	\$180,000.00	\$0		
124	TS-39	Signal and Lighting (Location 2: Del Monte/Broadway)	LS	1	\$15,000.00	\$15,000	10%	\$1,500
125	TS-39	Signal and Lighting (Location 3: Broadway/Alhambra)	LS	1	\$70,000.00	\$70,000		
126	TS-39	Signal and Lighting (Location 4: Broadway/Fremont)	LS	1	\$15,000.00	\$15,000	10%	\$1,500
127	TS-39	Interconnection Conduit and Cable	LS	1	\$45,000.00	\$45,000		
128		Conduit and Pull Box for Future Fiber Optic	LF	2,400	\$35.00	\$84,000		
129		Special Con. Construction Contingency Allowance (10%)	LS	1	\$560,000.00	\$560,000		
SUBTOTAL CONSTRUCTION COST						\$6,127,000		\$3,917,000
Project Approval and Environmental Documents								
		Additional Water Pollution Control Work	LS	0	\$5,000.00	\$0		\$ -
		New PG&E Service	LS	1	\$15,000.00	\$15,000		\$ 10,000
		New Water Meter	EA	1	\$5,000.00	\$5,000		\$ 3,000
		Utilities by Others (PG&E, AT&T and CalAM)	LS	0	\$150,000.00	\$0		\$ -
		Utilities Inspection by Other (PG&E, AT&T and CalAM)	LS	1	\$25,000.00	\$25,000		\$ 16,000
		NEPA	LS	1	\$30,000.00	\$30,000		\$ 19,000
SUBTOTAL RIGHT OF WAY/UTILITIES						\$75,000		\$ 48,000
Subtotal Construction Cost						\$6,127,000		\$ 3,917,000
Redesign Phase 1 (10%)						\$610,000		\$ -
Bidding and Advertisement						\$10,000		\$ 6,000
Construction Staking (1.5%)						\$90,000		\$ 58,000
Construction Administration, Inspection and Support (15%)						\$920,000		\$ 588,000
PA&D (See Above)						\$75,000		\$ 48,000
TOTAL CONSTRUCTION COST ESTIMATE						\$7,832,000		\$ 4,617,000
GRANT FUNDING REQUEST								
Match Amount (20%)								\$ (923,400)
TOTAL GRANT FUNDING REQUESTED								\$ 3,693,600

West Broadway Urban Village Infrastructure Improvements Project
Attachment I - Narrative Questions Backup Information

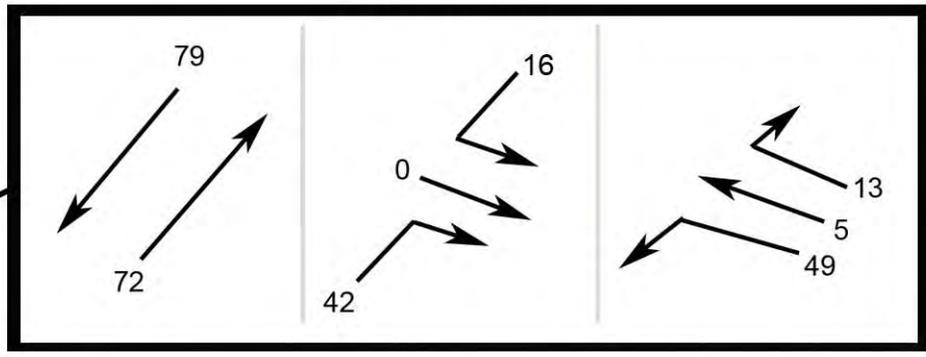
Note that Attachments I are numbered with the narrative question number followed by the number of the attachment for that question. For example, Attachment I-5A-2 is the second attachment for question 5A

- I-1A-1 Non-Motorized Volumes Map
- I-1A-2 Non-Motorized Volumes Data
- I-1A-3 Methodology for Projection of Future Non-Motorized Volumes
- I-1B-1 Activities Centers Map
- I-1B-2 Seaside Zoning Districts Map
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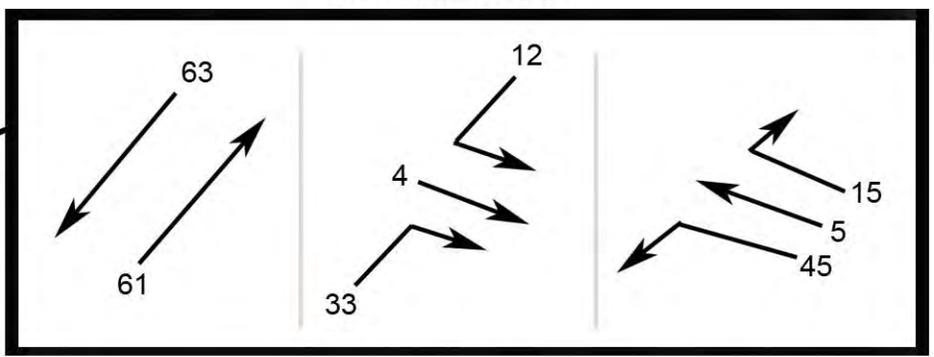
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Attachment I-1A-1. Non-Motorized Volumes Map

Bicycle Counts



Pedestrian Counts



Attachment I-1A-2. Non-Motorized Volumes Data

Bicycle and Pedestrian Volumes

(from count taken on April 15, 2015 between 6:00 AM and 7:00 PM at Del Monte Boulevard and Broadway Avenue)

	6:00 AM - 7:00 AM	7:00 AM - 8:00 AM	8:00 AM - 9:00 AM	9:00 AM - 10:00 AM	10:00 AM - 11:00 AM	11:00 AM - 12:00 PM	12:00 PM - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM	6:00 PM - 7:00 PM	TOTALS
Bicyclists														
DEL MONTE														
DMNB	2	11	5	1	8	4	2	5	2	8	8	12	4	72
DMNB - BWEB	1	0	1	2	2	3	5	2	3	7	4	9	3	42
DMSB	11	8	9	6	4	7	4	1	7	2	5	9	6	79
DMSB - BWEB	0	0	1	1	1	2	1	2	3	1	1	1	2	16
BROADWAY														
BWEB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BWWB	1	2	1	0	0	0	0	0	0	0	1	0	0	5
BWWB - DMNB	0	1	1	3	3	0	1	1	0	1	2	0	0	13
BWWB - DMSB	4	5	6	8	3	4	2	4	5	2	1	3	2	49
Subtotals - Bicyclists	19	27	24	21	21	20	15	15	20	21	22	34	17	
Pedestrians														
DEL MONTE														
DMNB	0	1	1	5	3	5	9	2	6	5	5	2	17	61
DMNB - BWEB	0	3	1	1	5	4	4	5	3	3	2	0	2	33
DMSB	4	4	9	6	3	9	5	5	2	3	3	5	5	63
DMSB - BWEB	0	1	0	1	0	1	5	0	1	0	0	1	0	10
BROADWAY														
BWEB	0	0	0	0	0	3	0	0	0	0	1	0	0	4
BWWB	0	2	0	0	0	0	0	0	0	0	1	1	1	5
BWWB - DMNB	1	2	2	1	2	1	1	0	3	0	1	0	1	15
BWWB - DMSB	2	1	5	5	6	4	2	1	7	2	2	3	3	43
Subtotals - Pedestrians	7	14	18	19	19	27	26	13	22	13	15	12	29	

Abbreviations: BWEB Broadway Eastbound (towards Fremont) | DMNB Del Monte Northbound (towards Marina)
 BWWB Broadway Westbound (towards Del Monte) | DMSB Del Monte Southbound (towards Monterey)

Notes: Observers noted that approximately 75% of non-motorized traffic was commuters to and from work and that about 15% of non-motorized traffic was recreational. It was observed that the large majority of bicyclists rode on the sidewalk for safety reasons.

Attachment I-1A3. Methodology for Projection of Future Non-Motorized Volumes

Future Number of Bicyclists - Methodology

Projected population growth in the next five years for the City of Seaside is derived from US Census Bureau data (2013, latest available), using a growth rate of 0.6% per year, interpolated from *Annual Estimates of Resident Population from 2010 - 2013*. The population for the City of Seaside estimated for 2020 is 35,553.

The bicycle mode choice percentage (1.50%) is from the *2010-2012 California Household Travel Survey Final Report*.

=> The projected number of daily bicycle trips in the City in 2020 is 1.50% of 35,553, which is 533 trips. This is the baseline number of bicyclists in 2020.

After buildout of all bicycle plan improvements in the City, it is anticipated that this number will increase by 100%. This large increase is justifiable because:

- **Personal safety** is a major concern to non-motorized travelers, particularly in relation to exposure to motor vehicle traffic, especially with higher traffic volumes or higher speeds, as in commercial areas, according to the National Cooperative Highway Research Program (NCHRP), in Report 770, *Estimating Bicycling and Walking for Planning and Project Development: A Guidebook* (refer to Attachment I-1B-3, National Cooperative Highway Research Program Excerpt). This is true in the West Broadway corridor. Traffic volumes and speeds are high. This causes bicyclists to ride on the sidewalk, posing potential dangers to themselves with driveways and walkways traversing the sidewalk. The Project will eliminate vehicle parking on Del Monte and Broadway and add bicycle lanes which will make the area much safer for bicyclists.
- **The relationship between the built environment (land use) and travel network** are extremely important, particularly for biking. Biking demand levels are heavily predicated on the number and variety of opportunities accessible within comfortable travel distance/time envelopes (according to NCHRP). The Project connects residential areas and commercial / employment areas. The distance for trips to work is four miles for cyclists (per NCHRP). It is approximately three miles from the Project area to the downtown Monterey job center and about one mile from Seaside housing areas to the Project site.
- **The natural environment** is of much greater consequence to non-motorized travelers (according to NCHRP). The Project area is relatively flat and easy terrain for bicyclists.
- **Sociodemographic differences** are observed between motorized and non-motorized travelers. In general, walking and biking rates peak in the youngest years. Seaside has young demographic when compared to the county and the state.

=> The total number of bicyclists projected citywide after the buildout of all bicycle projects citywide is estimated to be the 2020 baseline bicyclist number (533) plus 100% of the baseline number (533), which is 1,067 daily bicycle trips.

It is estimated that the West Broadway Urban Village area of influence covers about one half of the area of Seaside proper. This is a major east-west corridor.

=> **Total projected future (2020) bicyclists in the project area is 50% of the total future bicyclists citywide (533)**

This methodology is validated with recent bicycle count data. Current population, bicycle mode choice, project area were put into this formula and a current bicyclists number of 259 was obtained. This is within the margin of error for the number obtained from counts of 276. See table below.

Methodology Validation - Current Bicyclist Count		
[A]	Current population (2015)	34,505
[B]	Bicycle share	1.50%
[C]	Total bicyclists Citywide [A] x [B] = [C]	518
[D]	Total bicyclists Citywide	518
[E]	Percent of City of Seaside in Project area of influence	50.00%
[F]	Total current bicyclists in Project area [D] x [E] = [F]	259
	<i>Compare to actual daily bicycle count data obtained on</i>	
	<i>4/15/15</i>	<i>276</i>

Future Number of Pedestrians - Methodology

Projected population growth in the next five years is derived as stated above.

The walking mode choice percentage (16.2%) is from the *2010-2012 California Household Travel Survey Final Report*

=> The projected number of daily pedestrian trips in the City in 2020 is 16.2% of 35,553, which is 5,760 trips. This is the baseline number of pedestrians in 2020.

The walking distance is estimated to be 0.7 miles, as recognized by the National Cooperative Highway Research Program (refer to Attachment I-1B-3, National Cooperative Highway Research Program Excerpt). This assumption is made because the population of the City of Seaside is young compared to the county, the state, and the nation.

The land area within a 0.7 mile radius of the project area is approximately 10% of the total area of Seaside proper.

=> Total number of pedestrians in the project area is 10% of 5,760, which is 576

The following are considerations in pedestrian projections:

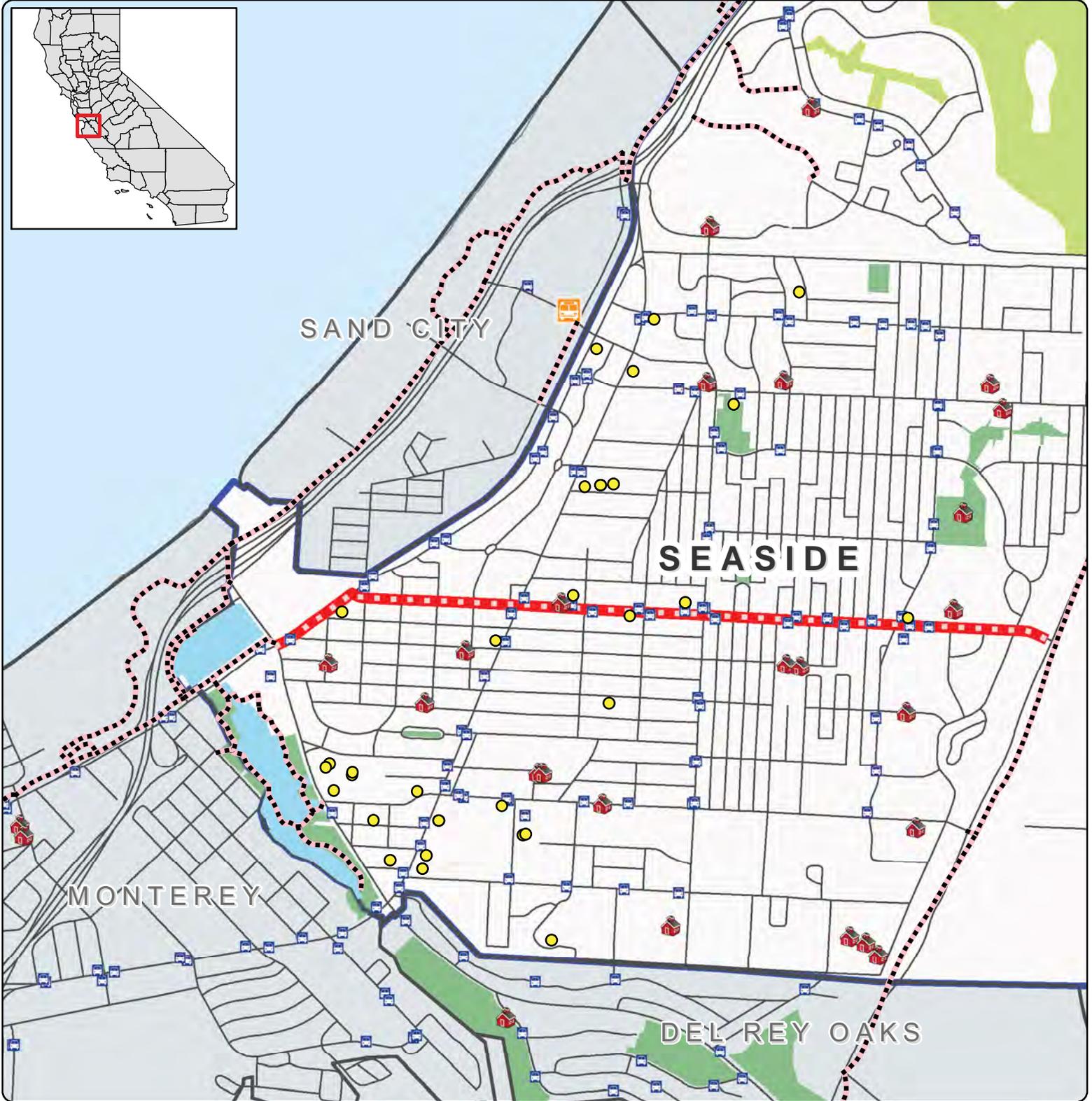
- **Personal safety** is a major concern for pedestrians in the West Broadway corridor because of high traffic volumes and speeds. Pedestrian improvements will make the area much safer for pedestrians.
- **The relationship between the built environment (land use) and travel network** are also important for walking because the project connects residential areas and commercial / employment areas.
- **The natural environment** is relatively flat and easy terrain, which is conducive to walking.
- **Sociodemographic differences** Seaside has young demographic when compared to the county and the state.

This methodology is validated with recent pedestrian count data. Current population, walking mode choice, project area were put into this formula and a current pedestrians number of 279 was obtained. This is within the margin of error for the number obtained from counts of 238.

Methodology Validation - Current Pedestrian Count	
[A] Current population	34,505
[B] Pedestrian share	16.20%
[C] Total pedestrians Citywide [A] x [B] = [C]	5,590
[D] Total pedestrians Citywide	5,590
Percentage of City population within 0.35 mile of	
[E] Project area	5.00%
[F] Total pedestrians in Project area	
[D] x [E] = [F]	279
<i>Compare to actual daily pedestrian count data</i>	
<i>obtained on 4/15/15</i>	238

Further validation is illustrated by the expected 5% mode shift from driving to biking and walking after project completion. The current Average Daily Traffic (ADT) on Broadway Avenue is 10,150 and the ADT for Del Monte Boulevard is 13,200. Adding these two volumes yields a total of 23,350 vehicles per day. Five percent of 23,350 is 1,167. This compares to the estimated future total bicycle and pedestrian trips (533 + 576), which is 1,109.

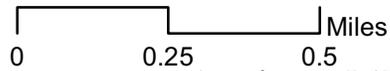
Attachment I-1B-1. Activities Centers Map



Legend

Data - Source: AMBAG 2015

-  Proposed Bike / Ped Project
-  Existing Bike / Ped Paths
-  Social Services / Government Offices
-  Schools
-  Transit Station
-  Bus Stops
-  Streets
-  City Limit



Attachment I-1B-1. List of Activities Centers in the Vicinity of the Project

Activities Centers within one-half mile of the project area:

Parks within one-half mile of project area:

Mini-Parks

Beta Park
Capra Park
Durant Park
Ellis Park
Farallones Park
Fernando-Montgomery Park
Highland-Otis Park
Juarez Park
Manzanita-Stuart Park
Martin Park
Portola Leslie Park
Sabado Park
Trinity Park

Neighborhood Parks

Havana Soliz Park
Lincoln Cunningham Park
Mescal-Neil Park

Community Parks

Cutino Park

Regional Parks

Laguna Grande Park

Special Use Areas

Elwood Williams Park
Oldemeyer Center
Pattullo Swim Center
Robb Park
Youth Education Center

Open Space Areas

Roberts Lake Area

Undeveloped Lands

Encanto Park

Schools within one-half mile of project:
Highland Elementary, 1650 Sonoma Ave
King Elementary, 1713 Broadway Ave
Ord Terrace Elementary, 1755 La Salle Ave

Government Offices within one-half mile
City of Seaside government offices
County of Monterey Social Services
County of Monterey Health Department

Public Safety Offices within one-half mile
Fire Department
Police Department

Other Activities Centers within one-half mile
Seaside Library
Seaside Auto Mall
Seaside / Sand City Chamber of Commerce

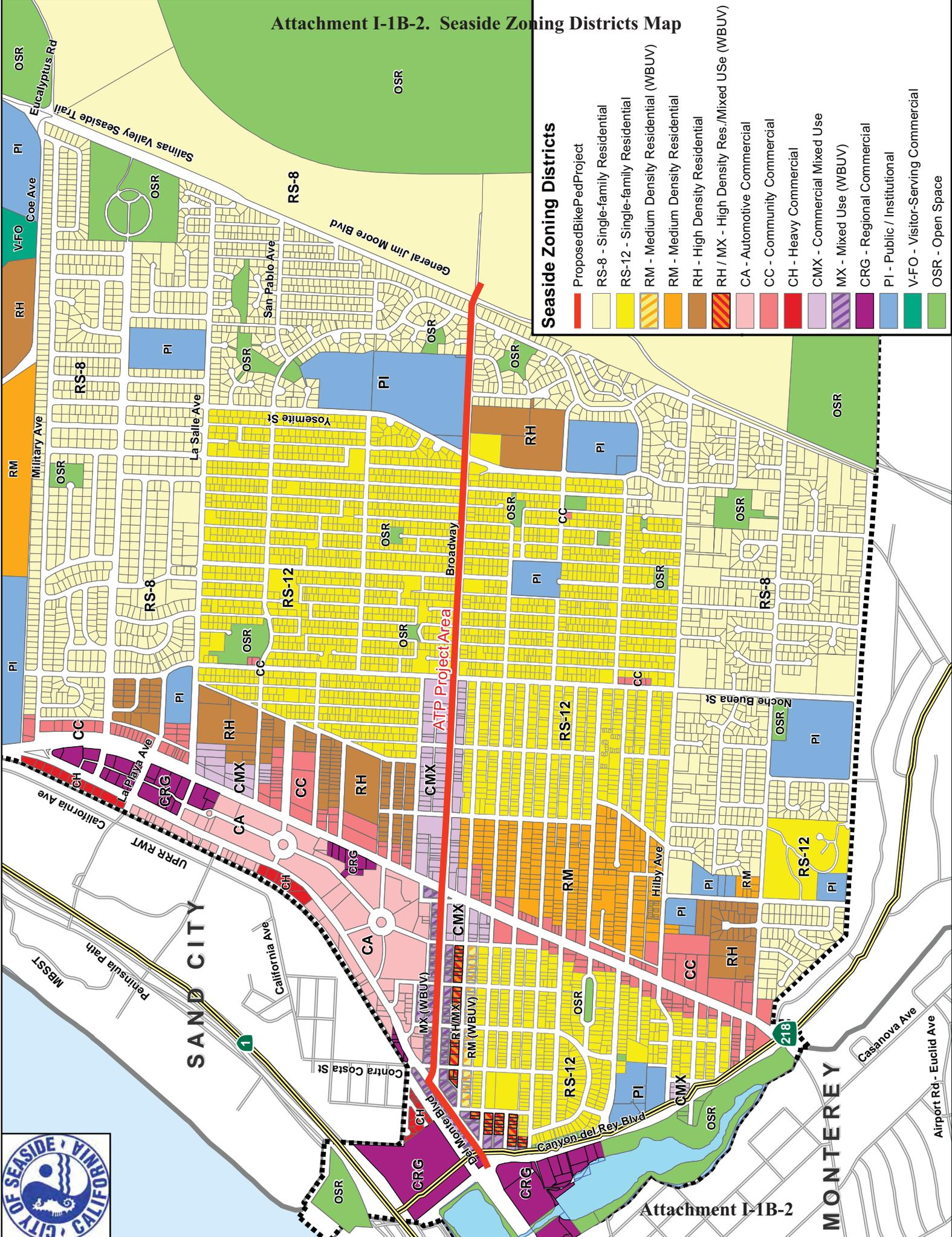
Activities Centers within one mile of the project area:

Parks within one mile of project area:

Metz Park
Pacchetti Park
Wheeler Tennis Courts
Cemetery - Mission Memorial Park

Schools within one mile of project:
Del Rey Woods Elementary, 1281 Plumas Ave
Seaside Middle School, 999 Coe Ave
Central Coast High School, 200 Coe Ave.
Marshall Elementary, 300 Normandy Road
Marshall West Elementary, 225 Normandy Road
Seaside High School, 2200 Noche Buena

Attachment I-1B-2. Seaside Zoning Districts Map



Seaside Zoning Districts

- █ Proposed Bike/Ped Project
- █ RS-8 - Single-family Residential
- █ RS-12 - Single-family Residential
- █ RM - Medium Density Residential (WBUV)
- █ RM - Medium Density Residential
- █ RH - High Density Residential
- █ RH / MX - High Density Res./Mixed Use (WBUV)
- █ CA - Automotive Commercial
- █ CC - Community Commercial
- █ CH - Heavy Commercial
- █ CMX - Commercial Mixed Use
- █ MX - Mixed Use (WBUV)
- █ CRG - Regional Commercial
- █ PI - Public / Institutional
- █ VFO - Visitor-Serving Commercial
- █ OSR - Open Space



Attachment I-1B-3.

National Cooperative Highway Research Program Excerpt

NCHRP

REPORT 770

NATIONAL
COOPERATIVE
HIGHWAY
RESEARCH
PROGRAM

Estimating Bicycling and Walking for Planning and Project Development: A Guidebook

TRANSPORTATION RESEARCH BOARD
OF THE NATIONAL ACADEMIES

Attachment I-1B-3.
National Cooperative Highway Research Program Excerpt

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7	1.2 Overview of Analytic Tools and Gaps
10	1.3 Overview of the Research behind the Guidebook
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National Cooperative Highway Research Program Excerpt

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**Attachment I-1B-3.
National Cooperative Highway Research Program Excerpt**

S U M M A R Y

Estimating Bicycling and Walking for Planning and Project Development: A Guidebook

This guidebook is the product of NCHRP Project 08-78, a multi-year research project tasked with developing improved methods for estimating bicycling and walking for planning and project development. The project was in response to widely acknowledged needs for more robust and responsive analytic tools to support bicycle and pedestrian planning. These needs range from more realistic accounting for non-motorized travel in regional planning to the design of mixed-use communities and multimodal corridors and, ultimately, to the design of efficient and safe non-motorized travel networks and individual facilities.

Despite steadily growing interest in non-motorized travel, not only as serious transportation modes unto themselves but because of the strong supporting role they play in the viability of transit and compact mixed-use development concepts, planning and analysis tools have not kept pace with demand. Although there has been considerable research on key factor relationships, this body of knowledge has not made its way into conventional practice. The goal of NCHRP Project 08-78 was to assess this knowledge, identify major gaps, and attempt to transform key lessons into serviceable planning tools.

