



## **AGENDA**

CITY OF SEASIDE  
CITY COUNCIL/SUCCESSOR  
AGENCY TO THE  
REDEVELOPMENT AGENCY

JOINT SPECIAL MEETING  
Council Chamber  
440 Harcourt Avenue  
Thursday, December 19, 2019  
5:30 PM

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**1. CALL TO ORDER**

**2. CITY COUNCIL/SUCCESSOR AGENCY TO REDEVELOPMENT AGENCY OF THE CITY OF SEASIDE**

|                  |                          |
|------------------|--------------------------|
| Ian N. Oglesby   | Mayor/Chair              |
| David R. Pacheco | Mayor Pro Tem/Vice Chair |
| Jason Campbell   | Council/Agency Member    |
| Jon Wizard       | Council/Agency Member    |
| Alissa Kispersky | Council/Agency Member    |

**3. PLEDGE OF ALLEGIANCE**

**4. PUBLIC COMMENT**

*Members of the public wishing to address the City Council on matters within the jurisdiction of the City of Seaside, but not on this agenda, may do so during the Public Comment period for up to three minutes. Public Comments on specific agenda items are heard under that item. For the public record, please state your name.*

**5. CLOSED SESSION**

**A. CLOSED SESSION PURSUANT TO GOVERNMENT CODE 54957.6 - CONFERENCE WITH LABOR NEGOTIATORS**

**RECOMMENDATION:** Agency Negotiators: Craig Malin, City Manager; Roberta Greathouse, Human Resources Director / Risk Manager; Donna Williamson, Labor Negotiator. Employee Organizations: Seaside Police Officers' Association and Unrepresented Employees

**B. CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION 54956.9 (c) - POTENTIAL LITIGATION (2)**

Conference with legal counsel regarding the potential initiation of litigation (two potential cases).

**6. CONSENT AGENDA**

**A. APPROVE MINUTES FROM NOVEMBER 21, 2019**

**RECOMMENDATION:** That the minutes be reviewed and approved.

**B. APPROVE AND FILE SUCCESSOR AGENCY CHECKS**

**RECOMMENDATION:** Approve and file the accounts payable and wired payments made during the period of November 23, 2019 through December 6, 2019 including the payroll and benefits checks, direct deposits and wired payments related to the pay period ending November 29, 2019. Total Accounts Payable and Payroll for the above referenced period is \$43,544.89.

**C. REVIEW OF THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE (ROPS) 20-21 FOR THE PERIOD JULY 1, 2020 - JUNE 30, 2021 PURSUANT TO HEALTH AND SAFETY CODE SECTION 34177**

**RECOMMENDATION:** That the Successor Agency Board review the ROPS 20-21 for the period July 1, 2020 – June 30, 2021 pursuant to Health and Safety Code Section 34177 and direct staff to forward to the Oversight Board.

**7. PRESENTATION**

**A. RECEIVE AND PROVIDE INPUT ON THE DRAFT SAFE ROUTES TO SCHOOL PLAN**

**8. ADJOURNMENT**

Next Regularly Scheduled Meeting:  
January 2, 2019  
Seaside City Hall  
5:30 PM



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The City of Seaside is committed to providing accessible facilities and accommodating people with disabilities in all of its services programs and activities. If special considerations are needed by any person to fully participate in this meeting, contact the City Clerk at 899-6707 no fewer than two business days prior to the meeting to allow reasonable arrangements. The City Council chamber is equipped with a portable microphone and assisted listening devices are available at all meetings. City Council Meetings that are held in the City Council Chambers are broadcast live to all Seaside residents on Comcast Channel 25 and U-verse Channel 99. Live streamed meeting videos as well as videos of past meetings are available on the City's website at: <http://www.ci.seaside.ca.us/129/City-Council-Committee-Agendas>

Agenda-related writings or documents provided during public meetings are available for public inspection during the meeting or from the office of the City Clerk. This agenda is posted in compliance with California Government Code Section 54954.2(a) or Section 54956.



## **DRAFT MINUTES**

CITY OF SEASIDE  
CITY COUNCIL/SUCCESSOR  
AGENCY TO THE REDEVELOPMENT  
AGENCY

JOINT SPECIAL MEETING  
Council Chamber  
Thursday, November 21, 2019  
5:30 PM

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**1. CALL TO ORDER**

The meeting was called to order at 5:31 p.m.

**2. CITY COUNCIL/SUCCESSOR AGENCY TO REDEVELOPMENT AGENCY OF THE CITY OF SEASIDE**

PRESENT: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY  
ABSENT: NONE

**3. PLEDGE OF ALLEGIANCE**

The pledge of allegiance was led by Councilmember Campbell.