Planners and analysts have been seeking ways to address the following issues:

- How to predict whether a person will choose walking or biking as travel mode.
- How important the traveler's sociodemographic characteristics (e.g., age, gender, income, education, and vehicle ownership) are in this decision versus other factors in the environment.
- The relative appeal of walking or biking for particular trip purposes (e.g., travel to work/school versus shopping, personal business, social activities, or recreation).
- The degree to which travelers will choose to travel to a local opportunity by walking or biking versus driving to a more remote opportunity, and the effect of that choice on vehicle trip generation and vehicle miles of travel (VMT).
- The role of non-motorized travel in the viability of compact, mixed-use (smart growth) development designs and transit-oriented development.
- The importance of non-motorized access (at both trip ends) in the viability of transit.
- The influence of non-motorized travel opportunities at the destination end of a trip in determining the mode that will be used for the initial trip (e.g., travel to work, shopping).
- Determining the types and location of improvements to a bicycle or pedestrian network that will produce the greatest overall benefits.

Current analytic options for estimating bicycle or pedestrian travel demand tend to fall into one of the following two categories:

- Regional travel forecasting tools, such as are used by metropolitan planning organizations (MPOs), which are thorough but operate at a level of aggregation (traffic analysis zones [TAZs]) incompatible with the scale of non-motorized travel.

Attachment I-1B-3.

National Cooperative Highway Research Program Excerpt

- Facility-demand models, which are constructed to directly explain count-based levels of user activity at intersections or on links through association with descriptive measures of the local environment.

Given that neither group of tools addresses the types of planning and decision-making concerns listed above, NCHRP Project 08-78 was undertaken to provide such information.

A thorough review of research and empirical findings on bicycle and pedestrian travel highlighted the importance of the following characteristics and factor relationships when attempting to explain or forecast non-motorized travel demand:

- Recognizing an obvious but critical *difference between biking and walking*: although both are non-motorized modes and often combined as such in regional models, the **distance range (0.7 mile average trip length for walk, 2.3 miles for bike)**, network needs, user characteristics, and trip purpose types are substantially different between the two modes.
- The relationship between the *built environment* (land use) and *travel network* are extremely important, particularly for walking and biking. Walking and biking demand levels are heavily predicated on the number and variety of opportunities accessible within comfortable travel distance/time envelopes.
- **Acceptable trip distances vary by trip purpose: travelers seem more willing to travel longer distances for trips to work (about 1 mile for pedestrians, 4 miles for cyclists)** than for personal business, shopping, or socializing (0.5 to 0.7 miles for pedestrians, 1.0 to 1.5 miles for cyclists).
- Persons living in more compact, mixed-use settings tend to make more trips as *simple tours* (single-purpose one-stop journeys), while those in automobile-oriented settings make more multi-stop *complex tours*; the choice of walk, bike and transit as modes was found to be much more likely with simple tours.
- The *natural environment* is of much greater consequence to non-motorized travelers than those traveling by automobile or transit: steep hills and topography that causes circuitry in travel paths are barriers. Extremes in temperature, precipitation, and hours of daylight affect proclivity to walk or bike.
- **Personal safety** is a major concern to non-motorized travelers, particularly in relation to exposure to motor vehicle traffic. **In areas with higher traffic volumes or higher speeds, as in commercial areas, sidewalks and separated paths become more important considerations in the decision to walk or bike.**
- **Sociodemographic differences** are observed between motorized and non-motorized travelers, and between pedestrians and cyclists. In general, walking and biking rates peak in the **youngest years**, and then tail off with advancing age, although this is a trend more common in the United States than in other peer (western) countries. Although a somewhat higher percentage of women over 25 walk than men, male cyclists outnumber females by almost four to one (again a trend highly indigenous to the United States).

Extensive review of these factor relationships suggested a fairly complex set of decisions being made concurrently, involving multiple factors and tradeoffs, with most being highly location specific. To account for these interrelationships in a way that captures their importance to non-motorized travel and to make them accessible to planners as parameters in a planning analysis, a choice-based modeling framework was necessary. Choice-based implies that the travel behavior is the result of logical decision-making in which the traveler chooses rationally from a set of alternative modes and destinations in relation to the purpose of the trip, the array of mode and destination choices available in the particular environment, the sociodemographics of the traveler, and the intangibles of attitudes and preferences that are part of any framework that attempts to quantify human behavior.

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National Cooperative Highway Research Program Excerpt

The key challenges in devising such an approach were as follows:

- Operating at a spatial scale fine enough to articulate the factors and conditions affecting pedestrian and bicycle travel opportunities and comparison of alternatives.
- Directly accounting for the interplay between the shape of the built environment (e.g., number, type, and mix of activities) and the decision to walk or bike.
- Accounting for the quality and accessibility of the bicycle and pedestrian travel networks, including differences in utility of travel on specific links across the networks based on physical characteristics (e.g., facility type, separation from traffic, crossings, and slope/gradient).
- Representing mode and destination choices from the perspective of the individual traveler, rather than as spatial aggregations of households in traffic analysis zones (TAZs).
- Accounting for destination and mode as simultaneous choices.
- Translating bicycle and pedestrian trip generation into trip flows and assigning those flows to the travel networks to produce estimates of demand at a facility level.

A recurrent theme in the methods developed or adopted by the research team and included in the guidebook is “accessibility.” A central premise in a choice-based analytic framework is that alternatives are evaluated in relation to the “utility” they represent to their travelers. Accessibility is an effective measure of utility—it enumerates the opportunities of a particular type (e.g., employment, retail, and health care) available to the traveler by a given mode. What makes accessibility a particularly useful measure is that it reflects both the activities available in the given land use patterns and the ease with which those activities can be reached over the respective modal travel network. Building models around the concept of accessibility provides a solid basis for explaining choice behavior and its inclusion in travel demand models enables planners to investigate both land use and transportation facility factors.

Another element common to the NCHRP Project 08-78 planning methods was the use of geographic information systems (GIS). To measure accessibility for non-motorized travel modes, it is critical to push the level of geospatial resolution to a finer level than is present in TAZ models. The advancement of GIS tools and data has made it possible to create this fine-grained resolution and bring the necessary detail into such planning. Each method in the guidebook relies on GIS to some degree, which may be the principal technological factor enabling the analysis of bicycle and pedestrian behavior.

The planning tools in this guidebook include entirely new methods, as well as existing methods found to have useful properties for particular applications. The tools developed as part of NCHRP Project 08-78 are as follows:

- **Tour-Generation and Mode-Split Models:** In conjunction with the Puget Sound Council of Governments’ efforts to develop a new tour-based model structure for the Seattle region, research team members took advantage of new data and tools to develop a set of pedestrian and bicycle models, including a procedure for generating tours (as opposed to trips) by purpose, and a pair of modal-split models that predict walk, bike, transit, and automobile choice for five tour purposes. The variables included in these models provide access to a broad spectrum of sociodemographic, land use, and transportation network characteristics, and accessibility in estimating (separately) bicycle and pedestrian demand, as well as the effect on transit use of non-motorized accessibility. Although immediately suited to use in an activity- or tour-based environment, the methods may also be used to enhance conventional trip-based models, and a *spreadsheet version* of the model (available on *CRP-CD-148*) can be used for simultaneous testing of any of the relationships in the models or for creating sketch-planning tools.

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National Cooperative Highway Research Program Excerpt

- **GIS-Based Walk-Accessibility Model:** Using data from the Metropolitan Washington (DC) Council of Governments (MWCOG) for Arlington County, VA, the research team developed a method for estimating walk trip generation and mode split that relies exclusively on GIS tools and data. The method uses geospatial overlay and network path-building procedures that are readily available in GIS to calculate measures of accessibility to or from any point by any mode and by type of attraction. The measures are similar to the popular Walk Score, but much more comprehensive in their calculation. By comparing the modal accessibilities, the model can estimate mode split and create walk trip tables by purpose. The current model does not perform network assignment of the walk trips; however, users probably can apply such features in their existing transportation planning software to do so. Because of insufficient data, the current model does not forecast bicycle demand, although the structure will readily accommodate such an enhancement when adequate data are available. This approach offers a new and intuitive way of interpreting modal choice that is responsive to changes in the built environment (land use) or the travel networks such as would occur in corridor or subarea planning, using generally available data and with relative independence from the respective regional travel model.
- **Enhancements to Trip-Based Models:** Research team members also used the Seattle Puget Sound Regional Council (PSRC) data to create a template for systematically enhancing a conventional TAZ/trip-based regional model to improve its sensitivity to land use and non-motorized travel. Advanced statistical methods were used to create enhancements to the Auto Ownership, Trip Generation, Trip Distribution, and mode-choice steps in the existing PSRC regional model. Measures of automobile and non-motorized accessibility play a major role in these enhancements. Although pedestrian and bicycle mode choice are still constrained by the TAZ structure, the methods improve on the current process by introducing a “pre-mode split” step, which first divides trips into intra- versus inter-zonal groups, and then performs a mode-split step specific to those groups. Although the enhanced regional model may not be as fluid as the tour-based or GIS-accessibility approaches in overcoming TAZ aggregation issues, it takes advantage of the new smaller TAZs adopted by many metropolitan planning organizations (MPOs) and provides considerably more sensitivity in existing models.

In addition to the tools developed directly by the NCHRP Project 08-78 research team, other tools, identified from existing practice, were found to merit inclusion in the guidebook. These are as follows:

- **Walk Trip Generation and Flow Models:** The PedContext and MoPeD models developed through the University of Maryland’s National Center for Smart Growth offer a method for estimating walking trips and facility volumes at a subarea or neighborhood level. Both methods follow a variation of the four-step process, but operate at a much finer level of spatial resolution—block-size pedestrian analysis zones (PAZs). Both methods generate estimates of pedestrian productions and attractions, create walk trip tables through a trip distribution process, and then assign the walk trips to the local walk network to estimate link and intersection activity levels. The difference in the methods is the degree of detail (e.g., trip purposes, equations, and assignment), with MoPeD being the less detailed of the two. Also, MoPeD uses open-source software, while PedContext is not fully open-source. The limitation of both tools is that they only generate walk trips and do not estimate effects on overall trip generation and mode choice—unlike the new GIS Walk-Accessibility model.
- **Portland Pedestrian Model:** A third (and fairly recent) pedestrian demand estimation model is included in the guidebook because it is an interesting hybrid of the PedContext/

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National Cooperative Highway Research Program Excerpt

MoPeD models and the Seattle trip-based model enhancements. The procedure was developed by Portland State University for Metro, the Portland, Oregon, MPO, to improve the pedestrian mode-choice capabilities in Metro's existing trip-based model. The resulting procedure can either be used as an enhancement to the regional model or a stand-alone pedestrian planning tool. This model also uses PAZs as the analysis unit and estimates walk trip productions by purpose for each PAZ. Productions are not converted to trips through conventional trip distribution, but through use of Metro's destination choice model. The trip tables thus formed can be reconstituted and used to adjust the motorized trip tables generated at the TAZ level. In addition to accessibility, a key role in trip generation is a "pedestrian index of the environment" (PIE) which shows good sensitivity in differentiating areas by their land use and accessibility characteristics relevant to walking.

- **Facility Demand:** Two very different types of models are presented in this category: route choice and direct demand.

The *route choice* models apply solely to bicycle use and consist of tools developed by the San Francisco County Transportation Authority and Portland State University, both using GPS data collection methods to track bicycle trip-making. These data were then analyzed to determine the importance of factors such as type of facility, slope/gradient, directness, and exposure to traffic. Neither method predicts overall bicycle travel demand, but both methods offer insight on how travelers value these physical characteristics when choosing a route—information that is important in network design and in calculating accessibility.

The *direct demand* models predict walk or bike facility use and volumes based on observed counts and context-driven regression models. The examples presented are taken from the City of Santa Monica (developed by Fehr and Peers) and San Diego, the result of the Caltrans-sponsored Seamless Travel Study performed by Alta Planning & Design and the University of California at Berkeley's Traffic Safety Center.

Network simulation was reviewed in the form of the Space Syntax model, but is not included in the recommended tools because it is proprietary and, hence, it was also difficult to be precise about how the models work. However, the approach is described in the guidebook and in the final report, including example applications in Oakland, California (pedestrian) and Cambridge, Massachusetts (bicycle) for those wishing to pursue this approach further.

The guidebook describes each model in sufficient detail to convey a basic understanding of structure, key characteristics and variable relationships, strengths, and appropriate uses. Users then have guidance on comparing and choosing among the methods in relation to respective planning application needs and available resources. For the three new methods, step-by-step instructions are provided on how to adapt and use the tools, with options ranging from replication with local data to selective application with existing tools, and even use of elasticities for factoring and sketch-planning approaches.

The two special *spreadsheet versions of the tour-based and the walk-accessibility models* (available on CRP-CD-148) are expected to be among the most popular products of the research and the guidebook. The tour-based model spreadsheet allows the user to perform sensitivity analyses of a wide range of variables found to affect pedestrian and bicycle demand, including the following:

- Traveler characteristics: age, gender, work/student status, income, vehicle ownership and competition, children.
- Accessibility: attractions of a given type (employment, schools, retail, food service, entertainment/recreation) within 1 mile (walk), 2 miles (bike) or regionally (all modes).
- Land use: household or employment density, mix of uses (entropy), intersection density, transit stop density, distance to nearest transit stop.

Attachment I-1B-3.**National Cooperative Highway Research Program Excerpt**

- Transportation: mode-specific network distance/travel time for walk & bike, slope/gradient, sidewalk coverage, Class 1 or Class 2 bikeway coverage and directional efficiency (turns per mile, one-way streets), auto travel time and parking cost, transit in and out-of-vehicle time and fare.

Base data are provided for each of the models in the spreadsheet, allowing the user to test assumptions involving any of the above variables—individually or in any simultaneous combination—and instantly see the effect on trip (tour) generation and mode-split for any of five different trip purposes.

The walk-accessibility model spreadsheet also provides ready access for various users and use applications, with sample data and scenarios supplied. To apply the spreadsheet to one's own situation, however, will require technical ability to create the various relationships in GIS, as well as access to basic land use and transportation network information. None of these skills or data requirements is outside what might be expected in a modern planning agency. Individual or small agency users will either need to possess the skills and data to set up the model or will need to collaborate with a larger planning entity (e.g., an MPO) to assist with some of the technical procedures.

The guidebook is more limited in its accommodation of bicycle travel. The Seattle tour-based model includes bicycle as a separate mode throughout its structure and thus provides access to variables important to bicycle planning practitioners (e.g., transportation facility characteristics and network performance). The Seattle-derived trip-based model enhancements methods also incorporate bike throughout their structure, albeit at a TAZ level of aggregation, but they provide practical utility for a range of analytic uses and users. The other models featured in the guidebook are limited to pedestrian travel, either by original design or limitations in data. The walk-accessibility model developed from Arlington, Virginia, data could incorporate bicycle as a discrete modal choice, but would require a larger and more diverse sample of bicycle trips from travel surveys than was available to the research team.

It is hoped that this guidebook will provide major new capabilities to the planning and practitioner community, not only those specifically involved in bicycle and pedestrian planning but for land use/community planning, transit, policy evaluation and project prioritization. It is expected that this field of study will continue to evolve, and with it the capabilities of the modeling tools. This guidebook and the research will help existing practice and establish directions for future enhancement.

WEST BROADWAY URBAN VILLAGE SPECIFIC PLAN



City of Seaside | January 21, 2010



DESIGN, COMMUNITY & ENVIRONMENT



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INTRODUCTION 1

The West Broadway Urban Village Specific Plan is the result of an exciting planning process to revitalize and enhance the economic, social, cultural and recreational fabric of the City of Seaside's West Broadway Avenue. The Specific Plan describes and illustrates a vision for the area, as articulated by the community, and provides a framework for creating an Urban Village around West Broadway Avenue as the city's downtown core.

Broadway Avenue is the east-west spine that runs through Seaside between the Monterey Bay and General Jim Moore Boulevard. The West Broadway Urban Village Specific Plan furthers the goals identified by the current Seaside General Plan and Zoning Code to create a vibrant central business district focused around West Broadway Avenue between Del Monte and Fremont boulevards. The Specific Plan Area encompasses a planned future transit hub and public library and parking structure project that will anchor development and redevelopment in the West Broadway Avenue area and will be catalysts for vitalizing the Urban Village.

A. Regional and Local Setting

The West Broadway Urban Village Specific Plan Area is located in the City of Seaside, an oceanside community on the Central Coast of California overlooking Monterey Bay. Seaside, with approximately 35,000 residents, is located approximately 115 miles south of San Francisco. The City of Salinas, 14 miles northeast of Seaside, is the nearest city with a population greater than 50,000 residents. Figure 1 shows the regional context of the city.

The City of Seaside was founded in 1887 and incorporated in 1954. Seaside is well-known for its relationship with Fort Ord, which the U.S. Army established in 1917. Between the 1940s and the 1970s, Fort Ord was a basic training center and later a staging area for units departing for World War II. Fort Ord became inactive in 1976 and officially closed in September 1994. After closure, ownership of former Fort Ord property has been conveyed



Figure I-1. Regional Location (for illustrative purposes only)

INTRODUCTION

to the Cities of Seaside, Marina, Monterey, and Del Rey Oaks, as well as to Monterey County, California State Parks, and the California State University System, which founded California State University at Monterey Bay (CSUMB). The remaining property is currently under the responsibility of the Fort Ord Reuse Authority (FORA), which is managing the conversion of former Fort Ord to civilian activities.

Over the years, active military personnel, veterans and government civilians lived, trained and worked at Fort Ord, participated in local activities and contributed substantially to the local economy. In the early 1950s, when Fort Ord became the first military base to integrate black and white servicemen, Seaside provided housing, recreation and services for soldiers and civilian employees. Many who were attracted to the area for employment and other opportunities related to the military base chose to remain in the Seaside even after base closure in 1991. Residential neighborhoods and commercial districts were quickly constructed to serve the needs of the Fort's population, which at times exceeded 10,000 persons. Now, due to the age, original construction quality and design of these districts require revitalization.

B. Specific Plan Area

The Specific Plan Area is located in the southwest portion of the city, immediately south of the Seaside Auto Mall. Roberts Lake and Laguna Grande are to the southwest, while the Monterey Bay Coastal Recreation Trail and Highway 1 separate the Plan Area from the Bay. Figure 2 shows the local setting and boundaries of the Specific Plan Area, which encompasses approximately 40 acres. The Plan Area includes West Broadway Avenue between Del Monte Boulevard and Fremont Boulevard, and portions of Del Monte Boulevard, Palm Avenue and Canyon Del Rey Boulevard. The Plan Area is approximately bounded by Olympia Avenue, Elm Avenue, Imperial Street, Canyon Del Rey Boulevard and Harcourt Avenue. This part of the city includes commercial, light industrial and residential uses, as well as a former rail right-of-way (ROW) that is to become the future location of a multi-modal transit hub.

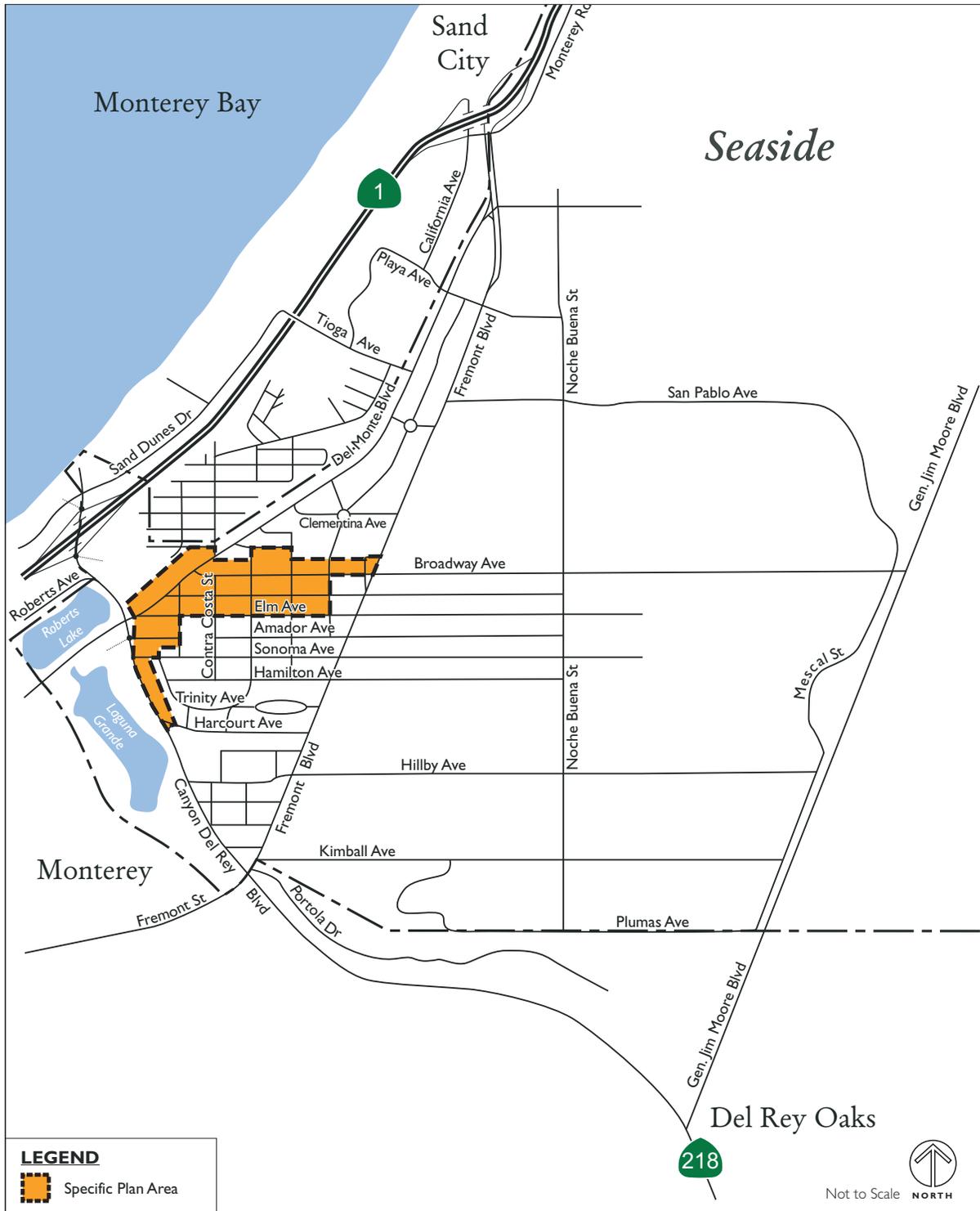


Figure I-2. Plan Area Location (for illustrative purposes only)

INTRODUCTION

C. Purpose and Intent

The purpose of this Specific Plan is to create a pedestrian-friendly Urban Village that offers a mix of market-rate and affordable for-sale and rental residences with ground-floor retail and commercial uses. The West Broadway Urban Village will become the new downtown, strengthening the Seaside community by developing a strong urban core. Objectives for the Specific Plan include creating strong linkages between activity centers within the City of Seaside and throughout the Monterey Peninsula; defining a unified, well-designed urban core that is a destination for residents, visitors, businesses and shoppers; and providing diverse housing opportunities for all income levels. The intent of this Specific Plan is to foster development of the Urban Village by building upon the City’s distinct character to create a vibrant revitalized downtown that will provide economic growth and stability, which in turn will strengthen the community’s identity as the “Gateway to the Monterey Peninsula.”

The Specific Plan envisions an Urban Village that incorporates principles of long-term environmental sustainability and resource conservation, reduces potential environmental impacts of development and supports preservation of the natural environment. An overarching goal of the Specific Plan is to ensure that development within the West Broadway Urban Village adheres to environmentally-sustainable design and land use principles with the goal of enhancing and protecting the immediate and long-term well-being of the City, its citizens, and the area’s natural resources.

Specific Plan policies address water conservation, energy conservation and alternative energy generation, waste reduction and recycling efforts, affordable housing and green building methods, sustainable foods and agriculture practices, and climate protection. These strategies are incorporated throughout the Specific Plan to create a “Green” Urban Village.

D. Planning Process

The City of Seaside oversaw the development of this Specific Plan. A detailed planning process was developed, including an extensive community participation process and the creation of an Advisory Committee to inform creation of the Plan.

1. Initial Steps

Work towards preparation of the West Broadway Avenue Specific Plan began in the summer of 2007 with the creation of an Advisory Committee to oversee and guide development of the Specific Plan process. A community-wide planning process was then initiated to ensure incorporation of a broad cross-section of viewpoints during the development of the Specific Plan. As described below, this public participation process included five community workshops and ten meetings with the Advisory Committee.

2. Advisory Committee

The Advisory Committee was an important component of the planning process. Members of the Advisory Committee provided guidance and invaluable feedback throughout the planning process. This committee included residents, business owners, community leaders and representatives of local agencies, all of whom volunteered and were approved by the City Council. People representing the following groups and agencies were selected as members of the Advisory Committee:

- ◆ Area homeowner and/or renter
- ◆ Area commercial property owner
- ◆ Area merchant
- ◆ Seaside Planning Commission
- ◆ Seaside Board of Architectural Review
- ◆ Monterey-Salinas Transit (MST)
- ◆ Transportation Agency of Monterey County (TAMC)
- ◆ Seaside/Sand City Chamber of Commerce
- ◆ California State University, Monterey Bay
- ◆ Latino Merchants Association

3. Stakeholder Focus Groups and Interviews

The DC&E consultant team met with various stakeholders to assess perceptions of the West Broadway Avenue area and the potential to create a West Broadway Urban Village as the downtown of Seaside. The stakeholder groups interviewed included: the Green Team; the Latino Merchants; League of United Latin American Citizens (LULAC); the Citizens' League for Progress; the Seaside Culture Art Group; the Seaside Parks and Recreation Department; Parks and Recreation, Art and History Commissioners; and City Redevelopment staff. Appendix A lists the stakeholders interviewed.

INTRODUCTION

4. Community Workshops

To ensure effective outreach, five community workshops were held at key points in the planning process to facilitate public input in the development of the Specific Plan. The workshops sought to actively engage the community throughout the Specific Plan process. During the entire project, workshop notes and products were made available on a project-specific website and were made available by City staff.

The first community workshop, which was held in September 2007, focused on the development of broad community goals and a vision for the Specific Plan Area. Following, a second workshop was held in November 2007, to gather input from the public regarding preferences for the type, scale and character of development. This information was then used by the consultant team to generate three alternatives for future development in the Specific Plan Area. Each of the three alternatives had a similar level of growth for over the next 15 to 20 years but a different distribution of intensity and type of development.

The three alternatives and their similarities, differences and unique characteristics were presented in the third community workshop in December 2007. Working in small groups, workshop participants discussed the potential benefits and drawbacks of each alternative. The consultant team conducted a technical traffic analysis and a review of market conditions in the Plan Area, which informed creation of a preferred alternative that included many desirable features drawn from the workshop discussions. The preferred alternative was then presented and discussed with the community at the fourth community workshop in March 2008. The preferred alternative formed the basis for the creation of the Working Draft Specific Plan, which was presented to the City Council, Planning Commission and Board of Architecture Review at a joint study session in July 2008, prior to completion of the Draft Specific Plan. The Draft Specific Plan was presented to the public at a fifth community workshop in October 2008.

5. Specific Plan Preparation

Based on community and Advisory Committee input, the consultant team developed the West Broadway Urban Village Specific Plan, which includes detailed guidance for development of the Plan Area, following the illustrative concepts provided in the preferred alternative.

6. Environmental Review

Due to the fact that land use changes and hence General Plan designations and zoning changes would be required for this Plan, an Environmental Impact Report (EIR) was prepared. The environmental review materials required for adoption of the Specific Plan are contained in a separate document, the West Broadway Avenue Urban Village Specific Plan Draft EIR. The Draft EIR examines the environmental impacts of the development proposed in the Specific Plan and includes recommended mitigation measures as necessary. The Draft EIR was published on July 7, 2009. A mandatory 45-day review period followed the publication of the Draft EIR. Public hearings were held before the Planning Commission on August 12, 2009 and October 14, 2009 to receive comments from members of the public, and interested agencies commented on the Draft EIR and Specific Plan. The public review period closed August 21, 2009. Comments and responses on the Draft EIR were released in October 2009. On October 14, 2009, the Planning Commission unanimously recommended that City Council consider adoption of the Specific Plan and certification of the EIR.

E. Statutory Requirements of a Specific Plan

Under California law, Cities and Counties may complete Specific Plans to develop policies, programs, regulations and guidelines to implement the jurisdiction's adopted General Plan. A Specific Plan effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area.

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



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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.

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.

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.

Executive Attachment I-1C-2. TAMC Bicycle and Pedestrian Master Plan Excerpt

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



Attachment I-1C-2. TAMC Bicycle and Pedestrian Master Plan Excerpt

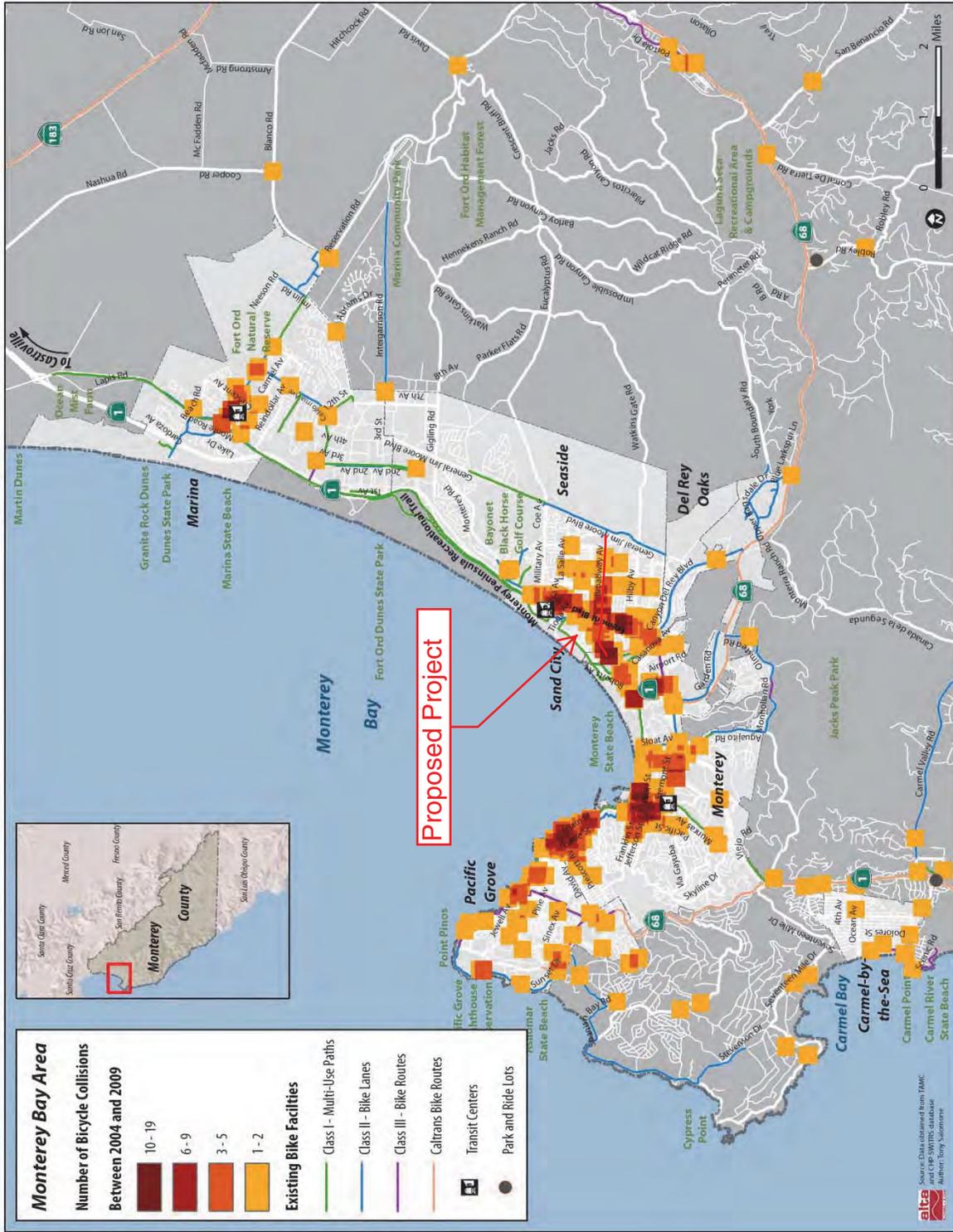


Figure 4-5: Bicycle Related Collisions Peninsula

Attachment I-1C-2. TAMC Bicycle and Pedestrian Master Plan Excerpt



Figure 6-14: Seaside Bikeway Projects

Attachment I-1C-3. City of Seaside Strategic Plan Excerpt

C I T Y O F S E A S I D E
STRATEGIC PLANNING RETREAT

February 3, 2015 * Oldemeyer Senior Center

Marilyn Snider, Facilitator—Snider and Associates (510) 531-2904
Michelle Snider Luna, Recorder – Snider Education & Communication (510) 610-8242

MISSION STATEMENT

*The City of Seaside is dedicated to providing excellent municipal services
that enhance the quality of life for our diverse community.*

VISION STATEMENT

*The City of Seaside will be a prosperous and fiscally sound, family-oriented
community with a full range of housing, business, cultural and recreational opportunities
in a safe and attractive environment for residents and visitors.*

SUMMARY OF 10-YEAR ELEMENTS TO DEFINE THE VISION

not in priority order

Have quality retail and light industrial development

- *Main Gate*
- *Trade and Expo Center*
- *Seaside Resort*
- *26 Acres*
- *Surplus II*
- *Seaside East*

Have adequate water available

Be a safe city

Have more jobs and bigger paying jobs in Seaside

Be a city with adequate sports facilities and youth activities

Have a "real" downtown (a community gathering place; a congregation of traffic with desired uses)

- *West Broadway Urban Village, including a library, cultural center, improved appearance of commercial thoroughfares, trees, flowers, mixed use residential, commercial and retail development*

THREE-YEAR GOAL: DEVELOP AND IMPLEMENT A QUALITY INFRASTRUCTURE IMPROVEMENT PROGRAM						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the March 19, 2015 City Council meeting	DCM-RMS	Report to the City Council regarding an investigation into using solar panels for City facilities and residents.				
2. At the April 2, 2015 City Council meeting	DCM-RMS	Present to the City Council for consideration awarding a consultant contract for the recommendation of a stormwater fee.				
3. At the May 7, 2015 City Council meeting	DCM-RMS	Present to the City Council for consideration the hiring of a consultant to prepare an update for Seaside's Pavement Management Plan.				
4. By June 30, 2015	DCM-RMS	Complete park improvements at Trinity, Durant, Highland-Otis, Martin and Pachetti Dog Park.				
5. By July 15, 2015	DCM-RMS	Present to the City Council for consideration a construction project for West Broadway Urban Village.				
FUTURE: By _____	DCM-AS	Develop and present to the City Council for action a policy to fund capital street improvements.				



WEST BROADWAY URBAN VILLAGE SPECIFIC PLAN



City of Seaside | January 21, 2010



DESIGN, COMMUNITY & ENVIRONMENT

Policy ECON-2. Seek destination commercial and institutional uses that encourage foot traffic along West Broadway Avenue and Del Monte Boulevard.

Policy ECON-3. Encourage businesses in Seaside and other areas to locate to or expand within the West Broadway Urban Village.

Policy ECON-4. Support and encourage the preservation of existing, locally-serving businesses in balance with regional and national retailers.

Policy ECON-5. Encourage developers of mixed-use projects to include for-sale ground floor commercial units to offer local retailers and businesses the opportunity to own their commercial space.

Policy ECON-6. Encourage the location of design, home improvement and lifestyle-related businesses along West Broadway Avenue.

Policy ECON-7. Support and encourage the attraction of a grocery store or other food retailer to the West Broadway Urban Village.

Policy ECON-8. Allow for temporary closures of Plan Area streets for special events that strategically promote the Urban Village.

D. Circulation, Transit and Mobility

Circulation, transit and mobility policies promote safe and balanced interactions between multiple modes of transit. **These policies promote accessibility within the Urban Village for pedestrians, bicycles, automobiles and transit.**

Policy CIRC-1. Adopt a Level of Service (LOS) “D” within the Urban Village to accommodate traffic volumes and to limit the need for left turn pockets or signalized intersections along the West Broadway Avenue corridor.

Policy CIRC-2. Develop West Broadway Avenue into a two-way street with one travel lane in each direction, on-street parking on both sides of the street, wide sidewalks and medians. Provide left turn lanes eastbound on Calaveras



CIRCULATION, PARKING AND MOBILITY

6

The Plan's goal is to create an Urban Village that facilitates multiple modes of circulation, including vehicles, transit riders, pedestrians and bicyclists. This chapter describes access, circulation intent and design, and parking. It demonstrates on-the-ground implementation of the transportation concepts identified in the General Plan and other documents. The policies related to circulation are listed in Chapter 4. General improvements described in this chapter are shown in Figure 6-1.

A. Streets

This section describes the proposed street network in the Specific Plan Area. It also discusses major intersection improvements, including the realignment of West Broadway Avenue, Del Monte Boulevard and Contra Costa Street.

1. Street Network

Regional access to the project area is provided by Highway 1 and Canyon Del Rey Boulevard, which is Highway 218. Primary local access to the area is provided by Del Monte Boulevard, Fremont Boulevard and Broadway Avenue. Local streets within the Specific Plan Area include Olympia Avenue, Palm Avenue, Elm Avenue, Amador Avenue, Sonoma Avenue, Imperial Street, Contra Costa Street, Hillsdale Street, Alhambra Street and Calaveras Street.

2. Traffic Lane Configuration and Street Cross-Section

The Specific Plan proposes changes to the cross-section of the three primary streets in the Plan Area.

a. West Broadway Avenue

To provide for a more pedestrian-friendly environment and to encourage development of an urban village, the City's General Plan calls for the narrowing of West Broadway Avenue from a four-lane roadway to a two-lane roadway. Narrowing West Broadway Avenue to one travel lane in each direction from Del Monte Boulevard to Fremont Boulevard will occur in the first

phase of the Specific Plan, along with enhanced pedestrian and bicycle facilities. Roadway narrowings, commonly called road diets, have the benefit of providing enhanced access and mobility for pedestrians, bicyclists and transit users, as well as motorists. Figure 6-2 provides a cross-sectional view of West Broadway Avenue and Figure 6-3 provides a plan view. Conceptual plans for the left-turn pocket indicate a width of 14 feet, while the median would be 22 feet wide. Coupled with proposed travel lane widths of 12 feet, a minimum of 26 feet and a maximum of 34 feet of roadway width would be available for emergency vehicle access. In the event that cars are double-parked on West Broadway, at least 18 or more feet of roadway width for emergency vehicle operations would still be available. This would allow sufficient roadway width to provide for ladder truck access.

At buildout, West Broadway Avenue is projected to carry approximately 17,500 average daily traffic (ADT) on an average mid-week day. Based on the research presented on road diets, West Broadway will be able to accommodate these ADT, assuming left turn pockets are provided at each street intersection. Diversion of traffic from West Broadway Avenue to local parallel streets such as Elm and Sonoma avenues is estimated to only occur during the most congested periods, such as Fridays or days with special events.

i. Medians/Turn Pockets

Medians may be developed to define portions of the street along West Broadway Avenue. Should medians be included, they would have pavement delineations provided with either pavement striping and/or textured pavers so that emergency vehicles could access the center lane if needed. At selected street intersections, the medians may be used to define left turn lanes. No raised medians or landscaping within the median would be allowed.

The existing turn pocket lengths will be maintained at the Del Monte Boulevard and Fremont Boulevard intersections. Fifty-foot left-turn pockets will be provided on West Broadway Avenue where it intersects with Hillsdale and Alhambra streets and eastbound at Calaveras Street (for access to the Auto Center), as seen in Figure 6-4.

ii. Two-lane Roadway

In place of a middle median, the sidewalks on West Broadway Avenue could be wider. Left-turn pockets at selected intersections would still be needed. In

a. Cut-through Traffic

Some drivers currently use West Broadway Avenue as an east-west connector between Fremont Boulevard and Del Monte Boulevard. When West Broadway is narrowed, this route would be less attractive to motorists driving to non-local destinations. Some of these motorists are expected to shift to nearby parallel local roadways, while others would use the arterial street network (Del Monte Boulevard, Fremont Boulevard and Canyon Del Rey Boulevard) to avoid West Broadway Avenue. Of the nearby roadways parallel to West Broadway Avenue, only Elm Avenue and Sonoma Avenue offer a comparable east-west connection between Del Monte and Fremont boulevards.

Neighborhood perceptions of acceptable traffic levels are often based on vehicle speeds and changes in traffic volumes rather than absolute numbers. The City allows local residents to place a request with the Traffic Advisory Committee that the City evaluate the need for traffic calming measures. The City then evaluates the request in light of Caltrans warrants. If warrants are met, the improvement can be installed.

b. Parking Intrusion

The intensification of uses in the Specific Plan Area will generate new parking demand as described in the previous section. If adequate parking is not provided to accommodate the new uses, then parking spillover into the adjacent neighborhoods could occur. The creation of a parking district to manage parking in the Plan Area would minimize the potential for neighborhood parking intrusion by responding to parking shortages with the construction of additional supply or improved management. The district could also implement neighborhood permit parking zones if needed, which would prevent parked vehicles owned by Plan Area shoppers, employees and residents from excessively intruding onto neighboring streets.

D. Bicycles

This section describes the bicycle network used by bicyclists to access the Specific Plan Area, and the amenities that will be provided to encourage safe and convenient bicycling to and within the West Broadway Urban Village. Bikeways are categorized in three basic ways: Class I bike paths or multi-use trails are completely separated from the street; Class II bike lanes are striped

on the street, typically 5 feet in width; and Class III bike routes are indicated with signage where bicycles share travel lanes with vehicles.

1. Planned and Proposed Bicycle Facilities

The Monterey Bay Coastal Recreation Trail, which spans the Monterey coast from Pacific Grove to the south to Castroville to the north, is a Class I bike path. While this trail runs close to the Urban Village, there is currently no direct connection. Other Class I bike paths exist parallel to General Jim Moore Boulevard (from Eucalyptus Drive to Normandy Road) and along Second Avenue (from Gigling Road to First Street) in the north area of the city. Although there are currently no bicycle facilities in the Plan Area, there are a number of planned and proposed Class II and Class III facilities within and beyond the Urban Village, as shown in Figure 6-10.

a. Seaside 2007 Bicycle Transportation Plan

The recent Bicycle Transportation Plan establishes a system of bikeways within the city, connecting to regional bicycle facilities. Among other goals, the Plan seeks to encourage cycling as a viable mode of transportation by providing a complete network of bikeways, support facilities and amenities. The Bicycle Transportation Plan discusses bicycle boulevards, noting that they should be explored and encouraged for new developments. It also notes that key elements of a bicycle boulevard include the removal of unwarranted STOP signs, the provision of traffic signals to help cyclists cross busy arterials, and the installation of traffic-calming measures to prevent excessive vehicle speeds.

The Bikeways Plan proposes Class II striped bicycle lanes along the following roadway segments:

- ◆ **Broadway Avenue** between Del Monte Avenue and General Jim Moore Boulevard
- ◆ **Del Monte Boulevard** between Broadway Avenue and Canyon Del Rey Boulevard
- ◆ **Canyon Del Rey Boulevard** between Del Monte Boulevard and Fremont Boulevard at the southern city limit

A Class III signed bicycle route is proposed on Del Monte Boulevard north of West Broadway Avenue.

A proposed bicycle route on Palm Avenue will extend between Calaveras Street and Del Monte Boulevard, connecting to West Broadway Avenue via Calaveras Street and providing local access to the Plan Area via predominantly residential streets. This scenario would benefit from the installation of a traffic signal at Palm Avenue/Del Monte Boulevard to facilitate the crossing of Del Monte Boulevard. As mentioned previously, this signal will benefit the Urban Village area around the hotel, as it will provide a controlled crossing of Del Monte Boulevard for pedestrians and bicyclists, and will improve vehicle access to the hotel and a potential parking structure. Signage would be provided along West Broadway Avenue directing motorists to share the road with cyclists who choose to use this route. Signage and pavement legends directing bicyclists would be provided along both roadways to clarify the recommended paths of travel.

The installation of a traffic signal at the Palm Avenue/Del Monte Boulevard intersection will facilitate the transition between the bicycle route on Palm Avenue and the bicycle lanes on Del Monte Boulevard. The provision of a bicycle route along West Broadway Avenue will allow for wider sidewalks and outdoor seating along West Broadway Avenue in lieu of right-of-way required for bicycle lanes.

2. Bicycle Amenities

Bicycle parking should be installed at highly visible locations that are as close as possible to the main entrance of the destination, and are located at least as conveniently as the most convenient automobile parking space available to the general public. Bicyclists destined for the Broadway corridor could access the area via several cross streets including Contra Costa, Hillsdale and Alhambra streets. Refer to Chapter 7 identifies specific bicycle amenities required.

E. Pedestrians

The Specific Plan anticipates that new development and redevelopment will substantially increase the number of pedestrians in the West Broadway Avenue area. Improvements, as described in this section, are necessary to develop a continuous network of pedestrian paths that will serve residential and commercial mixed-use development in the Specific Plan Area.

The development standards and design guidelines in Chapter 7 of this Specific Plan set standards for streetscape improvements and provide guidelines for public and private development to improve the appearance, safety and connectivity for pedestrians in the Urban Village.

1. Pedestrian Network

Pedestrian connectivity improvements contained in this Specific Plan include:

- ◆ **Public plazas.** Public plazas can strengthen and reinforce pedestrian connections within the Urban Village. Well-lit and landscaped public plazas with pedestrian amenities and public art should be located on the southwest corner of the realigned intersection of West Broadway Avenue and Del Monte Boulevard, in front of the library/parking project, and in relation to the transit station.
- ◆ **Pedestrian paseos.** Paseos located mid-block along West Broadway Avenue and Del Monte Boulevard will strengthen pedestrian connections between the residences on Palm Avenue and the transit station on Del Monte Boulevard. Paseos will be well-lit and offer active ground floor uses, pedestrian amenities and landscaping. Paseos will link to either West Broadway Avenue or Del Monte Boulevard, thus providing a destination.
- ◆ **Pedestrian promenade.** A short pedestrian promenade may be located at the center of West Broadway Avenue between Hillsdale and Alhambra streets, in front of the future library/parking project. The promenade would provide space for temporary events, and street trees, while remaining accessible for emergency vehicles. A textured crosswalk will guide pedestrians through the promenade from one side of the street to the other.

2. Pedestrian Amenities

Pedestrian amenities encourage and enhance a pedestrian environment. Pedestrian facilities include the following:

- ◆ **Crosswalks.** Crosswalks will be installed at the intersections of West Broadway Avenue with Hillsdale, Alhambra and Calaveras streets. A mid-block crosswalk would be highly desirable between Hillsdale and Alhambra streets to provide direct access to the Library/garage and

potentially to the pedestrian promenade. The realigned intersection of West Broadway Avenue/Del Monte Boulevard/Contra Costa Street will have crosswalks on all four legs, with pedestrian pushbuttons and pedestrian signals with countdown heads.

- ◆ **Accent paving.** Accent paving should be used to identify pedestrian-oriented zones, including crosswalks and portions of the center lane along West Broadway Avenue.
- ◆ **Sidewalks.** Sidewalks will be provided along all street frontages within the Plan Area as the area redevelops. Sidewalks will be widened in places along West Broadway Avenue, providing a minimum of 10 feet of clear walking space. Sidewalks on other roadways should provide at least 6 feet clear. Sidewalks will provide additional space for pedestrian amenities and for businesses such as cafes to extend into the sidewalk.
- ◆ **Sidewalk bulb-outs.** Bulb-outs should be included at all intersections along West Broadway Avenue to increase visibility and thus safety for pedestrians crossing West Broadway.
- ◆ **Intersection safety amenities.** Intersections should be equipped with pedestrian countdown signals, high-visibility crosswalks, pedestrian-level lighting and median islands, where appropriate, for the safety of pedestrians crossing the street.
- ◆ **Street trees.** Appropriate types of trees will be planted strategically along West Broadway Avenue and Del Monte Boulevard to enhance the aesthetics of the Urban Village and provide shade for pedestrians and buildings, while keeping key sight lines open.
- ◆ **Street furniture.** Street furniture, including benches, planters and bicycle racks, will establish points of respite and gathering places along the streets in the Urban Village.
- ◆ **Trash and recycling receptacles.** Adequate trash receptacles, along with recycling receptacles, will be provided throughout the Urban Village.
- ◆ **Signage.** Appropriate signage will identify specific sites of interest to pedestrians. Wayfinding signage will direct bicyclists to the bike boulevard and other bicycle facilities.

- ◆ **Pedestrian-level lighting.** Adequate lighting will be provided throughout the Urban Village with a focus on safety and visibility for pedestrians as well as reducing glare.

F. Transit

Fixed-route bus and shuttle service in the Plan Area is currently provided by Monterey-Salinas Transit (MST). No buses currently serve West Broadway Avenue directly, but the implementation of the Specific Plan and the construction of the transit hub could justify changes to the transit system in the Urban Village.

1. Transit Organizations/Agencies

Two agencies are responsible for transit service within the Plan Area. The Transportation Agency of Monterey County (TAMC) is responsible for distributing funds for public transit and other transportation projects in Monterey County. Monterey-Salinas Transit (MST) runs the bus and shuttle services in the area.

a. Transportation Agency of Monterey County

TAMC is responsible for developing and maintaining a multimodal transportation system in Monterey County. TAMC owns the rail right-of-way (ROW) for the Monterey Branch Line, and is planning a 16-mile service that will connect to a planned station in Castroville and provide local transit alternatives with key stations in Monterey, Seaside, Sand City and Marina/CSUMB. TAMC is also evaluating the extension of Caltrain from its current terminus at Gilroy to Pajaro, Castroville and Salinas to provide access to the San Francisco Bay Area.