**4. PUBLIC COMMENT**

None.

**5. CLOSED SESSION**

**A. CLOSED SESSION PURSUANT TO GOVERNMENT CODE 54957.6 - CONFERENCE WITH LABOR NEGOTIATORS**

City Attorney Don Freeman read the Closed Session Item and indicated that he anticipated no announcements thereafter.

Time entered: 5:33 p.m.

Time exited: 5:58 p.m.

**6. CONSENT AGENDA**

**A. APPROVE MINUTES FROM NOVEMBER 7, 2019**

*On motion by Councilmember Wizard and second by Councilmember Campbell and carried by the following vote, the Consent Agenda was approved as presented.*

RESULTS: 5-0-0-0

AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY

NOES: NONE

ABSTAIN: NONE

ABSENT: NONE

**7. BUSINESS ITEMS**

**A. INTRODUCTION OF AN UNSOLICITED PROPOSAL TO BUILD A 753,000**

**SQUARE FOOT SPORTS FACILITY ON A PORTION OF THE SEASIDE  
EAST PROPERTY WITH THE APN 031-211-001**

City Manager Craig Malin provided a presentation and staff's recommendation regarding the unsolicited proposal and introduced Walsh Stallworth and team.

PUBLIC COMMENT SPEAKERS: Bill Wigel, Fred Watson, Mel Mason, Regina Mason, Kay Kline

*On motion by Councilmember Campbell and second by Councilmember Kispersky and carried by the following, the City Council/Successor Agency moved to table the proposal for further consideration.*

RESULTS: 5-0-0-0

AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY

NOES: NONE

ABSTAIN: NONE

ABSENT: NONE

**8. STUDY SESSION**

**A. STUDY SESSION ON PROHIBITING OR LIMITING THE USE OF  
NATURAL GAS IN NEW CONSTRUCTION**

City Manager Craig Malin provided a presentation.

PUBLIC COMMENT SPEAKERS: Bill Wigel, Peter Kaiser  
(Letter from 'Sustainable Seaside' provided to the City Council/Successor Agency)

**9. ADJOURNMENT**

The meeting was adjourned at 7:23 p.m.

**Respectfully submitted,**

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**Lesley Milton-Rerig, City Clerk**

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**Ian N. Oglesby, Mayor**



**CITY OF SEASIDE  
STAFF REPORT**

**Item No.: 6.B.**

**TO:** Successor Agency to the Redevelopment Agency of the City of Seaside

**FROM:** Craig Malin, City Manager

**BY:** Jessica Riley, Accounting Assistant  
Kimberly Drabner, Finance Director

**DATE:** December 19, 2019

**SUBJECT: APPROVE AND FILE SUCCESSOR AGENCY CHECKS**

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**PURPOSE & RECOMMENDATION**

Approve and file the accounts payable and wired payments made during the period of November 23, 2019 through December 6, 2019 including the payroll and benefits checks, direct deposits and wired payments related to the pay period ending November 29, 2019. Total Accounts Payable and Payroll for the above referenced period is \$43,544.89.

**BACKGROUND**

In accordance with Government Code Section 37208, at each City Council meeting the Council is provided a listing of the payroll and general checks issued since the last report so that it can inspect and confirm these checks. Each purchase has been reviewed and approved by the department making the purchase at the time of procurement. The invoice has been reviewed by the Finance Department prior to payment to ensure that it conforms to the approved budget.

Therefore, in accordance with Government Code Section 37208, the above referenced, and linked list of checks conforms to the approved budget and has been paid. These checks are submitted to the City Council for inspection and confirmation.

A description of the checks and wires exceeding \$10,000 are as follows:

- \$37,952.93 to U.S. Bank - St. Paul for Debt service payment on 12/5/2019 for the Successor Agency to the Redevelopment agency of the City of Seaside tax allocation.

The Checks report is available on the City's website here:

<http://www.ci.seaside.ca.us/194/Check-Draft-Register>

### **FISCAL IMPACT**

There are no additional fiscal impacts.