In the Specific Plan Area, the rail right-of-way parallels Del Monte Boulevard, and a transit platform is planned around where the ROW crosses Contra Costa Street. TAMC is currently studying the specific type of transit service to provide along the right-of-way, but options include bus rapid transit (BRT) and light rail transit (LRT). The main feature of a BRT system is having a dedicated bus lane which operates separately from all other traffic modes, which, in this case, would be the rail ROW. A LRT system would provide light rail service, similar to a commuter streetcar or tram that carries passengers, not cargo, along the ROW.

CITY OF SEASIDE

**2010 CITYWIDE ENGINEERING AND TRAFFIC
STUDY (E&TS)**

REPORT

PREPARED FOR

**City of Seaside
Resource Management Services
440 Harcourt Avenue
Seaside, CA 93955**

FINAL REPORT

MAY 2011

FINAL DRAFT DECEMBER 2010

PREPARED BY



**ENGINEERING, INFRASTRUCTURE, PLANNING, MANAGEMENT AND
CONSULTING SERVICES**

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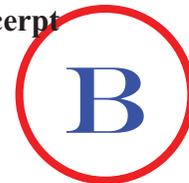
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TABLE 2: ACCIDENT RATE SUMMARY

NO.	STREET	STREET SEGMENT	TYPE	L (MILE)	2010 ADT (V/D)	ACCD RATE (A/MVM)	STATE ACCD RATE (A/MVM)
1	Broadway Avenue	Del Monte to Fremont	ART	0.41	10,150	23.0423	2.0000
2	Broadway Avenue	Fremont to General Jim Moore	ART	1.21	9,750	12.3856	2.0000
3	Coe Avenue	Monterey to Gen. Jim Moore Blvd.	COL	1.29	3,200	5.5308	1.1600
4	Del Monte Boulevard	Monterey City Limit to Fremont	ART	1.63	13,200	7.7674	2.0000
5	Fremont Boulevard	Monterey City Limit to Playa	ART	1.43	20,250	17.4086	2.0000
6	Fremont Boulevard	Playa to State Highway 1	ART	0.35	16,150	9.5323	2.0000
7	General Jim Moore Blvd	Coe (Broadway) to Mc Clure	ART	0.42	6,150	3.8891	2.0000
8	Harcourt Avenue	Canyon Del Rey to Fremont	COL	0.37	1,100	65.0713	1.1600
9	Highland Street	Plumas to Kimball	COL	0.17	1,600	10.0725	1.1600
10	Hilby Avenue	Canyon Del Rey to Fremont	MAR	0.28	4,150	50.2990	1.5800
11	Hilby Avenue	Fremont to Mescal	MAR	1.20	5,300	10.3386	1.5800
12	Kimball Avenue	Fremont to Mescal	COL	1.19	4,800	15.6684	1.1600
13	La Salle Avenue	Del Monte to Lysette Ct.	MAR	1.26	4,000	22.4687	1.5800
14	Light Fighter Drive	Hwy 1 to Gen. Jim Moore Blvd.	ART	0.43	11,400	11.3643	2.0000
15	Mescal Street	Plumas to San Pablo	COL	1.36	1,550	13.8633	1.1600
16	Military Avenue	Fremont to Paralta (E)	COL	1.25	1,750	7.5147	1.1600
17	Mingo Avenue	Noche Buena to Yosemite	COL	0.53	1,450	73.6773	1.1600
18	Monterey Road	Fremont to 6th Division Road	COL	1.93	9,650	3.9718	1.1600
19	Noche Buena Street	Plumas to Military	COL	1.69	5,450	20.0288	1.1600
20	Ord Grove Avenue	Del Monte to Hacienda	COL	1.08	3,250	13.5295	1.1600
21	Playa Avenue	Del Monte to Fremont	COL	0.09	7,300	109.8114	1.1600
22	Plumas Avenue	Noche Buena to Mescal	COL	0.46	800	42.1878	1.1600
23	San Pablo Avenue	Fremont to Mescal	COL	0.93	3,050	46.0404	1.1600
24	San Pablo Avenue	Mescal to Nadina	COL	0.28	520	50.1781	1.1600
25	Sonoma Avenue	Canyon Del Rey to Fremont	COL	0.47	3,600	36.1627	1.1600
26	Sonoma Avenue	Fremont to Noche Buena	COL	0.51	1,850	64.8513	1.1600
27	Sonoma Avenue	Yosemite to Mescal	COL	0.17	1,600	53.7201	1.1600
28	Wheeler Street	Hilby to Kimball	COL	0.20	1,100	53.9643	1.1600
29	Yosemite Street	Hilby to La Salle	COL	1.02	3,450	15.3115	1.1600
30	The Mall	Broadway to Clementina-Heitzinger	COL	0.13	1,350	0.0000	1.1600
31	The Mall	Clementina-Heitzinger to Geary	COL	0.28	2,400	1.3590	1.1600
32	The Mall	Geary to Del Monte	COL	0.19	2,620	1.8346	1.1600
33	Clementina-Heitzinger	Del Monte to The Mall	COL	0.13	2,900	4.8448	1.1600
34	Clementina-Heitzinger	The Mall to Fremont	COL	0.13	2,100	0.0000	1.1600

LEGEND

L = SEGMENT
LENGTH



ADT = AVERAGE DAILY TRAFFIC, VEHICLE PER DAY

(V/D) = VEH /DAY

OF ACCD = NUMBER OF ACCIDENTS IN 3 YEARS (JUNE 2007 TO MAY 2010)

ACCD = ACCIDENT

A/MVM = ACCIDENT RATE IN ACCIDENT PER MILLION VEHICLE MILE

STATE ACCD RATE = STATEWIDE ACCIDENT RATE IN ACCIDENT PER MILLION
VEHICLE MILE

ART = ARTERIAL; COL = COLLECTOR; MAR = MINOR ARTERIAL

NOTES

1. LENGTH OF SEGMENT WAS OBTAINED FROM MAPPING & OTHER MEANS AND IS APPROXIMATE LENGTH BETWEEN INTERSECTIONS
2. 2010 ADT WAS PROVIDED BY DATA COLLECTION FROM MTD AND WAS ROUNDED OFF FOR REPORTING & ANALYSIS PURPOSES
3. THE NUMBER OF ACCIDENTS FOR EACH SEGMENT WAS OBTAINED FROM THE ACCIDENT HISTORY PROVIDED BY CITY AND MAY NOT REPRESENT ACCURATELY IN TERMS OF TOTAL NUMBER AND LOCATION. SUMMARY IS REPORTED BASED ON REVIEW OF AVAILABLE DATA ONLY.
4. STATE WIDE ACCIDENT RATE WAS OBTAINED FROM PUBLICATION 2008 CA STATE HIGHWAYS STATEWIDE TRAVEL AND ACCIDENT RATES 3-YEAR RATES 2008 AND IS ASSUMED FOR CITY STREETS FOR COMPARISON PURPOSES ONLY.

Attachment I-2A-1. 2010 Citywide Engineering and Traffic Study Excerpt Spot Speed Study - City of Seaside

Prepared by: Marks Traffic Data

Broadway Ave. - Del Monte To Fremont

DATE: 9/14/2010
Start Time: 15:04
DAY: Tuesday

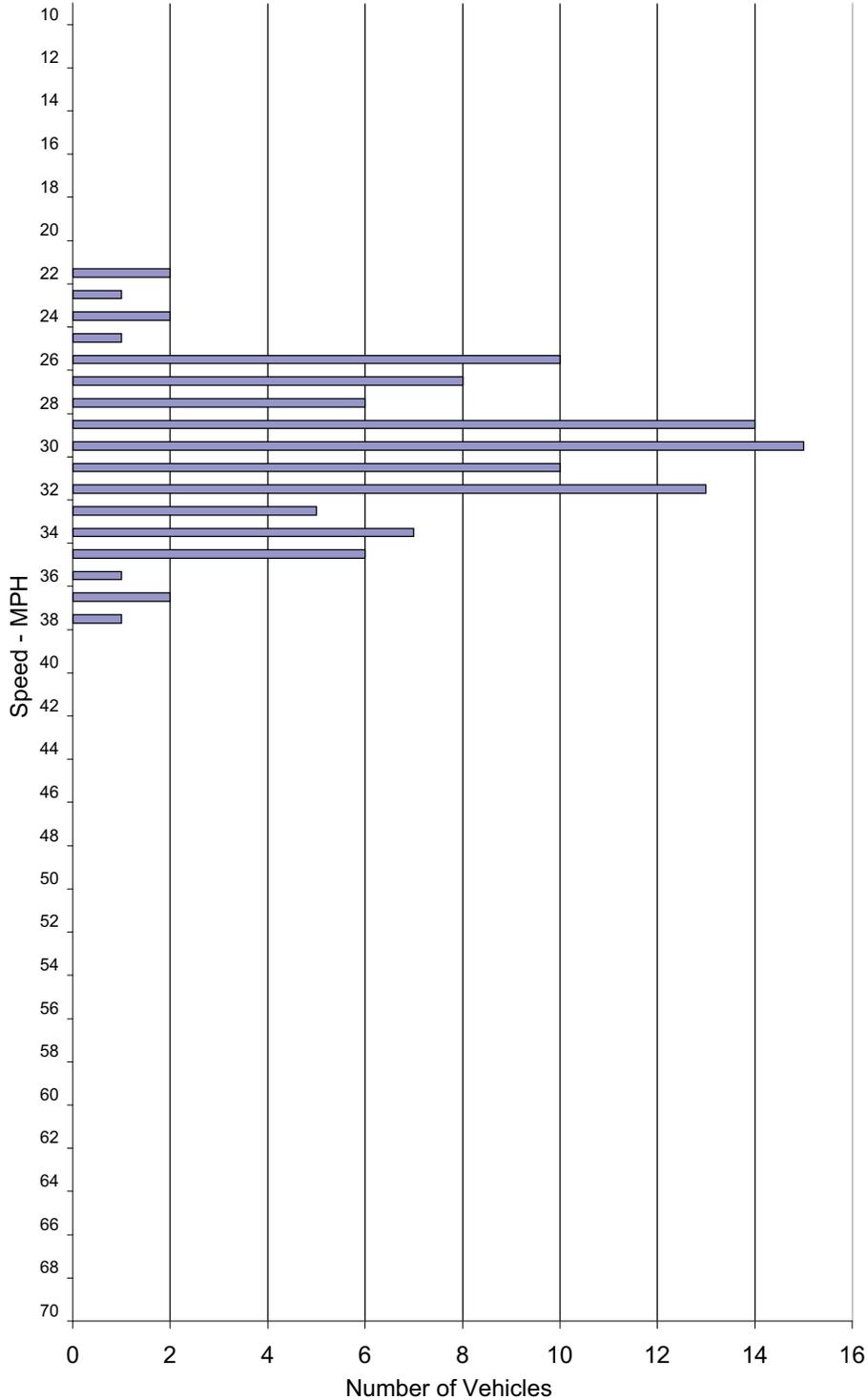
Location: W/o Hillsdale St.
End Time: 15:21
Posted Speed: 25 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: 0-Jan

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	2
23	1
24	2
25	1
26	10
27	8
28	6
29	14
30	15
31	10
32	13
33	5
34	7
35	6
36	1
37	2
38	1
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	104	30.1	22 - 38	30 mph	34 mph	26 - 35	94	90%	5% / 6	4% / 4

Attachment I-2A-1. 2010 Citywide Engineering and Traffic Study Excerpt Spot Speed Study - City of Seaside

Prepared by: Marks Traffic Data

Broadway Ave. - Fremont To Gen J Moore

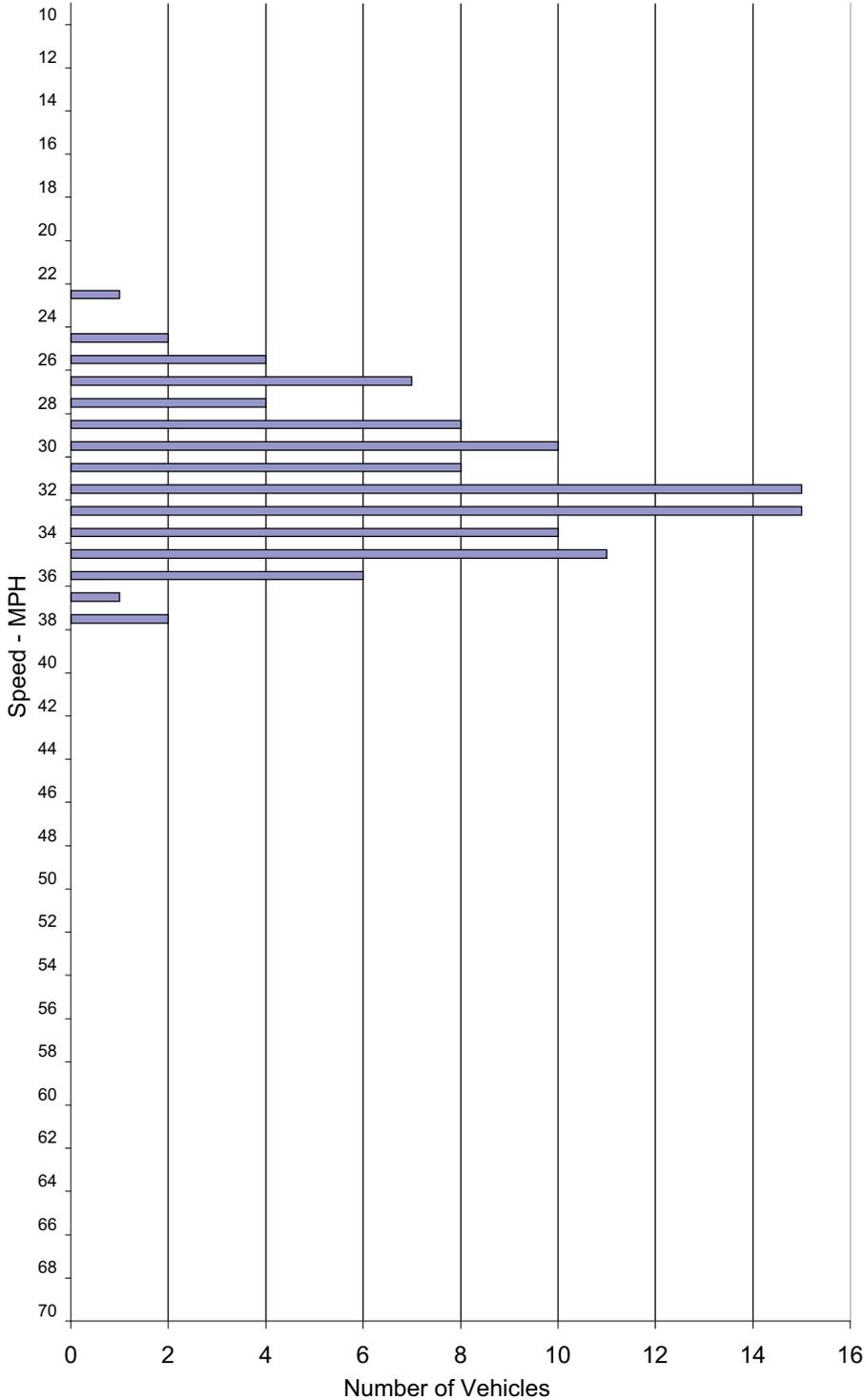
DATE: 9/1/2010
Start Time: 14:32
DAY: Wednesday

Location: btwn. Darwin St. & Vallejo St.
End Time: 14:52
Posted Speed: 30 MPH

Observer: Mietek
Calibration: DONE
Project #: 0-Jan

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	1
24	0
25	2
26	4
27	7
28	4
29	8
30	10
31	8
32	15
33	15
34	10
35	11
36	6
37	1
38	2
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	104	31.6	23 - 38	32 mph	35 mph	27 - 36	94	90%	6% / 7	3% / 3

Attachment I-2A-1. 2010 Citywide Engineering and Traffic Study Excerpt Spot Speed Study - City of Seaside

Prepared by: Marks Traffic Data

Del Monte Blvd.- Monterey City Limit To Fremont

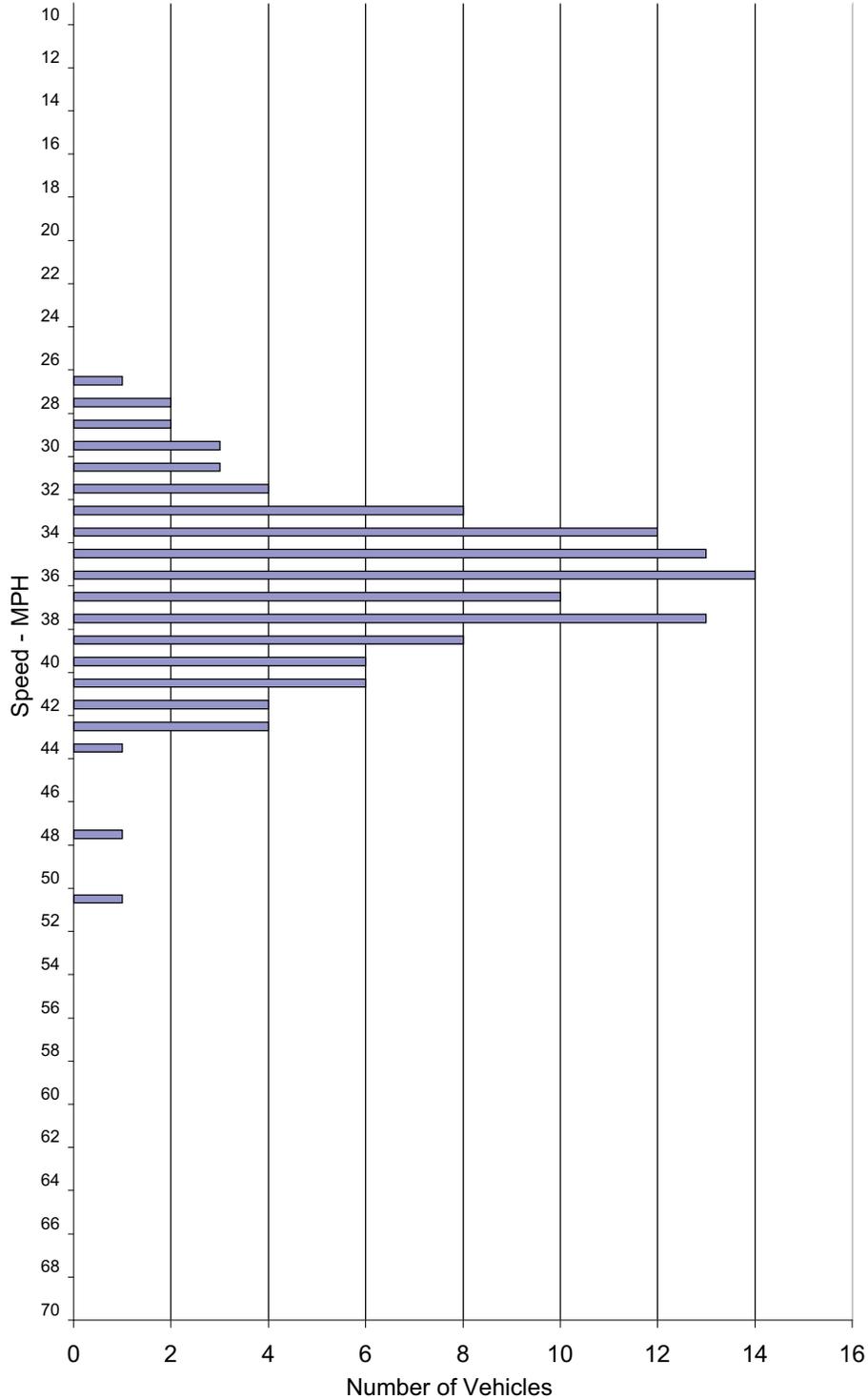
DATE: 9/14/2010
Start Time: 15:26
DAY: Tuesday

Location: btwn. Clementina Av. & The Mall
End Time: 15:48
Posted Speed: 35 MPH

Observer: Mietek
Weather: Sunny
Calibration: DONE
Direction: N/S
Project #: 0-Jan

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	1
28	2
29	2
30	3
31	3
32	4
33	8
34	12
35	13
36	14
37	10
38	13
39	8
40	6
41	6
42	4
43	4
44	1
45	0
46	0
47	0
48	1
49	0
50	0
51	1
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	116	36.4	27 - 51	36 mph	40 mph	32 - 41	94	81%	9% / 11	10% / 11

**CITY OF SEASIDE ENGINEERING AND TRAFFIC SURVEY
FIELD SURVEY OF ROADWAY & TRAFFIC CONDITIONS**

STREET NAME: BROADWAY AVENUE

SEGMENT: DEL MONTE TO FREMONT

FIELD REVIEW DONE BY: S N BEGUR
TIME OF FIELD REVIEW: 9.15 AM

DAY AND DATE OF FIELD REVIEW: TUESDAY, SEPTEMBER 28, 2010
WEATHER: SUNNY, WARM

RADAR SPEED SURVEY DONE BY: MARKS TRAFFIC DATA
DATE OF RADAR SPEED SURVEY: SEPTEMBER 14, 2010

TIME OF RADAR SPEED SURVEY: 15.00 TO 16.00

FACTORS	EAST BOUND	WEST BOUND	
<u>I. EXISTING SPEED</u>			
POSTED SPEED LIMIT (MPH)	25	25	
ADJACENT SPEED LIMIT (MPH)	35 ON DEL MONTE, 30 ON FREMONT		
<u>II. ACCIDENT DATA</u>			
MONTHS OF DATA	36	<<<< SEE COMBINED DATA	
TOTAL NUMBER OF ACCIDENT	105	<<<< SEE COMBINED DATA	
ACCIDENT PER YEAR	35.00	<<<< SEE COMBINED DATA	
SPEED RELATED ACCIDENT PER YEAR	N/A	<<<< SEE COMBINED DATA	
PERCENT OF SPEED RELATED ACCIDENT	N/A	<<<< SEE COMBINED DATA	
ACCIDENT PER MILLION VEHICLE MILE	23.0423	<<<< SEE COMBINED DATA	
<u>III. TRAFFIC DATA</u>			
AVERAGE DAILY TRAFFIC	10,150	<<<< SEE COMBINED DATA	
LANE GEOMETRY	2	2	
TRAFFIC CONTROL	SIGNAL AT FREMONT, DEL MONTE & STOP SIDE STREETS		
MARKED CROSSWALK	YES/ DEL MONTE, HILLSDALE, ALHAMBRA, CALAVERAS, FREMONT		
PEDESTRIANS / BICYCLISTS	YES	YES	
TRUCK TRAFFIC	NO	NO	
ON-STREET PARKING	YES; NO SOME SECTIONS	YES; NO SOME SECTIONS	
OTHER	1 LT LANE AT FREMONT		
<u>IV. ROADWAY DATA</u>			
SEGMENT LENGTH (MILE)	0.41	0.41	
HORIZONTAL CURVE	NONE	NONE	
VERTICAL CURVE	NONE	NONE	
CURB & GUTTER	YES	YES	
SIDEWALK / DRIVEWAY	YES	YES	
SURFACE CONDITION	GOOD	GOOD	
VISIBILITY	GOOD	GOOD	
STREET LIGHTING	YES	YES	
OTHER	NORMAL CROSS SLOPE & CROWN, NO SHOULDERS, CITY CENTER NEAR CALAVERAS & FREMONT, DOUBLE YELLOW CENTERLINE STRIPE, PVMT MARKINGS, SIGNS, ADA RAMP, SOME RED CURB, SOME EMPTY PARCELS		
<u>V. LAND USE</u>			
TYPE	RETAIL STORES	RETAIL STORES	
RESIDENTIAL/BUSINESS DISTRICT	BUSINESS	BUSINESS	
<u>VI. RADAR SPEED SURVEY DATA</u>			
50TH PERCENTILE SPEED	30.0	30.0	<u>COMBINED</u> 30
85TH PERCENTILE SPEED	33.0	34.0	34
10 MPH PACE	26-35	26-35	26-35
PERCENT IN PACE	92	89	90
<u>VII. SPEED LIMIT RECOMMENDATION</u>			
	30	30	
<u>VIII. CHANGE POSTED SPEED LIMIT</u>			
	YES	YES	
<u>IX. JUSTIFICATION FOR RECOMMENDATION</u>			
	85TH %ILE SPEED IS 34 MPH; 5 MPH REDUCTION APPLIED,		

**CITY OF SEASIDE ENGINEERING AND TRAFFIC SURVEY
FIELD SURVEY OF ROADWAY & TRAFFIC CONDITIONS**

STREET NAME: BROADWAY AVENUE

SEGMENT: FREMONT TO GEN JIM MOORE

FIELD REVIEW DONE BY: S N BEGUR
TIME OF FIELD REVIEW: 10.00 AM

DAY AND DATE OF FIELD REVIEW: TUESDAY, SEPTEMBER 28, 2010
WEATHER: SUNNY, WARM

RADAR SPEED SURVEY DONE BY: MARKS TRAFFIC DATA
DATE OF RADAR SPEED SURVEY: SEPTEMBER 12, 2010

TIME OF RADAR SPEED SURVEY: 14.00 TO 15.00

FACTORS	EAST BOUND	WEST BOUND	
<u>I. EXISTING SPEED</u>			
POSTED SPEED LIMIT (MPH)	30	30 (25 @ BALFOUR)	
ADJACENT SPEED LIMIT (MPH)	45 ON GEN JIM MOORE, 30 ON FREMONT, 35 ON DEL MONTE, 25 ON SCHOOL / SIDE STS		
<u>II. ACCIDENT DATA</u>			
MONTHS OF DATA	36	<<<< SEE COMBINED DATA	
TOTAL NUMBER OF ACCIDENT	160	<<<< SEE COMBINED DATA	
ACCIDENT PER YEAR	53.33	<<<< SEE COMBINED DATA	
SPEED RELATED ACCIDENT PER YEAR	N/A	<<<< SEE COMBINED DATA	
PERCENT OF SPEED RELATED ACCIDENT	N/A	<<<< SEE COMBINED DATA	
ACCIDENT PER MILLION VEHICLE MILE	12.3856	<<<< SEE COMBINED DATA	
<u>III. TRAFFIC DATA</u>			
AVERAGE DAILY TRAFFIC	9,750	<<<< SEE COMBINED DATA	
LANE GEOMETRY	2	2	
TRAFFIC CONTROL	SIGNAL AT FREMONT, TERRACE, N BUENA & STOP AT FLORES, YOSEMITE		
MARKED CROSSWALK	YES/ FREMONT, TERRACE, SAN LUCAS, NOCHE BUENA, YOSEMITE		
PEDESTRIANS / BICYCLISTS	YES	YES	
TRUCK TRAFFIC	NO	NO	
ON-STREET PARKING	YES; SOME RED CURB	YES; SOME RED CURB	
OTHER	TURN LANES AT FREMONT, TERRACE, N BUENA, BUS STOP SHELTER, CONSTRUCTION ON G J MOORE		
<u>IV. ROADWAY DATA</u>			
SEGMENT LENGTH (MILE)	1.21	1.21	
HORIZONTAL CURVE	NONE	NONE	
VERTICAL CURVE	YES (E OF N BUENA, TERRACE, LUXTON, FLORES)		
CURB & GUTTER	YES	YES	
SIDEWALK / DRIVEWAY	YES	YES	
SURFACE CONDITION	FAIR	FAIR	
VISIBILITY	GOOD	GOOD	
STREET LIGHTING	YES	YES	
OTHER	NORMAL CROSS SLOPE & CROWN, NO SHOULDERS, EMPTY PARCELS, ADA RAMPS DOUBLE YELLOW CL STRIPE, PVMT MARKINGS, O/H UTILITY, MEDIAN ISLAND AT SOTO W/TREES, FIRE HYD, V GUTTER, SIGNS, U/G UTIL, BUS STOP, BENCH, TRASH R		
<u>V. LAND USE</u>			
TYPE	HOMES, RETAIL STORES, SCHOOL, CHURCH, OFFICE, PO, GAS STA, FIRE DEPT, SCHOOL		
RESIDENTIAL/BUSINESS DISTRICT	RESIDENTIAL		
<u>VI. RADAR SPEED SURVEY DATA</u>			
50TH PERCENTILE SPEED	32.0	32.0	<u>COMBINED</u> 32
85TH PERCENTILE SPEED	35.0	35.0	35
10 MPH PACE	26-35	27-36	27-36
PERCENT IN PACE	87	100	90
<u>VII. SPEED LIMIT RECOMMENDATION</u>			
	30	30	
<u>VIII. CHANGE POSTED SPEED LIMIT</u>			
	NO	NO	
<u>IX. JUSTIFICATION FOR RECOMMENDATION</u>			
	85TH %ILE SPEED IS 35 MPH; 5 MPH REDUCTION APPLIED, HIGH ACCIDENT RATE		

**CITY OF SEASIDE ENGINEERING AND TRAFFIC SURVEY
FIELD SURVEY OF ROADWAY & TRAFFIC CONDITIONS**

STREET NAME: DEL MONTE BLVD.

SEGMENT: MONTEREY CITY LIMIT TO FREMONT

FIELD REVIEW DONE BY: S N BEGUR
TIME OF FIELD REVIEW: 2:20 PM

DAY AND DATE OF FIELD REVIEW: TUESDAY, SEPTEMBER 28, 2010
WEATHER: SUNNY, WARM

RADAR SPEED SURVEY DONE BY: MARKS TRAFFIC DATA
DATE OF RADAR SPEED SURVEY: SEPTEMBER 14, 2010

TIME OF RADAR SPEED SURVEY: 15.00 TO 16.00

FACTORS	NORTH BOUND	SOUTH BOUND	
<u>I. EXISTING SPEED</u>			
POSTED SPEED LIMIT (MPH)	35	35	
ADJACENT SPEED LIMIT (MPH)	35 SOUTH OF CITY LIMITS, 30 @ FREMONT		
<u>II. ACCIDENT DATA</u>			
MONTHS OF DATA	36		<<<< SEE COMBINED DATA
TOTAL NUMBER OF ACCIDENT	183		<<<< SEE COMBINED DATA
ACCIDENT PER YEAR	61.00		<<<< SEE COMBINED DATA
SPEED RELATED ACCIDENT PER YEAR	N/A		<<<< SEE COMBINED DATA
PERCENT OF SPEED RELATED ACCIDENT	N/A		<<<< SEE COMBINED DATA
ACCIDENT PER MILLION VEHICLE MILE	7.7674		<<<< SEE COMBINED DATA
<u>III. TRAFFIC DATA</u>			
AVERAGE DAILY TRAFFIC	13,200		<<<< SEE COMBINED DATA
LANE GEOMETRY	2	2	
TRAFFIC CONTROL	SIGNAL AT CDREY, BROADWAY, CONTRA COSTA, CLEMENTINA, TIOGA-MALL, PLAYA		
MARKED CROSSWALK	YES/ CDR, ELM, BROADWAY, C COSTA, CLEMENTINA, TIOGA-MALL, PLAYA		
PEDESTRIANS / BICYCLISTS	YES	YES	
TRUCK TRAFFIC	LIGHT	LIGHT	
ON-STREET PARKING	YES, BOTH SIDES/ELM TO BROADWAY; SOME RED CURB SECTIONS		
OTHER	TURN LANE AT CDR, BROADWAY, CCOSTA, CLEMENTINA, TIOGA, PLAYA, BUS STOP SHELTER, STOP AT FREMONT		
<u>IV. ROADWAY DATA</u>			
SEGMENT LENGTH (MILE)	1.63	1.63	
HORIZONTAL CURVE	YES (AT SR 218, CONTRA COSTA)		
VERTICAL CURVE	YES (AT PLAYA)		
CURB & GUTTER	YES	YES	
SIDEWALK / DRIVEWAY	YES	YES	
SURFACE CONDITION	GOOD	GOOD	
VISIBILITY	GOOD	GOOD	
STREET LIGHTING	YES	YES	
OTHER	NORMAL CROSS SLOPE & CROWN, NO SHOULDERS, LANDSCAPED MEDIAN : CITY LIMIT TO ELM, DOUBLE YELLOW CL STRIPE, RAISED MEDIAN ISLAND AT PLAYA, SIGNS, PVMT MARKINGS, ADA RAMPS, V GUTTER		
<u>V. LAND USE</u>			
TYPE	RETAIL, SERVICE, AUTO CENTER, CAR DEALERS, HOTEL, LAKE, OPEN SPACE		
RESIDENTIAL/BUSINESS DISTRICT	BUSINESS		
<u>VI. RADAR SPEED SURVEY DATA</u>			
50TH PERCENTILE SPEED	36.0	36.0	<u>COMBINED</u> 36
85TH PERCENTILE SPEED	41.0	40.0	40
10 MPH PACE	32-41	33-42	32-41
PERCENT IN PACE	78	86	81
<u>VII. SPEED LIMIT RECOMMENDATION</u>			
	35	35	
<u>VIII. CHANGE POSTED SPEED LIMIT</u>			
	NO	NO	
<u>IX. JUSTIFICATION FOR RECOMMENDATION</u>			
	85TH %ILE SPEED IS 40 MPH; 5 MPH REDUCTION APPLIED HIGH ACCIDENT RATE		

Attachment I-2A-2. Bicycle Collision Map

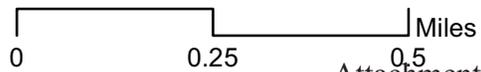


Legend

Data - Source: AMBAG 2015

Severity

-  Severe Injury
-  Other Visible Injury
-  Complaint of Pain
-  Streets
-  City Limit



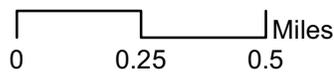
Attachment I-2A-2. Pedestrian Collisions Map



Legend

Data - Source: AMBAG 2015
Pedestrian Collision Severity

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain
- Streets
- City Limit



Attachment I-3A-1. Outreach and Stakeholders West Broadway Urban Village Infrastructure Improvements Project

The public outreach for the West Broadway Urban Village Specific Plan was extensive. The process is discussed below.

A. Outreach

A project website (www.broadwayurbanvillage.com) was created to describe the project and provide updates on the project's process. Announcements of upcoming workshops and meetings were posted on the website, and meeting agendas, presentations and handout materials were available for downloading.

In anticipation of the five community workshops, DC&E designed and mailed postcard announcements to the addresses and property owners of property within approximately 1,000 feet of the Plan Area. Additional people who requested to be on the mailing list were also sent postcards.

B. Advisory Committee

The Advisory Committee met nine times to review and discuss key issues and products throughout the planning process. People representing the following groups and agencies were selected as members of the Advisory Committee:

- Area homeowner and/or renter
- Area commercial property owner
- Area merchant
- Seaside Planning Commission
- Seaside Board of Architectural Review
- Monterey-Salinas Transit (MST)
- Transportation Agency of Monterey County (TAMC)
- Seaside/Sand City Chamber of Commerce
- California State University, Monterey Bay
- Latino Merchants Association

C. Stakeholders

The DC&E consultant team met with a range of stakeholders to assess perceptions of the West Broadway Avenue area and of the potential to create a West Broadway Urban Village as the downtown of Seaside. The DC&E team held focus group meetings with the people from the following stakeholder groups:

- Citizens' League for Progress
- Green Team
- Latino Merchants

**Attachment I-3A-1. Outreach and Stakeholders
West Broadway Urban Village Infrastructure Improvements Project**

- League of United Latin American Citizens (LULAC)
- Seaside Culture Art Group
- Seaside Parks and Recreation Department
- Historical Commission

The DC&E team held informal interviews throughout the project, concentrated between September and November, 2007, with a number of stakeholders, including:

- Dietrich Albrecht, business owner
- Foster Alexander, CAACP, NAACP, CLFSO, SCAG
- Ines Arango, merchant
- Martin Arango, merchant
- Francoise Avery, Art Commission
- Michael Cabaluna, NIPC, Green Team
- Samantha Cabaluna, NIPC, Green Team
- Maria M. Custodio, Maria Mercedes Beauty Salon
- Billie DeBary, Blues Board
- Rene Diaz, developer
- Mike Eckstrom, Green Team
- Donna Ferraro, Boys & Girls Club
- Richard Glen, City of Seaside Redevelopment
- Al Glover, Glover Enterprises
- Sandra Gray, Art Commission
- Minerva Hernandez, resident
- Galen Ishii, business owner, Rotary Club
- Mike Jacobs, Seaside Kiwanis Club
- E. Walker James, Citizens League for Progress
- Alice Jordan, Seaside Kiwanis Club
- Peter Kambas, Hostelling International
- Pat Kelly, DBO Development Corporation
- Jacqueline Lambert, Chamber of Commerce
- Colleen Lingenfelter, Art Commission
- Carl Little, Seaside Deputy Police Chief
- Tom J. Livelli, Clark Realty, Rotary Club
- Tedd Lowcock, Salvation Army
- Phil Malatr, Neighborhood Improvement Program
- Ismael Maldonado, Jose's Mexican Food
- Star Martinez, Joyeria Latina
- John Mims, Rotary Club
- Antonio A. Morales, San Pablo Bakery
- Vic Noble, developer
- Dave Pacheco, City of Seaside
- Jan Penney, NAACP

Attachment I-3A-1. Outreach and Stakeholders
West Broadway Urban Village Infrastructure Improvements Project

- Bob Pniak, Cypress Coast Automotive Group
- Alex Ramirez, Alex Signs
- Carlos Ramos, LULAC
- Jaime Sanchez, Realty World
- Rosa A. Sanchez, La Villa Taqueria
- Tom Schellenberg, Cedar Funding
- Ernie Suber, Parks and Recreation Commission
- James Tarentino, Developer
- Clint Thelander, Seaside Highlands Homeowners Association
- Jaki Thurman, Acme Coffee
- Kris Toscano, Mahoney & Associates
- Nancy Towne, City of Seaside
- Julie Vogado, resident
- Betty West, Historical Commission
- Michael Wildgoose, Historical Commission
- Mary Wilson, Green Team
- Norman Yassany, resident
- Ramon Yepez, Mi Tierra Grocer

Attachment I-3A-2. Public Participation Meetings West Broadway Urban Village Infrastructure Improvements Project

City staff met stakeholders and the community-at-large in a series of meetings to discuss the project and to obtain feedback. The intent of these meetings was to provide both direction and feedback on the conceptual plan. Public participation was encouraged and the comments provided during these meetings are addressed in the final design. Key meeting dates are listed below:

On April 7, 2011, the conceptual plans were presented to a joint meeting of the City Council, Planning Commission, and Board of Architectural Review. Support was given for proceeding with the concept and preparing a preliminary design.

On September 20, 2011, the Plan was presented to the City of Seaside Traffic Advisory Committee (the TAC). Based upon comments received at the TAC, the proposed plans were revised to eliminate the taking of, or access to, any private property. All proposed streetscape improvements are entirely located within the public right-of-way and do not rely upon the acquisition of private parcels for implementation.

On November 2, 2011, the preliminary design plans were presented to the City of Seaside Board of Architectural Review (the BAR) for early consultation.

On December 14, 2011, the Plan was presented to the Seaside- Sand City Chamber of Commerce and to the City of Seaside Planning Commission (the PC) for review and comment on the Addendum to the Final Environmental Impact Report (FEIR) to the West Broadway Urban Village Specific Plan and review and comment on the West Broadway Urban Village Infrastructure Improvement Plan.

A complete listing of these meetings follows:

- Stakeholder meetings – January 21, 2011
- Focus group session – January 21, 2011
- Focus group session – January 26, 2011
- TAMC Bike and Ped – February 2, 2011
- Community meeting – March 28, 2011
- Joint Meeting of City Council, Planning Commission and Board of Architecture Review – April 7, 2011
- City of Seaside Traffic Advisory Committee – September 20, 2011
- City of Seaside Board of Architectural Review – November 2, 2011
- Seaside-Sand City Chamber of Commerce – December 14, 2011
- City of Seaside Planning Commission – December 14, 2011
- City of Seaside Board of Architectural Review – March 6, 2012
- City of Seaside City Council – January 19, 2012
- City of Seaside City Council – February 16, 2012
- City of Seaside City Council – October 3, 2013

Attachment I-3A-3. Stakeholder Meetings

WEST BROADWAY URBAN VILLAGE Final Schedule: Stakeholders and Focus Group Session

January 25, 2011

5:00 p.m. – 5:30 p.m. Chamber of Commerce (Patrick Orosco)
DBO Development Company
10 Harris Court, Suite B, Monterey

January 26, 2011

Location: Seaside Community Center
220 Coe Avenue, Seaside

8:00 a.m. – 8:45 a.m. Latino Merchants (Marcelino Isidro) with LULAC (Carlos Ramos)

9:00 a.m. – 9:45 a.m. Sustainable Seaside (Kay Cline and Bill Weigle)

10:00 a.m. – 10:45 a.m. Citizens League for Progress (E. Walker)

11:00 p.m. – 12:45 p.m. LUNCH BREAK

| 1:00 p.m. – 1:45 p.m. NAACP

| 3:00 p.m. – 3:45 p.m. Planning Commission
BAR (Ken Rudisill)

4:00 p.m. – 5:00 p.m. BREAK AND MEETING PREP

5:00 p.m. – 6:30 p.m. Focus Group Session

February 2, 2011

6:00 p.m. – 8:00 p.m. TAMC Bike/Ped (Kaki Cheung) with Landwatch (Amy White)
55 B Plaza Circle, Salinas, CA 93901

Attachment I-3A-3. Stakeholder Meetings
West Broadway Urban Village Infrastructure Improvements
Stakeholder Meeting Summary

On February 2, 2011, city staff presented the West Broadway Avenue Urban Village Infrastructure Improvements Project to the regularly scheduled TAMC Bicycle and Pedestrian Facilities Advisory Committee.

Attendees

- Sign-In sheet for February TAMC Bike and Pedestrian meeting is attached.
- Seaside representatives Lisa Brinton, and Rick Riedl.
- Mark Thomas & Company representative Patrick Dobbins

Summary

During the meeting, city staff presented the revised conceptual plan for infrastructure improvements along Del Monte Boulevard from Canyon Del Rey to Broadway and along Broadway Avenue from Del Monte to Fremont Boulevard. Proposed changes from the concept as presented in the West Broadway Specific Plan included the following.

1) Modifying the intersection at Broadway and Del Monte to align with a proposed plaza adjacent to Ichi Riki and the proposed TAMC light rail station instead of being realigned with Contra Costa Street.

This change to the intersection re-alignment is proposed as a less costly way to achieve the goal of the Specific Plan of improving connectivity to the West Broadway area for pedestrian, bicycle and automobile traffic. The revised alignment would be less disruptive to current property owners and existing utilities because it would not require as much property take and also a lesser amount of abandoning and installation of new utilities in the new alignment. A proposed roadway median at this intersection would also help define the entrance to Broadway. The plaza, located centrally, would give identity to the street and would also be capable of being energized and activated by the adjacent businesses.

2) Moving the proposed Class II bikeway from Palm to Broadway to improve connectivity and access to local businesses.

The bike route would provide missing connectivity from the Monterey Recreation Trail and would encourage more activity on Broadway.

3) Removing the proposed center median on Broadway between Alhambra and Hillsdale to allow for wider sidewalks and retain both a Class II bikeway and on-street parking along the entire length of Broadway. Bulb outs would be used at intersections and mid-block as traffic calming measure and to allow for additional amenities for pedestrians.

This change would create a more pedestrian friendly environment and maintain a sense of convenience for drivers.

Thirteen (13) committee members plus Megan Tolbert and Steven Judd of CSUMB, attended the meeting. City staff presented key components of the adopted Specific Plan and present the conceptual plan for the infrastructure improvements as discussed above. The following concerns and comment were given.

Attachment I-3A-3. Stakeholder Meetings

- 1) Support was given for the widening of sidewalks, the addition of bicycle lanes and the intersection improvement to improve the connectivity to and between Broadway and the proposed light rail station.
- 2) Traffic impacts to Palm Avenue should be evaluated because automobile traffic may divert to Palm once traffic speeds are reduced on Broadway.
- 3) The proposed transition from two lanes of automobile traffic to four lanes on Broadway between Contra Costa and Hillsdale Streets may be problematic for bicycles because bicycles are forced to follow the curb instead of allowed to go straight. That is, bicycle should be considered the primary mode of transportation and automobiles should be forced to flow around the bicycle traffic.
- 4) “Bike Boxes” should be considered at the Broadway/Del Monte intersection. Participants believe that Bike Boxes are being used successfully in Davis California and Portland Oregon.
- 5) Class II bikeways should be included on Del Monte between the Broadway and Contra Costa intersections. Participants referred to the “Complete Streets” analysis. This analysis would show if bicycle traffic flows efficiently from Broadway north to Contra Costa.
- 6) It was asked whether another pedestrian crossing is necessary on the southern leg of the Del Monte/Contra Costa intersection.
- 7) There was some interest in reconsidering the realignment of Broadway to intersect with Contra Costa and create a roundabout at the intersection that may reduce traffic conflicts.
- 8) Concerned with the increased congestion and decreased efficiency of intersection close together on Del Monte, especially the proposed intersections at Broadway and Contra Costa.
- 9) Many participants, including Mr. Bachman, recommended that roundabouts be considered to mitigate the decreased efficiency of intersections on Del Monte at Broadway and Contra Costa. There was some discussion about Roundabouts being more energy efficient and therefore in better compliance with the new greenhouse gas rules in California. Also, one participant felt that bicycle traffic in roundabouts is safer than at signalized intersections.
- 10) A Class I bikeway should be considered along Del Monte from Canyon Del Rey to Broadway. This may allow parking to remain on Del Monte. Some participants felt that the Class I bikeway would be more efficient on the west side of the street and others felt it was better situated on the south side of the street. The bikeway could be separated from automobile traffic either with a K-rail or a planter strip.

Attachment I-3A-4. Stakeholder Meeting Invitees

WBUV INFRASTRUCTURE PC MEETING 12/14/2011 Amended MAILING LIST (Duplicates Removed)

	A	B	C	D
1	APN	RESIDENT/OWNER	ADDRESS	CITY
2	011-236-011-000	RESIDENT/OWNER	360 B SHASTA ST	SAND CITY CA 93955-3529
3	011-236-015-000	RESIDENT/OWNER	650 ORTIZ AVE	SAND CITY CA 93955-3525
4	011-236-015-000	RESIDENT/OWNER	ORANGE AVE	SAND CITY CA
5	011-238-005-000	RESIDENT/OWNER	7601 OAKMONT DR	SANTA ROSA CA 95409
6	011-238-013-000	RESIDENT/OWNER	1675 CONTRA COSTA ST	SAND CITY CA 93955-3503
7	011-238-013-000	RESIDENT/OWNER	217 LERWICK DR	MONTEREY CA 93940-5411
8	011-238-017-000	RESIDENT/OWNER	128 W SYCAMORE ST	ANAHEIM CA 92805
9	011-238-017-000	RESIDENT/OWNER	442 SHASTA AVE	SAND CITY CA 93955
10	011-238-018-000	RESIDENT/OWNER	25195 STEWART PL	CARMEL CA 93923-8305
11	011-238-019-000	RESIDENT/OWNER	433 ORANGE AVE	SAND CITY CA 93955
12	011-238-020-000	RESIDENT/OWNER	PO BOX 3322	MONTEREY CA 93942
13	011-238-021-000	RESIDENT/OWNER	PO BOX 194	SNELLING CA 95369
14	011-271-002-000	RESIDENT/OWNER	418 ORANGE AVE	SAND CITY CA 93955-3517
15	011-271-002-000	RESIDENT/OWNER	PO BOX 223172	CARMEL CA 93922-3172
16	011-271-004-000	RESIDENT/OWNER	1146 RICARDO CT	SEASIDE CA 93955-6205
17	011-271-004-000	RESIDENT/OWNER	436 ORANGE AVE	SAND CITY CA 93955-3567
18	011-271-005-000	RESIDENT/OWNER	448 ORANGE AVE	SAND CITY CA 93955
19	011-271-012-000	RESIDENT/OWNER	460 ORANGE AVE	SAND CITY CA 93955-3565
20	011-271-014-000	RESIDENT/OWNER	240 C SAN BENANCIO RD	SALINAS CA 93908
21	011-271-014-000	RESIDENT/OWNER	490 ORANGE AVE	SAND CITY CA 93955-3572
22	011-271-018-000	RESIDENT/OWNER	310 MONTEREY AVE	PACIFIC GROVE CA 93950
23	011-271-020-000	RESIDENT/OWNER	475 OLYMPIA AVE	SAND CITY CA 93955-3571
24	011-271-021-000	RESIDENT/OWNER	416 ORANGE AVE	SAND CITY CA 93955
25	011-271-024-000	RESIDENT/OWNER	436 CATALINA ST	SAND CITY CA
26	011-271-024-000	RESIDENT/OWNER	659 ABREGO ST #4	MONTEREY CA 93940
27	011-272-001-000	RESIDENT/OWNER	501 ORANGE AVE	SAND CITY CA 93955
28	011-278-001-000	RESIDENT/OWNER	1610 DEL MONTE BLVD	SEASIDE CA 93955
29	011-279-005-000	RESIDENT/OWNER	1591 DEL MONTE BLVD	SEASIDE CA 93955-4237
30	011-279-006-000	HALL STEVEN J	1583 DEL MONTE BLVD	SEASIDE CA 93955-4237
31	011-279-007-000	RESIDENT/OWNER	1605 DEL MONTE BLVD	SEASIDE CA 93955-4211
32	011-279-008-000	DAOUD ALAN	1613 DEL MONTE BLVD	SEASIDE CA 93955
33	011-291-001-000	RESIDENT/OWNER	600 BROADWAY AVE	SEASIDE CA 93955-4244
34	011-291-001-000	STEWART KIPP & KYUNG	PO BOX 6145	CARMEL CA 93961
35	011-291-002-000	RESIDENT/OWNER	1189 WANDA AVE #B	SEASIDE CA 93955-5451
36	011-291-002-000	BACHOFNER FELIX	606 BROADWAY	SEASIDE CA 93955
37	011-291-003-000	EDWARDS JOHN U & MA	2315 LOS AMIGOS ST	LA CRESCENTA CA 91214-3030
38	011-291-003-000	RESIDENT/OWNER	620 BROADWAY AVE	SEASIDE CA 93955-4245
39	011-291-004-000	RESIDENT/OWNER	630 BROADWAY AVE	SEASIDE CA 93955-4245
40	011-291-005-000	RESIDENT/OWNER	640 BROADWAY AVE	SEASIDE CA 93955-4205
41	011-291-010-000	RESIDENT/OWNER	6901 DEFIANCE DR	HUNTINGTON BEACH CA 92647-4029
42	011-291-010-000	RESIDENT/OWNER	695 PALM AVE	SEASIDE CA 93955-4230
43	011-291-011-000	RESIDENT/OWNER	681 PALM AVE	SEASIDE CA 93955-4230
44	011-291-012-000	RESIDENT/OWNER	60 EL CAMINITO DEL SUR	MONTEREY CA 93940-2544
45	011-291-012-000	RESIDENT/OWNER	665 PALM AVE	SEASIDE CA 93955-4230
46	011-291-013-000	RESIDENT/OWNER	655 PALM AVE	SEASIDE CA 93955-4230
47	011-291-014-000	RESIDENT/OWNER	645 PALM AVE	SEASIDE CA 93955-4230
48	011-291-015-000	RESIDENT/OWNER	635 PALM AVE	SEASIDE CA 93955-4230
49	011-291-016-000	RESIDENT/OWNER	625 PALM AVE	SEASIDE CA 93955-4230
50	011-291-016-000	RESIDENT/OWNER	787 HILMAR ST	SANTA CLARA CA 95050
51	011-291-017-000	RESIDENT/OWNER	615 PALM AVE	SEASIDE CA 93955
52	011-291-018-000	RESIDENT/OWNER	14040 KELSEY DR	CHICO CA 95973-9038
53	011-291-018-000	RESIDENT/OWNER	1550 HILLSDALE ST	SEASIDE CA 93955-4221
54	011-291-019-000	RESIDENT/OWNER	680 BROADWAY AVE	SEASIDE CA 93955-4205