### **ATTACHMENTS**

None

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**CITY OF SEASIDE  
STAFF REPORT**

**Item No.: 6.C.**

**TO:** Successor Agency to the Redevelopment Agency of the City of Seaside

**FROM:** Craig Malin, City Manager

**BY:** Kimberly Drabner, Finance Director

**DATE:** December 19, 2019

**SUBJECT: REVIEW OF THE RECOGNIZED OBLIGATION PAYMENT  
SCHEDULE (ROPS) 20-21 FOR THE PERIOD JULY 1, 2020 -  
JUNE 30, 2021 PURSUANT TO HEALTH AND SAFETY CODE  
SECTION 34177**

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**PURPOSE & RECOMMENDATION**

That the Successor Agency Board review the ROPS 20-21 for the period July 1, 2020 – June 30, 2021 pursuant to Health and Safety Code Section 34177 and direct staff to forward to the Oversight Board.

**BACKGROUND**

Upon dissolution of the Redevelopment Agency of the City of Seaside on February 1, 2012 pursuant to AB X1 26, the Successor Agency to the Redevelopment Agency of the City of Seaside was constituted and is governed by a board of directors consisting of the members of the City Council.

Pursuant to Health and Safety Code Section 34177, successor agencies are required to prepare Recognized Obligation Payment Schedules (ROPS) prior to each twelve-month fiscal period. The Successor Agency previously prepared a ROPS for the fiscal period commencing on July 1, 2019 and ending on June 30, 2020 (ROPS 19-20). At this time, a ROPS has been prepared for the next twelve-month fiscal period commencing on July 1, 2020 and ending on June 30, 2021 (ROPS 20-21).

The ROPS 20-21 is to be submitted to the County Auditor-Controller, the County

Administrative Office, the Department of Finance (DOF) and the State Controller's Office by February 1, 2020. Prior to submission, the ROPS must be reviewed and approved by the new Consolidated Oversight Board on January 16, 2020. The Successor Agency must submit the ROPS to the DOF and a copy of the Consolidated Oversight Board's approved ROPS must be posted on the Successor Agency's website.

The DOF may eliminate or modify any items on the ROPS before approving the ROPS. The DOF must make its determination regarding the enforceable obligations and the amount and funding source for each enforceable obligation listed on a ROPS no later than 45 days after the ROPS is submitted. Within five business days of the DOF's determination, the Successor Agency may request to "meet and confer" with the DOF on disputed items. The County Auditor-Controller may also object to the inclusion of any item on the ROPS that is not demonstrated to be an enforceable obligation and may object to the funding source proposed for any item.

Beginning with ROPS 19-20, the ROPS must be presented for the Consolidated Oversight Board (COB) for approval before being submitted to DOF. Previously the ROPS was presented to the Seaside Oversight Board. Due to changes in the law, there is now one Consolidated Oversight Board for each County. Upon the COB approval, the ROPS 20-21 will be submitted to DOF. The COB will meet on January 16, 2020. The COB requires all information related to the ROPS 20-21 to be submitted by January 2, 2020 for inclusion in their agenda packet.

The COB requests an explanation of previously approved ROPS items and an explanation of any changes requested for ROPS 20-21. Since the COB is requesting that information, it is also hereby presented to the Successor Agency (SA) to inform the SA of what information the COB will receive.

A summary of the approved ROPS items is attached. The Obligation Amount is the outstanding amount as of June 30, 2020. The ROPS 20-21 Amt. is the amount being requested as part of ROPS 20-21. The summary is followed by an explanation of each item and any changes.

### **FISCAL IMPACT**

Preparation of the ROPS 20-21 is in furtherance of allowing the Successor Agency to pay enforceable obligations of the former redevelopment agency.

### **ATTACHMENTS**

1. Annual ROPS 20-21
  2. Summary of ROPS Obligations and ROPS 20-21
  3. 2014 Refunding Series Amortization Schedule
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Reviewed for Submission to the  
City Council by:



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Craig Malin, City Manager



**Recognized Obligation Payment Schedule (ROPS 20-21) - Summary**  
**Filed for the July 1, 2020 through June 30, 2021 Period**

**Successor Agency:** Seaside

**County:** Monterey

| <b>Current Period Requested Funding for Enforceable Obligations (ROPS Detail)</b> | <b>20-21A Total<br/>(July - December)</b> | <b>20-21B Total<br/>(January - June)</b> | <b>ROPS 20-21<br/>Total</b> |
|-----------------------------------------------------------------------------------|-------------------------------------------|------------------------------------------|-----------------------------|
| <b>A Enforceable Obligations Funded as Follows (B+C+D)</b>                        | <b>\$ -</b>                               | <b>\$ -</b>                              | <b>\$ -</b>                 |
| B Bond Proceeds                                                                   | -                                         | -                                        | -                           |
| C Reserve Balance                                                                 | -                                         | -                                        | -                           |
| D Other Funds                                                                     | -                                         | -                                        | -                           |
| <b>E Redevelopment Property Tax Trust Fund (RPTTF) (F+G)</b>                      | <b>\$ 140,000</b>                         | <b>\$ 316,762</b>                        | <b>\$ 456,762</b>           |
| F RPTTF                                                                           | 15,000                                    | 191,762                                  | 206,762                     |
| G Administrative RPTTF                                                            | 125,000                                   | 125,000                                  | 250,000                     |
| <b>H Current Period Enforceable Obligations (A+E)</b>                             | <b>\$ 140,000</b>                         | <b>\$ 316,762</b>                        | <b>\$ 456,762</b>           |

**Certification of Oversight Board Chairman:**

Pursuant to Section 34177 (o) of the Health and Safety code, I hereby certify that the above is a true and accurate Recognized Obligation Payment Schedule for the above named successor agency.

\_\_\_\_\_  
Name Title

/s/ \_\_\_\_\_  
Signature Date

**Seaside**  
**Recognized Obligation Payment Schedule (ROPS 20-21) - ROPS Detail**  
**July 1, 2020 through June 30, 2021**

| A      | B                          | C                                        | D                        | E                          | F                                                  | G                                                                                                    | H                | I                            | J       | K                | L                       | M               | N           | O        | P           | Q            | R                       | S               | T           | U         | V           | W            |
|--------|----------------------------|------------------------------------------|--------------------------|----------------------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------|------------------------------|---------|------------------|-------------------------|-----------------|-------------|----------|-------------|--------------|-------------------------|-----------------|-------------|-----------|-------------|--------------|
| Item # | Project Name               | Obligation Type                          | Agreement Execution Date | Agreement Termination Date | Payee                                              | Description                                                                                          | Project Area     | Total Outstanding Obligation | Retired | ROPS 20-21 Total | ROPS 20-21A (Jul - Dec) |                 |             |          |             | 20-21A Total | ROPS 20-21B (Jan - Jun) |                 |             |           |             | 20-21B Total |
|        |                            |                                          |                          |                            |                                                    |                                                                                                      |                  |                              |         |                  | Fund Sources            |                 |             |          |             |              | Fund Sources            |                 |             |           |             |              |
|        |                            |                                          |                          |                            |                                                    |                                                                                                      |                  |                              |         |                  | Bond Proceeds           | Reserve Balance | Other Funds | RPTTF    | Admin RPTTF |              | Bond Proceeds           | Reserve Balance | Other Funds | RPTTF     | Admin RPTTF |              |
|        |                            |                                          |                          |                            |                                                    |                                                                                                      |                  | \$5,618,889                  |         | \$456,762        | \$-                     | \$-             | \$-         | \$15,000 | \$125,000   | \$140,000    | \$-                     | \$-             | \$-         | \$191,762 | \$125,000   | \$316,762    |
| 6      | City loan                  | City/County Loan (Prior 06/28/11), Other | 06/15/1995               | 06/30/2047                 | City of Seaside                                    | Loan to fund projects                                                                                | Merged           | 2,333,431                    | N       | \$-              | -                       | -               | -           | -        | -           | \$-          | -                       | -               | -           | -         | -           | \$-          |
| 7      | City loan                  | City/County Loan (Prior 06/28/11), Other | 01/04/2001               | 06/30/2047                 | City of Seaside                                    | Loan to fund projects                                                                                | Ft. Ord          | 500,000                      | N       | \$-              | -                       | -               | -           | -        | -           | \$-          | -                       | -               | -           | -         | -           | \$-          |
| 11     | Seaside Resort Development | Professional Services                    | 06/20/2002               | 10/19/2025                 | Larry Seeman & various other legal providers       | Consultant work on Seaside Resort Project.                                                           | Ft. Ord          | -                            | N       | \$-              | -                       | -               | -           | -        | -           | \$-          | -                       | -               | -           | -         | -           | \$-          |
| 12     | Property Services          | Miscellaneous                            | 12/10/2010               | 04/19/2023                 | County of Monterey                                 | Various property consultant services for assistance with the dissolution process and tax assessments | Merged & Ft. Ord | 100,000                      | N       | \$20,000         | -                       | -               | -           | 10,000   | -           | \$10,000     | -                       | -               | -           | 10,000    | -           | \$10,000     |
| 13     | Employee costs             | Admin Costs                              | 07/01/2015               | 06/30/2016                 | One City employee                                  | Portion of employee who works on Successor Agency                                                    | Merged & Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -        | -           | \$-          | -                       | -               | -           | -         | -           | \$-          |
| 14     | Legal Services             | Admin Costs - Litigation                 | 07/01/2015               | 06/30/2016                 | Richards Watson & Gershon, Goldfarb & Lipman, etc. | Legal services for dissolution process                                                               | Merged & Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -        | -           | \$-          | -                       | -               | -           | -         | -           | \$-          |
| 17     | Consultant Services        | Admin Costs                              | 07/01/2015               | 06/30/2016                 | Seifel Consulting, Municipal Resource Group,       | Various consultant services for assistance with the                                                  | Merged & Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -        | -           | \$-          | -                       | -               | -           | -         | -           | \$-          |