Attachment I-3A-4. Stakeholder Meeting Invitees

WBUV INFRASTRUCTURE PC MEETING 12/14/2011 Amended MAILING LIST (Duplicates Removed)

	A	B	C	D
1	APN	RESIDENT/OWNER	ADDRESS	CITY
55	011-291-020-000	RESIDENT/OWNER	656 BROADWAY AVE	SEASIDE CA 93955-4205
56	011-292-002-000	COFFMAN KEVIN F & HO	117 ESCOBAR AVE	LOS GATOS CA 95032
57	011-292-002-000	RESIDENT/OWNER	720 BROADWAY AVE	SEASIDE CA 93955-4306
58	011-292-003-000	FICHTNER PETER KARL	PO BOX 271	SEASIDE CA 93955-0271
59	011-292-005-000	RESIDENT/OWNER	746 BROADWAY AVE	SEASIDE CA 93955-4306
60	011-292-005-000	DOUGLAS ESTELLE PAF	PO BOX 365	CARMEL VALLEY CA 93924-0365
61	011-292-006-000	MARTIN CONSTANCE A	1281 3RD ST	MONTEREY CA 93940-3335
62	011-292-006-000	RESIDENT/OWNER	766 BROADWAY AVE	SEASIDE CA 93955-4306
63	011-292-009-000	RESIDENT/OWNER	710 LIGHTHOUSE AVE	PACIFIC GROVE CA 93950
64	011-292-009-000	RESIDENT/OWNER	795 PALM AVE	SEASIDE CA 93955-4312
65	011-292-012-000	RESIDENT/OWNER	765 PALM AVE	SEASIDE CA 93955-4312
66	011-292-013-000	RESIDENT/OWNER	755 PALM AVE	SEASIDE CA 93955-4312
67	011-292-014-000	RESIDENT/OWNER	624 BROADWAY AVE #B	SEASIDE CA 93955-4246
68	011-292-014-000	RESIDENT/OWNER	735 PALM AVE	SEASIDE CA 93955-4312
69	011-292-015-000	RESIDENT/OWNER	1019 ROSITA RD	MONTEREY CA 93940-5619
70	011-292-015-000	RESIDENT/OWNER	725 PALM AVE	SEASIDE CA 93955-4312
71	011-292-016-000	RESIDENT/OWNER	15 EL CAMINITO DEL NORT	MONTEREY CA 93940
72	011-292-016-000	RESIDENT/OWNER	705 PALM AVE	SEASIDE CA 93955-4312
73	011-292-017-000	RESIDENT/OWNER	778 BROADWAY AVE	SEASIDE CA 93955-4306
74	011-292-017-000	MANAS MICHAEL S & PA	PO BOX 1571	CARMEL VALLEY CA 93924
75	011-292-020-000	MELENDREZ CHANTAL	298 LARKIN ST	MONTEREY CA 93940
76	011-292-020-000	RESIDENT/OWNER	704 BROADWAY AVE	SEASIDE CA 93955-4306
77	011-294-015-000	RESIDENT/OWNER	1533 FREMONT BLVD	SEASIDE CA 93955-4315
78	011-294-015-000	RESIDENT/OWNER	PO BOX 4900	SCOTTSDALE AZ 85261
79	011-295-001-000	RESIDENT/OWNER	33883 ALVARADO-NILES RD	UNION CITY CA 94587
80	011-295-001-000	RESIDENT/OWNER	700 PALM AVE	SEASIDE CA 93955-4313
81	011-295-002-000	RESIDENT/OWNER	30 MONTSALAS DR	MONTEREY CA 93904
82	011-295-002-000	RESIDENT/OWNER	708 PALM AVE	SEASIDE CA 93955-4313
83	011-295-017-000	RESIDENT/OWNER	718 PALM AVE	SEASIDE CA 93955-4313
84	011-295-017-000	RESIDENT/OWNER	PO BOX 5863, POM	MONTEREY CA 93944-0863
85	011-295-018-000	RESIDENT/OWNER	726 PALM AVE	SEASIDE CA 93955-4313
86	011-296-001-000	RESIDENT/OWNER	316 CALIFORNIA AVE #612	RENO NV 89509
87	011-296-001-000	RESIDENT/OWNER	600 PALM AVE	SEASIDE CA 93955-4231
88	011-296-002-000	RESIDENT/OWNER	606 PALM AVE	SEASIDE CA 93955-4231
89	011-296-003-000	RESIDENT/OWNER	1396 HILBY AVE	SEASIDE CA 93955-4231
90	011-296-003-000	RESIDENT/OWNER	618 PALM AVE	SEASIDE CA 93955-4231
91	011-296-008-000	RESIDENT/OWNER	1533 ALHAMBRA ST	SEASIDE CA 93955-4300
92	011-296-021-000	RESIDENT/OWNER	630 PALM AVE	SEASIDE CA 93955-4231
93	011-297-001-000	RESIDENT/OWNER	800 BROADWAY AVE	SEASIDE CA 93955-4329
94	011-297-001-000	SEASIDE CITY CENTER I	PO BOX 4376	FRESNO CA 93744
95	011-297-003-000	RESIDENT/OWNER	880 BROADWAY AVE	SEASIDE CA 93955-4308
96	011-297-004-000	SEASIDE CITY CENTER PROJECT LLC	10 Harris Court Suite B1	Monterey, CA 93940
97	011-297-004-000	RESIDENT/OWNER	1553 FREMONT BLVD	SEASIDE CA 93955-4302
98	011-301-006-000	RESIDENT/OWNER	1531 DEL MONTE BLVD	SEASIDE CA 93955-4209
99	011-301-007-000	RESIDENT/OWNER	1533 DEL MONTE BLVD	SEASIDE CA 93955
100	011-301-007-000	RESIDENT/OWNER	PO BOX 810	SEASIDE CA 93955
101	011-301-008-000	RESIDENT/OWNER	1543 DEL MONTE BLVD	SEASIDE CA 93955-4209
102	011-301-009-000	RESIDENT/OWNER	1549 DEL MONTE BLVD	SEASIDE CA 93955
103	011-301-009-000	RESIDENT/OWNER	259 BOWMAN RD	HAMILTON MT 59840
104	011-301-010-000	RESIDENT/OWNER	1561 DEL MONTE BLVD	SEASIDE CA 93955-4237
105	011-301-013-000	WILSON JAMES & LINDA	132 CYPRESS GROVE CT	MARINA CA 93933
106	011-301-013-000	RESIDENT/OWNER	1573 DEL MONTE BLVD	SEASIDE CA 93955-4237

Attachment I-3A-4. Stakeholder Meeting Invitees

WBVU INFRASTRUCTURE PC MEETING 12/14/2011 Amended MAILING LIST (Duplicates Removed)

	A	B	C	D
1	APN	RESIDENT/OWNER	ADDRESS	CITY
107	011-301-014-000	HALL STEVE J	1579 DEL MONTE BLVD	SEASIDE CA 93955
108	011-301-020-000	RESIDENT/OWNER	101 LAUREL ST	SAN FRANCISCO CA 94118-2024
109	011-301-021-000	RESIDENT/OWNER	1523 DEL MONTE BLVD	SEASIDE CA 93955-4209
110	011-301-021-000	RESIDENT/OWNER	8 WHITE TAIL LN	MONTEREY CA 93940-6307
111	011-301-023-000	RESIDENT/OWNER	1569 DEL MONTE BLVD	SEASIDE CA 93955-4237
112	011-301-024-000	RESIDENT/OWNER	1571 DEL MONTE BLVD	SEASIDE CA 93955
113	011-301-026-000	RESIDENT/OWNER	1220 CARDIGAN RD	HILLSBOROUGH CA 94010
114	011-301-026-000	RESIDENT/OWNER	1504 CANYON DEL REY BLV	SEASIDE CA 93955-4222
115	011-302-003-000	RESIDENT/OWNER	1567 CONTRA COSTA ST	SEASIDE CA 93955
116	011-302-003-000	RESIDENT/OWNER	777 NEWTON ST	MONTEREY CA 93940
117	011-302-004-000	RESIDENT/OWNER	1551 CONTRA COSTA ST	SEASIDE CA 93955
118	011-302-007-000	RESIDENT/OWNER	1572 DEL MONTE BLVD	SEASIDE CA 93955
119	011-302-008-000	RESIDENT/OWNER	1564 DEL MONTE BLVD	SEASIDE CA 93955
120	011-302-008-000	MORALES ANTONIO A	759 W FRANKLIN ST	MONTEREY CA 93940
121	011-302-009-000	RESIDENT/OWNER	1580 DEL MONTE BLVD	SEASIDE CA 93955-4238
122	011-302-009-000	HOLMES CRAIG & TARP	225 LAURELES GRADE RD	CARMEL VALLEY CA 93924-9419
123	011-302-011-000	RESIDENT/OWNER	485 PALM AVE	SEASIDE CA 93955-4226
124	011-302-011-000	RESIDENT/OWNER	777 NEWTON	MONTEREY CA 93940
125	011-302-012-000	RESIDENT/OWNER	PO BOX 3722	CARMEL CA 93921-3722
126	011-302-013-000	RESIDENT/OWNER	1584 DEL MONTE BLVD	SEASIDE CA 93955-4238
127	011-302-013-000	BOVENZI JIM P & DEBBY	1588 DEL MONTE BLVD	SEASIDE CA 93955
128	011-302-014-000	RESIDENT/OWNER	PO BOX 112	MONTEREY CA 93942
129	011-303-002-000	NISHIGUCHI MATAO	26212 MESA PL	CARMEL CA 93923-8921
130	011-303-002-000	RESIDENT/OWNER	520 BROADWAY AVE	SEASIDE CA 93955-4203
131	011-303-003-000	CRIVELLO RAYMOND F	25 TRAILVIEW CT	NOVATO CA 94945
132	011-303-003-000	RESIDENT/OWNER	530 BROADWAY AVE	SEASIDE CA 93955-4253
133	011-303-004-000	RESIDENT/OWNER	540 BROADWAY AVE	SEASIDE CA 93955
134	011-303-006-000	GEE JEANNIE	1600 MESCAL ST	SEASIDE CA 93955-4622
135	011-303-006-000	RESIDENT/OWNER	560 BROADWAY AVE	SEASIDE CA 93955
136	011-303-007-000	RESIDENT/OWNER	570 BROADWAY AVE	SEASIDE CA 93955-4203
137	011-303-008-000	RESIDENT/OWNER	580 BROADWAY AVE	SEASIDE CA 93955-4203
138	011-303-008-000	CERRITO MARY ALICE	PO BOX 1877	MONTEREY CA 93940
139	011-303-009-000	RESIDENT/OWNER	591 PALM AVE	SEASIDE CA 93955-4228
140	011-303-009-000	RESIDENT/OWNER	946 ROOSEVELT ST	MONTEREY CA 93940-2143
141	011-303-010-000	RESIDENT/OWNER	561 PALM AVE	SEASIDE CA 93955-4240
142	011-303-010-000	RESIDENT/OWNER	561 PALM AVE #200	SEASIDE CA 93955-4228
143	011-303-012-000	RESIDENT/OWNER	832 FOLSOM ST	SAN FRANCISCO CA 94107-1123
144	011-303-013-000	RESIDENT/OWNER	500 BROADWAY AVE	SEASIDE CA 93955-4203
145	011-303-013-000	ENEA BENNY M JR	PO BOX 4071	CARMEL CA 93921-4071
146	011-303-014-000	NEWTON BRIAN E	510 BROADWAY AVE	SEASIDE CA 93955
147	011-304-005-000	RESIDENT/OWNER	586 PALM AVE	SEASIDE CA 93955-4229
148	011-304-005-000	RESIDENT/OWNER	PO BOX 956	SEASIDE CA 93955-4229
149	011-305-001-000	RESIDENT/OWNER	1048 BROADWAY AVE	SEASIDE CA 93955
150	011-305-001-000	RESIDENT/OWNER	400 PALM AVE	SEASIDE CA 93955-4248
151	011-305-002-000	RESIDENT/OWNER	387 OCEAN AVE	MONTEREY CA 93940
152	011-305-002-000	RESIDENT/OWNER	426 PALM AVE	SEASIDE CA 93955-4200
153	011-305-006-000	RESIDENT/OWNER	456 PALM AVE	SEASIDE CA 93955
154	011-305-007-000	RESIDENT/OWNER	480 PALM AVE	SEASIDE CA 93955-4227
155	011-305-007-000	RESIDENT/OWNER	8361 YAMHILL ST	LAS VEGAS NV 89123-2637
156	011-305-013-000	RESIDENT/OWNER	435 ELM ST	SEASIDE CA 93955
157	011-305-014-000	RESIDENT/OWNER	1420 DEER FLAT RD	MONTEREY CA 93940
158	011-305-014-000	RESIDENT/OWNER	425 ELM AVE	SEASIDE CA 93955-4214

Attachment I-3A-4. Stakeholder Meeting Invitees

WBVU INFRASTRUCTURE PC MEETING 12/14/2011 Amended MAILING LIST (Duplicates Removed)

	A	B	C	D
1	APN	RESIDENT/OWNER	ADDRESS	CITY
159	011-305-015-000	RESIDENT/OWNER	415 ELM AVE	SEASIDE CA 93955-4214
160	011-305-016-000	RESIDENT/OWNER	405 ELM AVE	SEASIDE CA 93955-4214
161	011-306-008-000	RESIDENT/OWNER	1540 DEL MONTE BLVD	SEASIDE CA 93955-4210
162	011-306-008-000	RESIDENT/OWNER	2703 BRODERICK ST	SAN FRANCISCO CA 94123
163	011-306-009-000	RESIDENT/OWNER	1520 DEL MONTE BLVD	SEASIDE CA 93955-4210
164	011-306-009-000	RESIDENT/OWNER	PO BOX 992	PEBBLE BEACH CA 93953
165	011-311-005-000	RESIDENT/OWNER	17751 BERTA CANYON RD	SALINAS CA 93907
166	011-311-005-000	RESIDENT/OWNER	340 ELM AVE	SEASIDE CA 93955-4213
167	011-311-006-000	RESIDENT/OWNER	360 ELM AVE	SEASIDE CA 93955
168	011-311-007-000	RESIDENT/OWNER	366 ELM AVE	SEASIDE CA 93955
169	011-311-008-000	RESIDENT/OWNER	370 ELM AVE	SEASIDE CA 93955
170	011-311-009-000	RESIDENT/OWNER	390 ELM AVE	SEASIDE CA 93955-4213
171	011-311-009-000	RESIDENT/OWNER	PO BOX 276	SEASIDE CA 93955-0276
172	011-311-012-000	RESIDENT/OWNER	375 AMADOR AVE	SEASIDE CA 93955-4725
173	011-311-013-000	RESIDENT/OWNER	365 AMADOR AVE	SEASIDE CA 93955-4725
174	011-311-014-000	RESIDENT/OWNER	355 AMADOR AVE	SEASIDE CA 93955-4725
175	011-311-014-000	RESIDENT/OWNER	735 MONTICELLO DR	PINEHURST NC 28374
176	011-311-018-000	RESIDENT/OWNER	500 VALENZUELA RD	CARMEL CA 93923-9439
177	011-311-019-000	RESIDENT/OWNER	914 HILLCREST CT	PACIFIC GROVE CA 93950-4819
178	011-315-002-000	RESIDENT/OWNER	1212 JUDSON	SEASIDE CA 93955
179	011-315-002-000	RESIDENT/OWNER	330 AMADOR AVE	SEASIDE CA 93955-4726
180	011-315-003-000	RESIDENT/OWNER	340 AMADOR AVE	SEASIDE CA 93955-4726
181	011-315-017-000	RESIDENT/OWNER	27400 HEAVENS WAY	CARMEL CA 93923
182	011-315-017-000	RESIDENT/OWNER	310 AMADOR AVE	SEASIDE CA 93955
183	011-315-018-000	RESIDENT/OWNER	1007 NEWINGTON ST	SALINAS CA 93906
184	011-315-018-000	RESIDENT/OWNER	320 AMADOR AVE	SEASIDE CA 93955-4726
185	011-315-024-000	RESIDENT/OWNER	360 AMADOR AVE	SEASIDE CA 93955
186	011-543-009-000	RESIDENT/OWNER	597 BRUNKEN AVE	SALINAS CA 93901
187	011-543-023-000	RESIDENT/OWNER	841 GROVE ACRE AVE	PACIFIC GROVE CA 93950
188	011-544-003-000	RESIDENT/OWNER	1601 FREMONT BLVD	SEASIDE CA 93955
189	011-544-004-000	CROCKETT SHERYL TUF	343 SOQUEL AVE #322	SANTA CRUZ CA 95062
190	011-545-001-000	JOHNSON COLLEEN	2801 MONTEREY SALINAS H	MONTEREY CA 93940
191	011-545-001-000	RESIDENT/OWNER	885 BROADWAY AVE	SEASIDE CA 93955-4307
192	011-545-005-000	MARCHESE PHILIP & PA	1560 STEINBECK DR	ROSEVILLE CA 95747-6901
193	011-545-006-000	GARZA FRANCINE JEAN	58 CASTRO RD	MONTEREY CA 93940-4932
194	011-545-009-000	BARNES RONNIE & JUDY	6421 COUNTRY DAY TRL	BENBROOK TX 76132
195	011-545-010-000	FLORES FRANK G & RIT	877 BROADWAY	SEASIDE CA 93955
196	011-545-010-000	RESIDENT/OWNER	877 BROADWAY AVE	SEASIDE CA 93955-4307
197	011-551-001-000	RESIDENT/OWNER	1590 DEL MONTE BLVD	SEASIDE CA 93955-4238
198	011-551-001-000	RESIDENT/OWNER	41 VIA ARBOLES	MONTEREY CA 93940
199	011-551-002-000	RESIDENT/OWNER	1637 DEL MONTE BLVD B	SEASIDE CA 93955-4239
200	011-551-002-000	RESIDENT/OWNER	798 LIGHTHOUSE #193	MONTEREY CA 93940
201	011-551-003-000	RESIDENT/OWNER	1637 DEL MONTE BLVD	SEASIDE CA 93955-4239
202	011-551-004-000	RESIDENT/OWNER	# 3 HEITZINGER PLAZA	SEASIDE CA 93955
203	011-551-004-000	RESIDENT/OWNER	1645 DEL MONTE BLVD	SEASIDE CA 93955
204	011-552-008-000	RESIDENT/OWNER	335 DEER FOREST DR	MONTEREY CA 93940
205	011-552-011-000	RESIDENT/OWNER	35 DEER FOREST DR	MONTEREY CA 93940-6314
206	011-552-012-000	RESIDENT/OWNER	1624 DEL MONTE BLVD	SEASIDE CA 93955-4212
207	011-552-012-000	RESIDENT/OWNER	22986 ESPADA DR	SALINAS CA 93908-1015
208	011-553-018-000	RESIDENT/OWNER	60 VIA DEL PINAR	MONTEREY CA 93940-2531
209	011-553-019-000	RESIDENT/OWNER	1640 DEL MONTE AVE	SEASIDE CA 93955-4232
210	011-553-024-000	RESIDENT/OWNER	1315 LA SALLE AVE	SEASIDE CA 93955-3218
211	011-553-024-000	RESIDENT/OWNER	684 PONDEROSA AVE	SEASIDE CA 93955-4235

Attachment I-3A-4. Stakeholder Meeting Invitees

WBUV INFRASTRUCTURE PC MEETING 12/14/2011 Amended MAILING LIST (Duplicates Removed)

	A	B	C	D
1	APN	RESIDENT/OWNER	ADDRESS	CITY
212	011-553-026-000	RESIDENT/OWNER	660 PONDEROSA ST	SEASIDE CA 93955-4235
213	011-555-001-000	Chamber of Commerce	505 BROADWAY AVE	SEASIDE CA 93955-4202
214	011-555-006-000	RESIDENT/OWNER	555 BROADWAY AVE	SEASIDE CA 93955-4250
215	011-555-006-000	LAUGHLIN PETER	PO BOX 2003	MONTEREY CA 93940
216	011-555-007-000	INGERSOLL ROBERT R	400 TRINITY AVE	SEASIDE CA 93955-4722
217	011-555-008-000	MOLINARI MARTIAL ERN	PO BOX 2149	SEASIDE CA 93955
218	011-555-010-000	OLDEMEYER ALYCE T	1156 RICARDO CT	SEASIDE CA 93955-6205
219	011-555-011-000	ORLANDO ROSE C	PO BOX 705	PACIFIC GROVE CA 93950
220	011-557-001-000	LAUGHTON JOHN DUDL	19315 NE LUCIA FALLS RD	YACOLT WA 98675-3064
221	011-557-002-000	RESIDENT/OWNER	635 BROADWAY AVE	SEASIDE CA 93955-4204
222	011-557-003-000	RESIDENT/OWNER	655 BROADWAY AVE	SEASIDE CA 93955-4204
223	011-557-003-000	MONTEREY PENINSULA	PO BOX 95	SEASIDE CA 93955
224	011-557-004-000	NOBIDA ARTHUR M & EF	665 BROADWAY AVE	SEASIDE CA 93955-4204
225	011-557-005-000	CARONIA ANTHONY J &	677 BROADWAY AVE	SEASIDE CA 93955
226	011-557-006-000	SPADARO GIUSEPPE A &	137 SEENO ST	MONTEREY CA 93940-2319
227	011-558-001-000	SPALLETTA DANIEL A &	705 BROADWAY AVE	SEASIDE CA 93955-4305
228	011-558-002-000	GOODWILL INDUSTRIES	350 ENCINAL ST	SANTA CRUZ CA 95060
229	011-558-002-000	RESIDENT/OWNER	729 BROADWAY AVE	SEASIDE CA 93955-4305
230	011-558-003-000	TORRENTE PETER J	PO BOX 68	MONTEREY CA 93942-0068
231	011-558-009-000	BIRTOLA RUSSELL J & K	6847 LEYLAND PARK DR	SAN JOSE CA 95120-5613
232	011-558-009-000	RESIDENT/OWNER	775 BROADWAY AVE	SEASIDE CA 93955-4305
233	011-558-010-000	PASQUALE ROSEMARIE	3309 ELGIN LN	SAN JOSE CA 95118-1317
234	011-558-010-000	RESIDENT/OWNER	789 BROADWAY AVE	SEASIDE CA 93955-4305
235	011-558-011-000	ALR PARTNERSHIP	106 NISSEN RD	SALINAS CA 93901
236	011-558-011-000	RESIDENT/OWNER	1184 W 25TH ST	SAN PEDRO CA 90731
237	011-558-011-000	RESIDENT/OWNER	777 BROADWAY AVE	SEASIDE CA 93955-4305
238	011-561-004-000	RESIDENT/OWNER	324 ROBERTS AVE	SEASIDE CA 93955
239	011-561-005-000	RESIDENT/OWNER	328 ROBERTS AVE	SEASIDE CA 93955-3527
240	011-561-005-000	RESIDENT/OWNER	PO BOX 143	SEASIDE CA 93955
241	011-561-006-000	RESIDENT/OWNER	344 ROBERTS AVE	SEASIDE CA 93955-3527
242	011-561-006-000	RESIDENT/OWNER	834 BAYVIEW AVE	PACIFIC GROVE CA 93950
243	011-561-007-000	RESIDENT/OWNER	368 ROBERTS AVE	SEASIDE CA 93955-3527
244	011-561-008-000	RESIDENT/OWNER	394 ROBERTS AVE	SEASIDE CA 93955-3527
245	011-561-009-000	RESIDENT/OWNER	1301 ORD GROVE AVE	SEASIDE CA 93955-3212
246	011-561-009-000	RESIDENT/OWNER	396 ROBERTS AVE	SEASIDE CA 93955-3527
247	011-561-018-000	RESIDENT/OWNER	1600 LA SALLE AVE	SEASIDE CA 93955-3346
248	011-561-022-000	RESIDENT/OWNER	690 EDMONDS RD	COUPEVILLE WA 98239
249	011-561-024-000	RESIDENT/OWNER	9533 W PICO BLVD #A	LOS ANGELES CA 90035
250	011-561-025-000	RESIDENT/OWNER	1100 DEL MONTE AVE	MONTEREY CA 93940
251	011-561-036-000	RESIDENT/OWNER	420 OLYMPIA AVE	SEASIDE CA 93955-3538
252	011-561-036-000	RESIDENT/OWNER	7591 FILICE DR	GILROY CA 95020
253	012-181-022-000	RESIDENT/OWNER	1021 BROADWAY AVE	SEASIDE CA 93955-4901
254	012-181-024-000	RESIDENT/OWNER	107 LUNADO WAY	SAN FRANCISCO CA 94127
255	012-181-024-000	RESIDENT/OWNER	1600 FREMONT BLVD	SEASIDE CA 93955-3607
256	012-181-025-000	RESIDENT/OWNER	1612 FREMONT BLVD	SEASIDE CA 93955-3607
257	012-181-028-000	RESIDENT/OWNER	1033 BROADWAY AVE	SEASIDE CA 93955-4901
258	012-181-028-000	RESIDENT/OWNER	PO BOX 125	SEASIDE CA 93955-0125
259	012-181-031-000	RESIDENT/OWNER	1020 OLYMPIA AVE	SEASIDE CA 93955
260	012-181-031-000	RESIDENT/OWNER	1620 FREMONT BLVD	SEASIDE CA 93955-3607
261	012-181-035-000	RESIDENT/OWNER	1043 BROADWAY AVE	SEASIDE CA 93955-4901
262	012-181-035-000	RESIDENT/OWNER	744 BUENA VISTA DR	WATSONVILLE CA 95076-9614
263	012-182-004-000	RESIDENT/OWNER	1034 BROADWAY AVE	SEASIDE CA 93955-4902
264	012-182-019-000	RESIDENT/OWNER	1033 PALM AVE	SEASIDE CA 93955-4913
265	012-182-019-000	RESIDENT/OWNER	78 CORONA RD	CARMEL CA 93923