| A      | B                              | C               | D                        | E                          | F                                                 | G                                                                                                                                             | H                | I                            | J       | K                | L                       | M               | N           | O     | P           | Q            | R                       | S               | T           | U     | V           | W            |
|--------|--------------------------------|-----------------|--------------------------|----------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------------------|---------|------------------|-------------------------|-----------------|-------------|-------|-------------|--------------|-------------------------|-----------------|-------------|-------|-------------|--------------|
| Item # | Project Name                   | Obligation Type | Agreement Execution Date | Agreement Termination Date | Payee                                             | Description                                                                                                                                   | Project Area     | Total Outstanding Obligation | Retired | ROPS 20-21 Total | ROPS 20-21A (Jul - Dec) |                 |             |       |             | 20-21A Total | ROPS 20-21B (Jan - Jun) |                 |             |       |             | 20-21B Total |
|        |                                |                 |                          |                            |                                                   |                                                                                                                                               |                  |                              |         |                  | Fund Sources            |                 |             |       |             |              | Fund Sources            |                 |             |       |             |              |
|        |                                |                 |                          |                            |                                                   |                                                                                                                                               |                  |                              |         |                  | Bond Proceeds           | Reserve Balance | Other Funds | RPTTF | Admin RPTTF |              | Bond Proceeds           | Reserve Balance | Other Funds | RPTTF | Admin RPTTF |              |
|        |                                |                 |                          |                            | EMC Planning Group, etc.                          | dissolution process                                                                                                                           |                  |                              |         |                  |                         |                 |             |       |             |              |                         |                 |             |       |             |              |
| 18     | Contract Services              | Admin Costs     | 07/01/2015               | 06/30/2016                 | Mahoney & Associates, Chicago Title Company, etc. | Various contract services for assistance with the dissolution process                                                                         | Merged & Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -     | -           | \$-          |
| 19     | Legal Advertising              | Admin Costs     | 07/01/2015               | 06/30/2016                 | Monterey Herald Monterey Coast Weekly             | Legal advertising as needed                                                                                                                   | Merged & Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -     | -           | \$-          |
| 20     | Liability insurance            | Admin Costs     | 07/01/2015               | 06/30/2016                 | California Joint Powers Insurance Authority       | Insurance coverage for the Successor Agency and the Oversight Board                                                                           | Merged & Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -     | -           | \$-          |
| 21     | Central Services Charges       | Admin Costs     | 07/01/2015               | 06/30/2016                 | City of Seaside                                   | Charges for all central services, including City Manager, other staff, accounting, etc. (based on distribution from the Cost Allocation Plan) | Merged & Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -     | -           | \$-          |
| 22     | Computer services              | Admin Costs     | 07/01/2015               | 06/30/2016                 | City of Seaside                                   | Charges for computer services for staff                                                                                                       | Merged & Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -     | -           | \$-          |
| 23     | SERAF, HSC Section 33690(c)(1) | SERAF/ERAF      | 06/09/2014               | 06/30/2047                 | Housing Successor Asset Fund-City of Seaside      | Amount borrowed from Housing Fund to pay SERAF                                                                                                | Merged           | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -     | -           | \$-          |
| 24     | SERAF, HSC Section             | SERAF/ERAF      | 06/09/2014               | 06/30/2047                 | Housing Successor                                 | Amount borrowed from                                                                                                                          | Merged           | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -     | -           | \$-          |

| A      | B                                           | C                                    | D                        | E                          | F                                                                                  | G                                                                     | H                  | I                            | J       | K                | L                       | M               | N           | O     | P           | Q            | R                       | S               | T           | U      | V           | W            |
|--------|---------------------------------------------|--------------------------------------|--------------------------|----------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------|--------------------|------------------------------|---------|------------------|-------------------------|-----------------|-------------|-------|-------------|--------------|-------------------------|-----------------|-------------|--------|-------------|--------------|
| Item # | Project Name                                | Obligation Type                      | Agreement Execution Date | Agreement Termination Date | Payee                                                                              | Description                                                           | Project Area       | Total Outstanding Obligation | Retired | ROPS 20-21 Total | ROPS 20-21A (Jul - Dec) |                 |             |       |             | 20-21A Total | ROPS 20-21B (Jan - Jun) |                 |             |        |             | 20-21B Total |
|        |                                             |                                      |                          |                            |                                                                                    |                                                                       |                    |                              |         |                  | Fund Sources            |                 |             |       |             |              | Fund Sources            |                 |             |        |             |              |
|        |                                             |                                      |                          |                            |                                                                                    |                                                                       |                    |                              |         |                  | Bond Proceeds           | Reserve Balance | Other Funds | RPTTF | Admin RPTTF |              | Bond Proceeds           | Reserve Balance | Other Funds | RPTTF  | Admin RPTTF |              |
|        | 33690.5(c)(1)                               |                                      |                          |                            | Asset Fund-City of Seaside                                                         | Housing Fund to pay SERAF                                             |                    |                              |         |                  |                         |                 |             |       |             |              |                         |                 |             |        |             |              |
| 26     | Consumables                                 | Admin Costs                          | 07/01/2015               | 06/30/2016                 | Staples, Fed Ex, etc.                                                              | Miscellaneous operating                                               | Merged & Ft. Ord   | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -      | -           | \$-          |
| 28     | Utilities and Repairs                       | Property Maintenance                 | 07/01/2015               | 06/30/2016                 | Cal Am Water Company, PG&E, Home Depot, etc.                                       | Contract and Utilities                                                | Merged and Ft. Ord | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -      | -           | \$-          |
| 34     | Bond Maintenance Fees                       | Fees                                 | 09/24/2003               | 08/01/2033                 | US Bank, Urban Futures, Arbitrage Rebate Service, Willdan Financial Services, etc. | Trustee fees, arbitrage calculation, disclosure certification         | Merged & Ft. Ord   | 97,000                       | N       | \$5,000          | -                       | -               | -           | 5,000 | -           | \$5,000      | -                       | -               | -           | -      | -           | \$-          |
| 39     | Legal Services                              | Admin Costs - Litigation             | 07/01/2015               | 06/30/2016                 | Richards Watson & Gershon, Goldfarb & Lipman, etc.                                 | Legal services for redevelopment projects                             | Merged & Ft. Ord   | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -      | -           | \$-          |
| 40     | Seaside Resort Development, per amended DDA | Project Management Costs             | 02/07/2014               | 10/19/2025                 | Richards Watson & Gershon, Larry Seeman, EMC Planning Group, etc.                  | Costs billed to developer for DDA work                                | Ft. Ord            | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -      | -           | \$-          |
| 45     | 2014 Tax Allocation Refunding Bonds         | Refunding Bonds Issued After 6/27/12 | 12/23/2014               | 08/01/2033                 | US Bank                                                                            | Bonds issued to refinance 2003 bond series (Feb 1, interest payments) | Merged             | 244,229                      | N       | \$35,881         | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | 35,881 | -           | \$35,881     |
| 46     | LRPMP Implementation                        | Admin Costs                          | 07/01/2015               | 06/30/2016                 | Seifel Consulting,                                                                 | Various consultant                                                    | Merged & Ft.       | -                            | N       | \$-              | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -      | -           | \$-          |