Attachment I-3A-4. Stakeholder Meeting Invitees

WBUV INFRASTRUCTURE PC MEETING 12/14/2011 Amended MAILING LIST (Duplicates Removed)

	A	B	C	D
1	APN	RESIDENT/OWNER	ADDRESS	CITY
266	012-182-020-000	RESIDENT/OWNER	1025 PALM AVE	SEASIDE CA 93955-4913
267	012-182-020-000	RESIDENT/OWNER	16904 32ND PL	LAKE FOREST PARK WA 98155
268	012-182-021-000	RESIDENT/OWNER	1000 BROADWAY AVE	SEASIDE CA 93955
269	012-182-025-000	RESIDENT/OWNER	25471 CRESCENT LN	LOS ALTOS CA 94022-4590
270	012-182-027-000	RESIDENT/OWNER	1022 BROADWAY AVE	SEASIDE CA 93955-4902
271	012-182-027-000	RESIDENT/OWNER	26560 BONITA WAY	CARMEL CA 93923-9548
272	012-183-003-000	RESIDENT/OWNER	974 PALM AVE	SEASIDE CA 93955
273	012-183-004-000	RESIDENT/OWNER	1012 PALM AVE	SEASIDE CA 93955
274	012-183-004-000	RESIDENT/OWNER	PO BOX 1339	SEASIDE CA 93955
275	910-000-111-000	RESIDENT/OWNER	445 ORANGE AVE	SAND CITY CA 93955-3516
276		CITY MANAGER	1 SYLVAN AVE	SAND CITY CA 93955
277		Debbie Hale	55B Plaza Circle	Salinas, CA 93901
278		CITY MANAGER	650 Canyon Del Rey	Del Rey Oaks, CA 93940
279		Chip Rerig	City Hall	Monterey, CA 93940
280		Hunter Harvath	One Ryan Ranch Road	Monterey, CA 93940

WBVU Infrastructure Improvements

FOCUS GROUPS		Individuals	Organization	Address	City, State, ZIP	Phone
Focus Group I (Business Owners and Property Owners)						
Parcel Locations						
011-291-019-000	John Wiseman	Art Max	680 Broadway Ave.	Seaside, CA 93955	831.394.3499	
011-292-004-000	Thomas P Good	Ferdi's Creole Restaurant	740 Broadway Ave.	Seaside, CA 93955	831.394.7414	
011-292-020-000	Sedar Erdinc	Welcome Back Care	704 B & C Broadway Ave.	Seaside, CA 93955	831.277.6619/831.658.0178	
011-292-020-000	Stephen Georis	Peninsula Vacuum & Appliance	704 A Broadway Ave.	Seaside, CA 93955	831.899.6000	
011-303-008-000	Antonio Alejo Garcia and Mary Alice Fettis	Mariscos Puerto Nuevo	580 Broadway Ave.	Seaside, CA 93955	831.883.0411/831.214.1004	
011-303-008-000	Shirely Smith	Sportsman Club	594 Broadway Ave.	Seaside, CA 93955	831.899.3535	
011-545-004-000	David and Sonja Homa	All Around Fitness	855 Broadway Ave.	Seaside, CA 93955	831.394.5206/831.901.9010	
011-555-003-000	Orlando Family Partnership	Carwash	525 Broadway Ave.	Seaside, CA 93955	831.384.3250/831.917.2386	
011-557-006-000	Julia Tashiro	Seaside Florist	695 Broadway Ave.	Seaside, CA 93955	831.449.3907/831.262.4562	
011-557-006-000	Maria Mercedes Custudis	Maria Mercedes Beauty Salon	1601 Alhambra	Seaside, CA 93955	831.899.4632	
011-558-006-000	Tim/Karen Hains	Kar Tunes	767 Broadway Ave.	Seaside, CA 93955	831-394-1700	
	Gregorio Maldonado	Jose's Mexican Food	1612 Contra Costa Ave.	Seaside, CA 93955		
011-292-003-000	Peter Karl Fichtner		PO Box 271	Seaside, CA 93955-0271		
011-292-020-000	Chantal Melendrez		298 Larkin St.	Monterey, CA 93940		
011-302-007-000	James Porter Tarpley & Graig Holmes		225 Laureles Grade Rd.	Carmel Valley, CA 93924-9419		
011-303-005-000	Jeanie Gee		1600 Mescal St.	Seaside, CA 93955-4622		
011-557-006-000	Vitina & Giuseppe Spadaro		137 Sceno St.	Monterey, CA 93940-2319		
	Jan Sheridan		735 Elm Ave.	Seaside, CA 93955	831-899-3665	
	Michele Claire		526 Palm Ave	Seaside, CA 93955	831-394-1700	
	Ray Crivello		4 different on Broadway	Seaside, CA 93955	831-320-9520	
	Daniel Spalletta		705 Broadway Ave	Seaside, CA 93955	831-899-7278	
Focus Group II (Larger District/Community Interest)						
		Organization	Address	City, State, ZIP	Phone	
	Kay Cline, President	Sustainable Seaside	1614 Kenneth Street	Seaside CA 93955	831-899-7934	
	Jim Bosen, President	Chamber of Commerce Rep.	505 Broadway Avenue	Seaside CA 93955	831-649-0220/415-244-7576	
	Alex Capelli	Velo Club Rep	www.vcmonterey.org	No telephone contact info given on	831-915-0418	
	Kaki Cheung	TAMC Bike/Ped Representative	55 - B Plaza Circle	Salinas, CA 93901	831-775-4413	
	Antonio Morales		759 W Franklin St.			
	Marcelino Isidro	Latino Merchant Association	marcelino_isidro@yahoo.com	Monterey, CA 93940	831-393-1111/831-596-0976	
	E. Walker James, President	Citizens League for Progress Rep	P.O. Box 1272	Seaside, CA 93955	831-394-9047	
	Mel Mason, President				831-394-2869	
					831-392-1500	
	Dr. Katherina Ognyanovich, Past President	NAACP	P. O. Box 782	Seaside, CA 93955	831-394-3727	
	Carlos Ramos, Past President	LULAC	lulac.carlos@yahoo.com		831-262-1959	
	Amy White, Exec Director	Land Watch Monterey County Rep	P.O. Box 1876	Salinas, CA 93902-1876	831-759-2824	

Overweight and Obesity among Children by California Cities - 2010

Susan H. Babey, Joelle Wolstein, Allison L. Diamant, Amanda Bloom, and Harold Goldstein
UCLA Center for Health Policy Research and California Center for Public Health Advocacy
June 2012

Data from the 2010 California Physical Fitness Test (PFT) was vital in the development of this report. The Fitnessgram data, mandated by the State, provides a snapshot of the physical fitness of students and provides the Body Mass Index (BMI) information used to compute obesity and overweight figures in this study.

Background

During the last three decades, the prevalence of overweight and obesity in the United States has increased dramatically in both adults and children.¹ In the 1970s, about 15 percent of adults were obese; by 2004, the rate had climbed to 32 percent.¹ Although the prevalence of obesity among children is lower than among adults, the rates among children and adolescents have increased considerably more. Between the early 1970s and 2003-2004, the prevalence of obesity nearly tripled among youth ages 12 to 19, from 6 percent to 17 percent, and more than quadrupled among children ages 6 to 11, rising from 4 percent to 19 percent.¹⁻⁴

More positively, recent data from the National Health and Nutrition Examination Survey indicated that, between 2003-2004 and 2007-2008, there has been no significant change in the prevalence of obesity among children, suggesting that the prevalence of childhood obesity could be leveling off nationally. Nevertheless, rates remain high, with approximately 36 percent of 6- to 11-year-olds and 34 percent of 12- to 19-year-olds considered to be overweight or obese. Among these youth, 20

percent of 6- to 11-year-olds and 18 percent of 12- to 19-year-olds are considered to be obese.⁵

Overweight and obesity are associated with serious health risks in children and adolescents, including an increased risk for high cholesterol and high blood pressure (indicators of cardiovascular disease), high fasting insulin (an early indicator of diabetes risk), and a variety of musculoskeletal disorders.⁶⁻¹⁰

Children who are overweight or obese often grow up to be obese as adults.^{11,12} Among adults, overweight and obesity are associated with increased risk for diabetes, cardiovascular disease, hypertension, hypercholesterolemia, stroke, some types of cancer, musculoskeletal conditions, and premature death.^{1,2,13} Obesity has become second only to tobacco use as the leading preventable cause of disease and death in the United States.¹⁴ The rise in obesity and related diseases has led experts to predict a decrease in life expectancy and productivity for today's youth as well as increased individual and societal costs.¹⁵⁻¹⁷

Although the prevalence of obesity is high among all children regardless of race/ethnicity,

Attachment I-4A. Overweight and Obesity Report

children of color are disproportionately affected. Hispanic, African American, and American Indian girls and boys have higher rates of obesity than white children.^{1,18} Asian children tend to have the lowest rates of obesity, but they have also experienced considerable increases in recent decades.¹⁹ Currently, African American girls and Mexican American boys in the United States have the highest rates of childhood obesity.²⁰ Recent research suggests that these disparities are mirrored in California, with higher rates of obesity and overweight among Latinos, African Americans, and American Indians than among whites and Asians.²¹ Overweight and obesity and their associated health problems have a significant economic impact—in both direct and indirect costs. Direct medical costs may include preventive, diagnostic, and treatment services related to obesity. Indirect costs can include decreased productivity, restricted activity, absenteeism, and future value lost by premature death. Nationally, medical costs alone for obesity reach \$147 billion each year.²² California spends more public and private money on the health consequences of obesity than any other state.²³ Including lost productivity, overweight and obesity in California cost families, employers, the healthcare industry, and the government more than \$21 billion each year.²⁴

Study Methods

The California Center for Public Health Advocacy and the UCLA Center for Health Policy Research examined geographical variation by city in rates of overweight and obesity among fifth-, seventh-, and ninth-grade schoolchildren in California. Data were from the 2010 California Physical Fitness Test (PFT). State law mandates that public schools administer the PFT annually to all California

students in grades five, seven, and nine. The test used in California schools is the Fitnessgram. Body composition, which includes measured height and weight, skinfold measurements, or bioelectric impedance analysis, is one of six fitness areas tested. We obtained de-identified, student-level data for the body composition component of the PFT from the California Department of Education (CDE). This study utilized measured height and weight to calculate Body Mass Index (BMI). Biologically implausible values were excluded. BMI was used to classify students as overweight or obese. Among children, overweight is defined as having a BMI between the 85th and 95th percentile on the 2000 Centers for Disease Control and Prevention sex-specific BMI-for-age growth charts, while obesity is defined as having a BMI above the 95th percentile.^{25,26} This study utilized data from 1,214,061 students in 2010 with measured height and weight data.

City overweight rates were determined based on school locations. Schools were assigned to cities by mapping the school locations using latitude and longitude coordinates that are part of the CDE public school data file. GIS techniques were used to map the school locations and assign schools to cities based on census maps delineating incorporated cities and census designated places. Overweight rates in a city represent the average overweight rate for fifth, seventh and ninth grade public school students who attend schools physically located within the boundaries of that city. Data are shown for incorporated cities that have a population of 20,000. Results for cities with a sample size from the PFT of less than 100 are not presented. In addition, results for cities with PFT data reported for less than 70% of enrolled 5th, 7th, and 9th grade students are not presented.

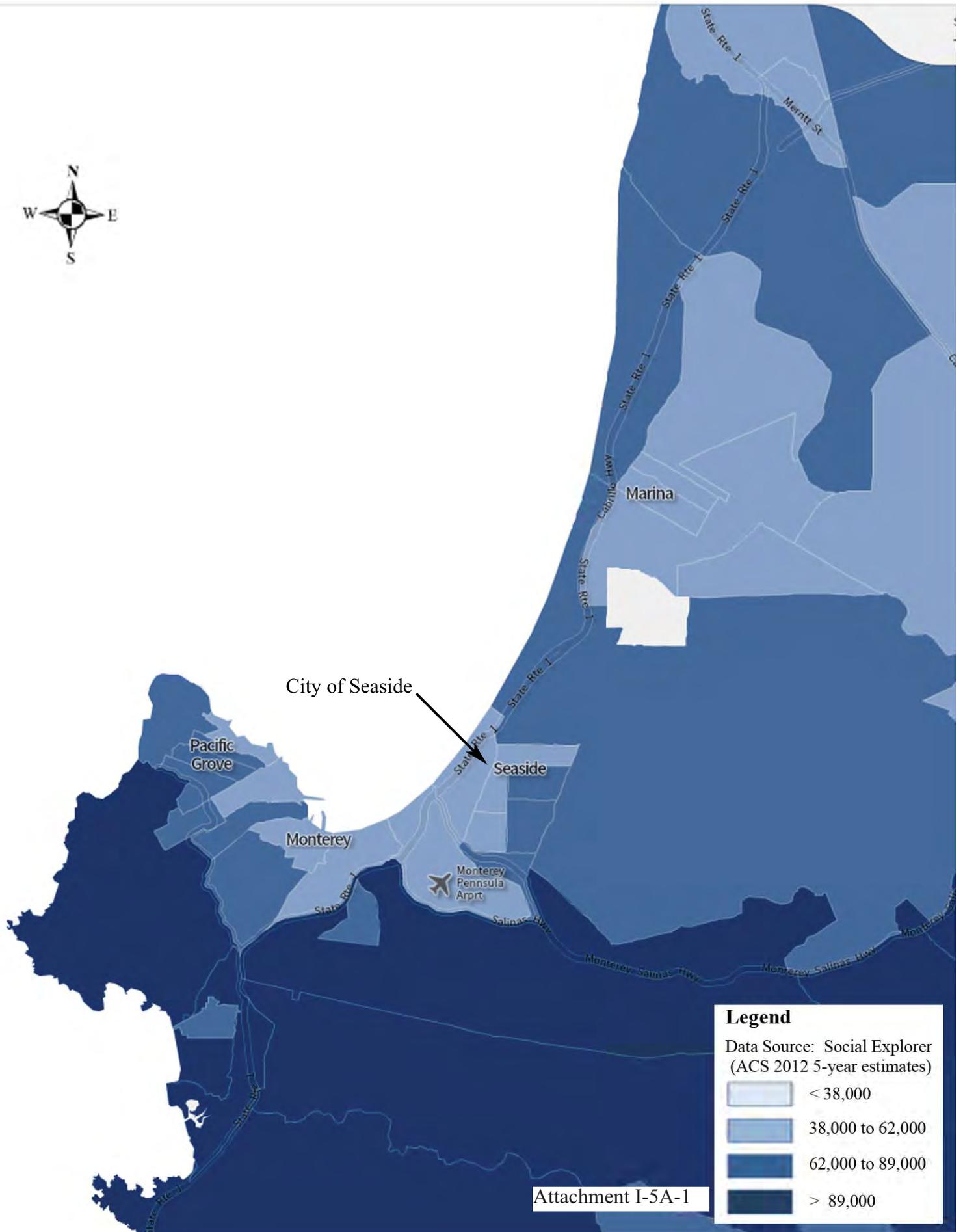
Attachment I-4A. Overweight and Obesity Report

City	County	2010 Overweight + Obese %
San Fernando	Los Angeles	48.0%
San Francisco	San Francisco	31.7%
San Jacinto	Riverside	39.5%
San Jose	Santa Clara	36.0%
San Juan Capistrano	Orange	33.7%
San Leandro	Alameda	42.7%
San Luis Obispo	San Luis Obispo	23.6%
San Marcos	San Diego	31.9%
San Mateo	San Mateo	33.2%
San Pablo	Contra Costa	52.4%
San Rafael	Marin	32.4%
San Ramon	Contra Costa	22.6%
Sanger	Fresno	47.5%
Santa Ana	Orange	46.5%
Santa Barbara	Santa Barbara	28.2%
Santa Clara	Santa Clara	37.5%
Santa Clarita	Los Angeles	29.6%
Santa Cruz	Santa Cruz	31.0%
Santa Monica	Los Angeles	23.0%
Santa Paula	Ventura	47.9%
Santa Rosa	Sonoma	36.3%
Saratoga	Santa Clara	18.2%
Seal Beach	Orange	28.8%
Seaside	Monterey	45.6%
Selma	Fresno	47.0%
Simi Valley	Ventura	30.7%
Soledad	Monterey	48.5%
South Gate	Los Angeles	51.3%
South Lake Tahoe	El Dorado	34.6%
South Pasadena	Los Angeles	21.8%
South San Francisco	San Mateo	47.0%
Stanton	Orange	51.8%

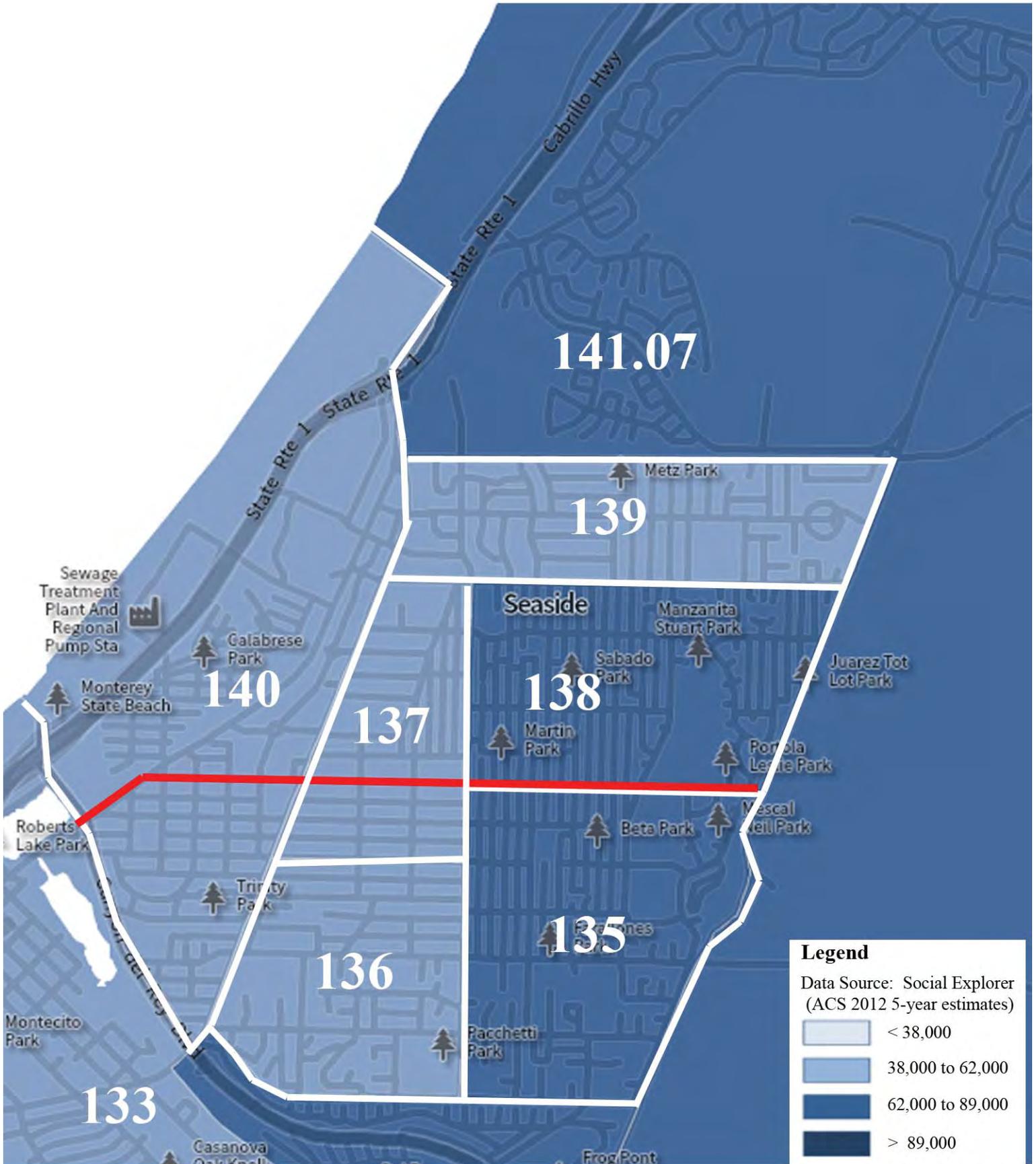
City	County	2010 Overweight + Obese %
Stockton	San Joaquin	42.4%
Suisun City	Solano	46.3%
Sunnyvale	Santa Clara	31.0%
Temecula	Riverside	27.6%
Temple City	Los Angeles	28.2%
Thousand Oaks	Ventura	25.7%
Torrance	Los Angeles	26.9%
Tracy	San Joaquin	37.6%
Tulare	Tulare	43.6%
Turlock	Stanislaus	39.7%
Tustin	Orange	35.9%
Twentynine Palms	San Bernardino	32.1%
Union City	Alameda	38.4%
Upland	San Bernardino	42.4%
Vacaville	Solano	36.3%
Vallejo	Solano	43.7%
Ventura	Ventura	33.1%
Victorville	San Bernardino	40.1%
Visalia	Tulare	40.8%
Vista	San Diego	38.7%
Walnut	Los Angeles	27.3%
Walnut Creek	Contra Costa	21.0%
Wasco	Kern	46.8%
Watsonville	Santa Cruz	49.3%
West Covina	Los Angeles	41.0%
West Hollywood	Los Angeles	43.8%
West Sacramento	Yolo	43.6%
Westminster	Orange	33.0%
Wildomar	Riverside	36.7%
Windsor	Sonoma	32.4%
Woodland	Yolo	42.6%
Yuba City	Sutter	35.2%
Yucaipa	San Bernardino	27.4%
Yucca Valley	San Bernardino	37.1%

1. Officially known as 'San Buenaventura (Ventura)'
2. Officially known as 'El Paso de Robles (Paso Robles)'

Attachment I-5A-1. Regional Median Household Income



Attachment I-5A-2. Seaside Median Household Income



City of Seaside Proper showing median income by census tract

Data from the U.S. Census, 2012 inflation-adjusted dollars, American Community Survey 2012 (5-year estimate)



scale

Attachment I-5A-3. Academic performance Index Report for King School

2012-13 Accountability Progress Reporting (APR)



School Report - API Growth and Targets Met 2013 Growth Academic Performance Index (API) Report

California Department of Education
Analysis, Measurement, &
Accountability Reporting Division
7/29/2014

School: Martin Luther King
LEA: Monterey Peninsula Unified
County: Monterey
CDS Code: 27-66092-6058721
School Type: Elementary

2013 Growth API Links:

3 - Year Average
School Chart
School Demographic Characteristics
School Content Area Weights
LEA List of Schools
County List of Schools

(An LEA is a school district, county office of education, or statewide benefit charter.)