| A      | B                                                      | C                                    | D                        | E                          | F                                                  | G                                                                        | H            | I                            | J       | K                | L                       | M               | N           | O     | P           | Q            | R                       | S               | T           | U     | V           | W            |           |
|--------|--------------------------------------------------------|--------------------------------------|--------------------------|----------------------------|----------------------------------------------------|--------------------------------------------------------------------------|--------------|------------------------------|---------|------------------|-------------------------|-----------------|-------------|-------|-------------|--------------|-------------------------|-----------------|-------------|-------|-------------|--------------|-----------|
| Item # | Project Name                                           | Obligation Type                      | Agreement Execution Date | Agreement Termination Date | Payee                                              | Description                                                              | Project Area | Total Outstanding Obligation | Retired | ROPS 20-21 Total | ROPS 20-21A (Jul - Dec) |                 |             |       |             | 20-21A Total | ROPS 20-21B (Jan - Jun) |                 |             |       |             | 20-21B Total |           |
|        |                                                        |                                      |                          |                            |                                                    |                                                                          |              |                              |         |                  | Fund Sources            |                 |             |       |             |              | Fund Sources            |                 |             |       |             |              |           |
|        |                                                        |                                      |                          |                            |                                                    |                                                                          |              |                              |         |                  | Bond Proceeds           | Reserve Balance | Other Funds | RPTTF | Admin RPTTF |              | Bond Proceeds           | Reserve Balance | Other Funds | RPTTF | Admin RPTTF |              |           |
|        | - Consultant Services                                  |                                      |                          |                            | Municipal Resource Group, EMC Planning Group, etc. | services for assistance in implementing LRPMP projects                   | Ord          |                              |         |                  |                         |                 |             |       |             |              |                         |                 |             |       |             |              |           |
| 48     | Reserve for 2014 Tax Allocation Refunding Bond payment | Refunding Bonds Issued After 6/27/12 | 12/23/2014               | 08/01/2033                 | US Bank                                            | Reserve for annual August 1, bond debt service payment per bond covenant | Merged       | 2,094,229                    | N       | \$145,881        | -                       | -               | -           | -     | -           | \$-          | -                       | -               | -           | -     | 145,881     | -            | \$145,881 |
| 49     | Administration Costs                                   | Admin Costs                          | 07/01/2018               | 06/30/2019                 | Seaside Successor Agency                           | Successor Agency Administration Costs                                    | Merged       | 250,000                      | N       | \$250,000        | -                       | -               | -           | -     | 125,000     | \$125,000    | -                       | -               | -           | -     | 125,000     | \$125,000    |           |

**Seaside**  
**Recognized Obligation Payment Schedule (ROPS 20-21) - Report of Cash Balances**  
**July 1, 2017 through June 30, 2018**  
(Report Amounts in Whole Dollars)

| Pursuant to Health and Safety Code section 34177 (l), Redevelopment Property Tax Trust Fund (RPTTF) may be listed as a source of payment on the ROPS, but only to the extent no other funding source is available or when payment from property tax revenues is required by an enforceable obligation. |                                                                                                                                                            |                                    |                                   |                                                                     |                              |                     |                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------------------|---------------------------------------------------------------------|------------------------------|---------------------|-------------------------------------------|
| A                                                                                                                                                                                                                                                                                                      | B                                                                                                                                                          | C                                  | D                                 | E                                                                   | F                            | G                   | H                                         |
|                                                                                                                                                                                                                                                                                                        | ROPS 17-18 Cash Balances<br>(07/01/17 - 06/30/18)                                                                                                          | Fund Sources                       |                                   |                                                                     |                              |                     | Comments                                  |
|                                                                                                                                                                                                                                                                                                        |                                                                                                                                                            | Bond Proceeds                      |                                   | Reserve Balance                                                     | Other Funds                  | RPTTF               |                                           |
|                                                                                                                                                                                                                                                                                                        |                                                                                                                                                            | Bonds issued on or before 12/31/10 | Bonds issued on or after 01/01/11 | Prior ROPS RPTTF and Reserve Balances retained for future period(s) | Rent, grants, interest, etc. | Non-Admin and Admin |                                           |
|                                                                                                                                                                                                                                                                                                        |                                                                                                                                                            |                                    |                                   |                                                                     |                              |                     |                                           |
| 1                                                                                                                                                                                                                                                                                                      | Beginning Available Cash Balance (Actual 07/01/17)<br>RPTTF amount should exclude "A" period distribution amount.                                          |                                    |                                   | 1,786,631                                                           | 3,667                        | 15,770              |                                           |
| 2                                                                                                                                                                                                                                                                                                      | Revenue/Income (Actual 06/30/18)<br>RPTTF amount should tie to the ROPS 17-18 total distribution from the County Auditor-Controller                        |                                    |                                   |                                                                     | 12,431                       | 3,713,513           |                                           |
| 3                                                                                                                                                                                                                                                                                                      | Expenditures for ROPS 17-18 Enforceable Obligations (Actual 06/30/18)                                                                                      |                                    |                                   | 1,786,631                                                           | 12,431                       | 1,821,771           |                                           |
| 4                                                                                                                                                                                                                                                                                                      | Retention of Available Cash Balance (Actual 06/30/18)<br>RPTTF amount retained should only include the amounts distributed as reserve for future period(s) |                                    |                                   |                                                                     |                              | 1,825,381           | Reserve for 8/1/2019 debt service payment |
| 5                                                                                                                                                                                                                                                                                                      | ROPS 17-18 RPTTF Prior Period Adjustment<br>RPTTF amount should tie to the Agency's ROPS 17-18 PPA form submitted to the CAC                               |                                    | No entry required                 |                                                                     |                              | 66,361              |                                           |
| 6                                                                                                                                                                                                                                                                                                      | Ending Actual Available Cash Balance (06/30/18)<br>C to F = (1 + 2 - 3 - 4), G = (1 + 2 - 3 - 4 - 5)                                                       | \$-                                | \$-                               | \$-                                                                 | \$3,667                      | \$15,770            |                                           |