Direct Funded Charter School: No

2012-13 APR		2012-13 State API			2013 Federal AYP and PI		
Summary	Glossary	Base	Guide	Growth	AYP	PI	Guide

Met Growth Targets

Schoolwide: No
All Student Groups: No
All Targets: No

2013 Statewide Rank: 1 2013 Similar Schools Rank: 1

Groups

	Number of Students Included in 2013 API	Numerically Significant in Both Years	2013 Growth	2012 Base	2012-13 Growth Target	2012-13 Growth	Met Growth Target
Schoolwide	238		653	682	6	-29	No
Black or African American	14	No	631	648			
American Indian or Alaska Native	2	No					
Asian	7	No					
Filipino	18	No	795	852			
Hispanic or Latino	178	Yes	632	655	7	-23	No
Native Hawaiian or Pacific Islander	5	No					
White	9	No					
Two or More Races	5	No					
Socioeconomically Disadvantaged	225	Yes	647	669	7	-22	No
English Learners	180	Yes	643	671	6	-28	No
Students with Disabilities	34	No	411	424			

Attachment I-5A-3. Academic performance Index Report for King School

In order to meet federal requirements of the Elementary and Secondary Education Act (ESEA), a 2013 Growth API is posted even if a school or LEA had no 2012 Base API or if a school had significant population changes from 2012 to 2013. However, the presentation of growth targets and actual growth would not be appropriate and, therefore, are omitted.

- "N/A"** means a number is not applicable or not available due to missing data.
- "**"** means this API is calculated for a small school, defined as having between 11 and 99 valid Standardized Testing and Reporting (STAR) Program test scores included in the API. The API is asterisked if the school was small in either 2012 or 2013. APIs based on small numbers of students are less reliable and, therefore, should be carefully interpreted.
- "A"** means the school or Student Groups scored at or above the statewide performance target of 800 in the 2012 Base.
- "B"** means the school did not have a valid 2012 Base API and will not have any growth or target information.
- "C"** means the school had significant demographic changes and will not have any growth or target information.
- "D"** means this is either an LEA, or a special education school. Target information is not applicable to LEAs or special education schools.
- "I"** means the school had some invalid data at the student group level and the California Department of Education cannot calculate a valid rank for this school.

Missing Statewide and Similar Schools Ranks – LEAs, Alternative Schools Accountability Model (ASAM) schools, and special education schools do not receive statewide or similar schools ranks. Schools with less than 100 valid test scores do not receive a similar schools rank.

Targets Met - In the "Met Growth Target" columns, the growth targets reflect state accountability requirements and do not match the federal Adequate Yearly Progress (AYP) requirements. The AYP requirement for the API is a 2013 Growth API of 770 or a one-point increase from the 2012 Base API to 2013 Growth API for a school or LEA.

Two or More Races: – "Two or More Races" student group. Assessment results for students without valid Statewide Student Identifiers (SSIDs) were assigned to this student group.

Missing All Student Data – All subgroup data are missing if the LEA informed the CDE of a potential data error in at least one race or ethnicity category.

Missing Special Population Student Data – Socioeconomically Disadvantaged and English Learners students groups with missing API data and a "No" under the "Met Student Growth Target" column indicates that there was a decrease in the number of students in the group by at least 20 percent from the 2012 Base API to the 2013 Growth API, or the LEA reported a potential data error with one or more these student groups. Demographic data corrections made through the California Longitudinal Pupil Achievement Data System (CALPADS) or assessment-related data corrections (such as statewide student identifiers or fields specific to the testing administration process) made through the testing contractor will be reflected in the updated API reports released in March 2014.

Attachment I-5A-3. Academic performance Index Report for King School

2012 - 13 Accountability Progress Reporting (APR)



School Demographic Characteristics 2013 Growth Academic Performance Index (API) Report

California Department of Education
Analysis, Measurement, &
Accountability Reporting Division
7/29/2014

School: Martin Luther King
LEA: Monterey Peninsula Unified
County: Monterey
CDS Code: 27-66092-6058721
School Type: Elementary

2013 Growth API Links:

School Report - Growth
School Content Area Weights
LEA List of Schools
County List of Schools

(An LEA is a school district, county office of education, or statewide benefit charter.)

Direct Funded Charter School: No

2012-13 APR		2012-13 State API			2013 Federal AYP and PI		
Summary	Glossary	Base	Guide	Growth	AYP	PI	Guide

School Demographic Characteristics

These data are from either the California Longitudinal Pupil Achievement Data System (CALPADS) or the 2013 Standardized Testing and Reporting (STAR) Program student answer document.

Ethnic/Racial* (CALPADS)	<u>Percent</u>	Enrollments** (STAR)	<u>Percent</u>
Black or African American	7	Grade 2	29
American Indian or Alaska Native	1	Grades 3-5	71
Asian	4	Grade 6	0
Filipino	7	Grades 7-8	0
Hispanic or Latino	72	Grades 9-11	0
Native Hawaiian or Pacific Islander	2	<i>**This is a percentage of all enrollments in grades 2-11.</i>	
White	5	Parent Education Level (CALPADS)	
Two or More Races	2	Percentage with a response***	100
<i>*These percentages may not sum to 100 due to responses of other, multiple, or non-response.</i>		Of those with a response:	
Eligible for Free or Reduced-Price Lunch (CALPADS)	91	Not a high school graduate	47
		High school graduate	34
		Some college	8
		College graduate	7
		Graduate school	4
Participants in Gifted and Talented Education Program (STAR)	0	<i>***This is the percentage of CALPADS records with stated parent education level information.</i>	
Participants in Migrant Education Program (STAR)	1	<u>Average</u>	
English Learners (CALPADS)	66	Average Parent Education Level (CALPADS)	1.86
		<i>The average of all responses where "1" represents "Not a high school graduate" and "5" represents "Graduate</i>	

Attachment I-5A-3. Academic performance Index Report for King School

		<i>school."</i>	
Reclassified Fluent-English-Proficient (RFEP) Students (CALPADS)	9		
		Average Class Size (CALPADS)	
		<u>Grades</u>	<u>Average</u>
Students with Disabilities (CALPADS)	14	K-3	26
		4-6	25
		Core academic courses	N/A
Continuous Enrollment		in departmentalized programs	
<u>School, (CALPADS)</u>	96		
<u>LEA, (CALPADS)</u>	97		<u>Number</u>
<i>These are the percentages of students who were counted as part of the school's or LEA's enrollment on the October 2012 CALPADS data collection and who have been continuously enrolled since that date.</i>		Enrollment in Grades 2-11 on First Day of Testing (STAR)	253
		Students Exempted from STAR Testing Per Parent Written Request (STAR)	0
Fully-Credentialed Teachers**** (CCTC)	100		
Teachers with Emergency Credentials **** (CCTC)	8	Number of Students Tested (STAR)	253
**** California Commission on Teacher Credentialing			
			<u>Yes/No</u>
		Multi-track, Year-round School (CALPADS)	No

Attachment I-6. Benefit-Cost Analysis

West Broadway Infrastructure Improvements, Seaside California

INFRASTRUCTURE

Project Name:	West Broadway Infrastructure Improvements
Project Location:	Seaside California

Bike Projects (Daily Person Trips for All Users) (Box 1A)	
Existing	Without Project: 276
Forecast (1 Yr after completion)	With Project: 280
Existing Trips	Commuters: 207
New Daily Trips (estimate)	Recreational Users: 41
(1 YR after completion) (actual)	103.5
Project Information- Non SR2S Infrastructure	
Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	13,200

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$4,617,000
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$3,693,600
SR2S Infrastructure	

CRASH DATA (Box 1F)		
Fatal Crashes	Last 5 Yrs: 0	Annual Average: 0
Injury Crashes	10	2
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)	
Existing	Without Project: 238
Forecast (1 YR after project completion)	With Project: 562
Existing step counts (600 steps=0.3mi=1 trip)	Without Project:
Existing miles walked	With Project:

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	
	Pedestrian crossing	
	Advance stop bar before crosswalk	
	Install overpass/underpass	
	Raised medians/refuge islands	
	Pedestrian crossing (new signs and markings only)	
	Pedestrian crossing (safety features/curb extensions)	Y
	Pedestrian signals	
	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	Y
	Pedestrian crossing	Y
	Other reduction factor countermeasures	

Safe Routes to School (SR2S) (Box 1C)	
Number of student enrollment	Total
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

Attachment I-6. Benefit-Cost Analysis

20 Year Invest Summary Analysis	
Total Costs	\$4,617,000.00
Net Present Cost	\$4,439,423.08
Total Benefits	\$24,459,702.10
Net Present Benefit	\$16,199,159.65
Benefit-Cost Ratio	3.65

20 Year Itemized Savings	
Mobility	\$16,753,641.20
Health	\$2,019,816.70
Recreational	\$1,216,077.28
Gas & Emissions	\$514,895.28
Safety	\$3,955,271.64

Funds Requested	\$3,693,600.00
Net Present Cost of Funds Requested	\$3,551,538.46
Benefit Cost Ratio	4.56

Attachment I-8. Conservation Corps Correspondence

Email to Conservation Corps Representatives



Carole Dawson <carole.cjsd@gmail.com>

ATP Submittal for the City of Seaside

4 messages

Carole Dawson <carole.cjsd@gmail.com>

Mon, May 11, 2015 at 4:34 PM

Reply-To: carole@dawsonmonterey.com

To: atp@ccc.ca.gov, inquiry@atpcommunitycorps.org

Cc: "RRiedl@ci.seaside.ca.us" <RRiedl@ci.seaside.ca.us>

Dear Wei Hsieh and Danielle Lynch:

The City of Seaside requests the participation of the California Conservation Corps and the Community Conservation Corps in the City's West Broadway Urban Village Infrastructure Improvements project. See attached project information.

If you have any questions or comments, please contact Rick Riedl, P.E., Senior Civil Engineer, City of Seaside at 831-899-6825 or RRiedl@ci.seaside.ca.us.

Thank you,

Carole Dawson, PE.



City of Seaside CCC Submittal.pdf

1783K

Attachment I-8. Conservation Corps Correspondence

Response from Local Conservation Corps

Active Transportation Program <inquiry@atpcommunitycorps.org>

Mon, May 11, 2015 at 5:14 PM

To: carole@dawsonmonterey.com

Cc: "atp@ccc.ca.gov" <atp@ccc.ca.gov>

Hi Carole,

Thank you for your inquiry. We are looking into your request and will get back to you by May 15th.

Thank you

Monica

[Quoted text hidden]

—
Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

Active Transportation Program <inquiry@atpcommunitycorps.org>

Wed, May 13, 2015 at 10:04 AM

To: carole@dawsonmonterey.com

Cc: "atp@ccc.ca.gov" <atp@ccc.ca.gov>

Hi Carole,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Mon, May 11, 2015 at 4:34 PM, Carole Dawson <carole.cjsd@gmail.com> wrote:

[Quoted text hidden]

—
Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

Attachment I-8. Conservation Corps Correspondence

Response from California Conservation Corps

ATP@CCC <ATP@ccc.ca.gov>

Mon, May 18, 2015 at 12:55 PM

To: "carole@dawsonmonterey.com" <carole@dawsonmonterey.com>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>

Cc: "RRiedl@ci.seaside.ca.us" <RRiedl@ci.seaside.ca.us>, "ATP@CCC" <ATP@ccc.ca.gov>, "Hsieh, Wei@CCC" <Wei.Hsieh@ccc.ca.gov>, "Wohlgemuth, Janet@CCC" <Janet.Wohlgemuth@ccc.ca.gov>, "Burks-Herrmann, Brenda@CCC" <Brenda.Burks-Herrmann@ccc.ca.gov>

Hi Carole,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager

Programs & Operations Division

California Conservation Corps

1719 24th Street

Sacramento, CA 95816

(916) 341-3154

Wei.Hsieh@ccc.ca.gov



May 27, 2015

Caltrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Active Transportation Program Cycle 2 – City of Seaside – West Broadway Urban Village Infrastructure Improvements

To Whom It May Concern:

The Transportation Agency for Monterey County is submitting this letter in support of the City of Seaside's Active Transportation Program (ATP) Grant Application for the *West Broadway Urban Village Infrastructure Improvements*. The project reduces Broadway Avenue to a single lane in each direction between Fremont Street and Del Monte Boulevard, adds pedestrian and bicycle facilities in this area and completes the bicycle corridor between Canyon Del Rey and General Jim Moore Boulevard.

Currently, West Broadway Avenue does not have bike lanes and striped pedestrian crosswalks (across West Broadway) are provided only at select locations. None of the curb ramps meet ADA Guidelines. The Project would reconstruct the corridor to provide one travel lane in each direction, rather than the two that exist today. The additional width gained from the lane reductions would be allocated to bike lanes and wider sidewalks.

The West Broadway Urban Village Infrastructure Improvements project is included in the Transportation Agency's *Bicycle and Pedestrian Master Plan*. Our agency supports the City of Seaside's effort to provide a convenient and safe bicycle and pedestrian facility. The Transportation Agency looks forward to continued collaboration with the City of Seaside to improve safety and quality of life for the residents of Monterey County.

Should you have any questions, please contact Michael Zeller, Senior Transportation Planner, of my staff at 831-775-4416. Thank you for your consideration.

Sincerely,

Debra L. Hale
Executive Director

Cc: City of Seaside, Carol Dawson



5/6/2015

Mr. Tim O'Halloran
City Engineer / Public Works Services Manager
City of Seaside
440 Harcourt Avenue
Seaside, California 93955

Subject: Bicycle and Pedestrian Upgrades, West Broadway Urban Village Infrastructure Improvements Project, Seaside, California

Dear Mr. O'Halloran:

I am writing this letter to express the Association of Monterey Bay Area Governments' (AMBAG) support for the City of Seaside's Active Transportation Program application for the West Broadway Urban Village Infrastructure Improvements Project. The West Broadway Urban Village Infrastructure Improvements Project would begin the process of transforming West Broadway into a pedestrian and bicycle friendly, transit-oriented urban village, improving regional connectivity for bicyclists and pedestrians, and encouraging healthy forms of active transportation. The proposed project includes streetscape and intersection improvements which will improve pedestrian and bicycle movement within the public right of way.

The proposed project would improve bicycle and pedestrian connectivity between the City of Seaside and the Monterey Bay Coastal Trail, a key regional trail over 40 miles in length which connects the counties of Santa Cruz and Monterey. The project will also develop a bikeway that helps link key destinations, connecting Fort Ord National Monument and the California State University Monterey Bay campus to the center of the City of Seaside, and linking bikeways to a proposed train station at the Western edge of the project area. This project will also better integrate existing multimodal stations into the bicycle and pedestrian network, facilitating transit-walk and transit-bike trips. This project has been recognized as one of the top ten projects in the Transportation Agency of Monterey County's (TAMC) *Bicycle and Pedestrian Transportation Plan* for Monterey County.

This project will be a benefit to the entire region as an improvement for a key node in the pedestrian and bicycle network. AMBAG fully supports this project and recommends that it be funded.

Sincerely,

Maura F. Twomey, Executive Director
Association of Monterey Bay Area Governments

Copy: Rick Riedl, Senior Civil Engineer

MONTEREY COUNTY



THE BOARD OF SUPERVISORS

JANE PARKER, SUPERVISOR - FOURTH DISTRICT

MAILING: 2616 1ST AVENUE, MARINA, CA 93933

EMAIL: district4@co.monterey.ca.us PHONE: (831) 883-7570

April 20, 2015

Mr. Tim O'Halloran
City Engineer / Public Works Services Manager
City of Seaside
440 Harcourt Avenue
Seaside, California 93955

Subject: Bicycle and Pedestrian Upgrades, West Broadway Urban Village Infrastructure Improvements Project, Seaside, California

Dear Mr. O'Halloran:

I am writing this letter of support for the subject project for which the City of Seaside is seeking grant funding from Caltrans' Active Transportation Program.

The West Broadway Urban Village Infrastructure Improvements Project would begin the transformation of West Broadway as the core of a new pedestrian and bicycle friendly, transit-oriented urban village and would improve regional connectivity for bicyclist and pedestrians. The proposed project includes public improvements, such as streetscape and intersection improvements along Broadway Avenue between Fremont and Del Monte Boulevards; development of pedestrian and bicycle amenities, and the upgrade of public utilities, as needed, within the public right of way.

The proposed project would improve regional connectivity between the City of Seaside and the Monterey Bay Coastal Trail, develop a bikeway that helps link Fort Ord and the CSU campus to Seaside proper, and linking bikeways to the multimodal stations, including a proposed train station within the project area at Del Monte Boulevard and Broadway Avenue.

The proposed project is ranked in the Transportation Agency of Monterey County's (TAMC's) *Bicycle and Pedestrian Transportation Plan* (TAMC 2011) seventh (Broadway Avenue from Del Monte Blvd to Mescal St) and nineteenth (Del Monte Boulevard from Canyon Del Rey Blvd to Broadway Ave) out of 408 projects on a county-wide basis.

It is for these reasons I recommend Seaside's West Broadway Urban Village project for grant funding.

Sincerely,

Supervisor Jane Parker
County of Monterey, Fourth District

Copy: Rick Riedl, Senior Civil Engineer

COMMITTEES
JUDICIARY
BUDGET
BUDGET SUBCOMMITTEE #5 ON
PUBLIC SAFETY
NATURAL RESOURCES
ENVIRONMENTAL SAFETY AND
TOXIC MATERIALS

CHAIR, SELECT COMMITTEE ON
COASTAL PROTECTION

Assembly California Legislature



MARK STONE
CHAIR, HUMAN SERVICES
ASSEMBLYMEMBER, TWENTY-NINTH DISTRICT

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(831) 649-2832
FAX (831) 649-2935

May 15, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Teresa McWilliam - ATP Coordinator

Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

**RE: Support for West Broadway Urban Village (WBUV) Infrastructure Improvements Project,
Seaside, California**

Dear Ms. McWilliam:

I am writing in support of the City of Seaside's (City) application for Caltrans Active Transportation Program (ATP) grant funding for the West Broadway Urban Village (WBUV) Infrastructure Improvements Project. This project complements the objectives of the ATP by, and I encourage you to accept the City's proposal.

The WBUV Project demonstrates a shift toward active modes of transportation and regional connectivity for the local community, emphasizing safe and accessible alternatives to vehicle transportation. Included in the proposal are clearly delineated bicycle lanes to improve rider safety and visibility, a complete network of sidewalks and crosswalks with additional pedestrian signals, as well as an enhanced pedestrian environment with added lighting, benches, bike racks, trash receptacles, and trees.

This transformation of West Broadway Avenue seeks to expand mixed use of a high traffic area and encourage the use of active transportation methods. The proposed project is ranked in the top 5% of priorities identified in the Transportation Agency of Monterey County's Bicycle and Pedestrian Transportation Plan, which identifies priorities for projects county-wide. Many low-income county residents have limited transportation options; the WBUV project will support these individuals with safety measures and linkage to multimodal stations, the Monterey Bay Coastal Trail, Fort Ord, and the CSU Monterey Bay campus.

Thank you for your consideration of this worthy project. If you have any questions, please feel free to contact me at (831) 649-2832.

Sincerely,

A handwritten signature in black ink that reads "Mark Stone".

Mark Stone
Assemblymember
29th Assembly District

CC: Rick Riedl, Senior Civil Engineer





2014

ROADWAYS

MONTEREY COUNTY

REGIONAL TRANSPORTATION PLAN

MASS TRANSIT



CYCLING

COMPLETE STREETS



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Americans with Disabilities Act

The Americans with Disabilities Act (ADA), passed in 1990, is a comprehensive law prohibiting discrimination against people with disabilities. ADA requires access to public transportation systems for people with disabilities equal to the service available to the able-bodied. Problems commonly associated with sidewalks and pathways for the disabled are driveway cuts, lack of curb cuts, sign posts, benches, and rough and severely cracked sidewalk surfaces.

Future Needs: The Monterey County Bicycle & Pedestrian Facilities Master Plan

The Transportation Agency has worked closely with its Bicycle and Pedestrian Facilities Advisory Committee and 13 member jurisdictions to identify gaps in the countywide road and highway network where bicycle and pedestrian improvements are needed. In 2011, the Agency adopted the *Monterey County Bicycle & Pedestrian Facilities Master Plan* to provide a basis for the allocation of state and federal funds for bicycle and pedestrian projects.

The Plan serves to accomplish two main purposes. First, the plan lists all existing and proposed projects and facilities of jurisdictions within Monterey County and satisfies the General Bikeways Plan requirements set by the California Department of Transportation (California Streets and Highways Code Section 891.2). Local jurisdictions may choose to adopt the plan or submit an equally qualified plan to ensure eligibility for state and federal bicycle-funding sources.

Second, the plan establishes a countywide list of projects. This list assists the Agency in the allocation of various funds for regional bicycle and pedestrian projects. The plan identifies over 500 bicycle and pedestrian projects to accommodate non-motorized travel, which are reflected in the active transportation costs included in the Regional Transportation Plan. The plan also assigns rankings to projects in the plan to serve as a guide for funding and implementation. The top ranked projects identified in the Master Plan are identified in **Table 4-1** below.

Table 4-1: **Bicycle & Pedestrian Facilities Master Plan – Top Ranked Projects**

Top Ranked Bikeways				
Rank	Title	Description	Cost	Jurisdiction
1	Imjin Parkway Bike Lanes	Stripe bike lanes on Imjin Parkway in addition to Class I bike path	\$2,200,000	Marina
2	Canyon del Rey Blvd	Stripe Class II Bike lanes on east side of Canyon Del Rey Blvd and fillgaps on Westside; Stripe/Restripe bike lanes to the left of right-turn lanes.	\$32,500	Del Rey Oaks
3	Castroville Bicycle Path and Railroad Crossing	Install a Class I bike/ped path and bridge over railroad crossing	\$5,995,000	County
4	Blanco Rd	Install Class II Bikeway from Research Rd to Luther Way	\$221,880	County
5	Davis Rd	Install Class II Bikeway from Blanco Rd to Rossi St	\$3,411,000	County
6	Blanco Rd	Install Class II Bikeway from Luther Way to Abbott St	\$107,300	County
7	Broadway	Install Class II Bikeway from Del Monte Blvd to Mescal St	\$67,900	Seaside

Rank	Title	Description	Cost	Jurisdiction
8	Hwy 68 Segment	Install Class II Bikeway from Joselyn Canyon Rd to San Benancio Rd	\$351,300	Caltrans
9	Sanctuary Scenic Trail Seg. 15	Construct Class I Bikeway from Moss Landing Rd to Hwy 1 & new Elkhorn Slough Bridge	\$5,082,000	County
10	San Juan Grade Rd	Install Class II Bikeway from Russell Rd to Boronda Rd	\$39,200	Salinas
10	San Juan Grade Rd	Install Class II Bikeway from Herbert Rd to Rogge Rd	\$88,300	County
10	San Juan Grade Rd	Install Class III Bike route from Russell Rd to Rogge Rd	\$1,200	County
11	Gabilan Creek	Install Class I Bikeway from Danbury St to Constitution Blvd	\$569,300	Salinas
Priority Pedestrian Improvements				
	Title	Description	Cost	Jurisdiction
	Castroville Bicycle Path and Railroad Crossing	Install a Class I bike/ped path and bridge over railroad crossing	\$5,995,000	County
	Sanctuary Scenic Trail Segment 15	Construct Class I Bikeway from Moss Landing Rd to Hwy 1 & new Elkhorn Slough Bridge	\$5,082,000	County
	Gabilan Creek	Install Class I Bikeway from Danbury St to Constitution Blvd	\$569,300	Salinas
	Hatton Canyon Path	Install Class I path from Carmel Valley Road to Hwy 1	\$1,689,600	County
	Sanctuary Scenic Trail Segment 4B	Install Class I path from Tioga Ave to the Coastal Trail	\$292,600	Sand City

Detailed information on planned bicycle and pedestrian facilities in Monterey County can be found in the *Bicycle & Pedestrian Facilities Master Plan*.

Monterey Bay Sanctuary Scenic Trail

One of the most important planned regional bicycle facilities in Monterey County is the Monterey Bay Sanctuary Scenic Trail. The Monterey Bay Sanctuary Scenic Trail is a collaborative effort among public agencies, non-profit organizations and the public to construct a trail that would span Monterey Bay from the city of Pacific Grove to Santa Cruz County line. The primary purpose of the Trail is to enhance appreciation and protection of the Monterey Bay National Marine Sanctuary as well as provide a safe, accessible scenic trail for pedestrians, bicyclists, and other users free of automobile traffic. The Sanctuary Scenic Trail originally was a project of the Santa Cruz County Inter-Agency Task Force, a Santa Cruz Committee that formed in 1993.

The Transportation Agency completed the Monterey County portion of the Sanctuary Scenic Trail Master Plan in 2008. That plan lists the various components needed to complete the trail. There are 17 planned trail segments with a total length of 33 miles in Monterey County. With