**Seaside**  
**Recognized Obligation Payment Schedule (ROPS 20-21) - Notes**  
**July 1, 2020 through June 30, 2021**

| Item # | Notes/Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 7      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 11     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 12     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 13     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 14     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 17     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 18     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 19     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 20     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 21     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 22     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 23     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 24     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 26     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 28     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 34     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 39     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 40     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 45     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 46     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 48     | The Agency Board, Oversight Board and DOF authorized the 2014 Tax Allocation Refunding Bond Series. The bond covenant of the official statement states "The Agency has further covenanted that it will categorize and describe, as a separate line item, the portion of such Annual Debt Service that is due and payable on August 1 of such Bond Year on the B ROPS as a <input type="checkbox"/> reserve <input type="checkbox"/> to be held by the Agency until the next six-month period, as contemplated by paragraph (1)(A) of subdivision (d) of Section 34171 of the Dissolution Act." The Agency hereby requests 100% "reserve funding" of the 8/1/2021 debt service payment so there will be sufficient cash available before fiscal year 2021-2022. The requested RPTTF funding reserve of \$145,881 matches the US Bank amortization schedule and is in accordance with the bond covenant stated above. |
| 49     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

Successor Agency for the Redevelopment Agency for the City of Seaside  
Summary of ROPS Obligations and ROPS 20-21 Requested Amount:

| Item No. | Project Name                        | Obligation Amt. | ROPS 19-20 Amt. |
|----------|-------------------------------------|-----------------|-----------------|
| 6        | City Loan                           | \$2,333,431     | \$0             |
| 7        | City Loan                           | 500,000         | 0               |
| 11       | Seaside Resort Development          | 0               | 0               |
| 12       | Property Services                   | 100,000         | 20,000          |
| 23       | SERAF                               | 0               | 0               |
| 24       | SERAF                               | 0               | 0               |
| 34       | Bond Maintenance Fees               | 97,000          | 5,000           |
| 40       | Seaside Resort Development          | 0               | 0               |
| 45       | 2014 Tax Allocation Refunding Bonds | 244,229         | 35,881          |
| 48       | Reserve for 2014 TARB               | 2,094,229       | 145,881         |
| 49       | Administration Costs                | <u>250,000</u>  | <u>250,000</u>  |
|          | Totals                              | \$5,618,889     | \$456,762       |

- Item 6 City Loan \$2,333,431 – During fiscal year 2011-12, the City Council approved resolution SA 2012-10 authorizing a loan pursuant to AB 1484 between the City and the Successor Agency. The loan became an enforceable obligation after the City completed a series of dissolution steps and received a Finding of Completion on March 28, 2014. No ROPS funding has been requested on this item yet. As the SERAF loan has now been satisfied, the City is in the process of gathering the documents to support this item and anticipates bringing the item forward to the Oversight Board in the spring of 2020.
- Item 7 City Loan \$500,000 – This item is for a loan for the Ft. Ord Project Area. No funding has been requested for this item. The documentation to support the item is being reviewed.
- Item 11 Seaside Resort Development – This item has closed escrow. No further funds to be requested.
- Item 12 Property Services \$100,000 – This item is to pay various property consultant services for assistance with the dissolution process and assessments of SA properties. Some funding will come from Other Funds (rents, etc.). No funding request from the prior ROPS.
- Item 23 SERAF, HSC Section 33690(c)(1) - This is to pay the Housing Successor Agency for funds borrowed to pay the Supplemental Educational Revenue Augmentation Fund. The calculation of the amount that can be used



to make this payment is based on the DOF SERAF – Loan Repayment Calculator (copy attached). The ROPS 19-20 amount of \$746,405 paid off the loan amount. No further funds to be requested.

- Item 24 SERAF, HSC Section 33690.5(c)(1) – This is to pay Housing Successor Agency for funds borrowed to pay the Supplemental Educational Revenue Augmentation Fund. The calculation of the amount that can be used to make this payment is based on the DOF SERAF – Loan Repayment Calculator (copy attached). The ROPS 19-20 amount of \$817,842 paid off the loan amount. No further funds to be requested.
- Item 34 Bond Maintenance Fees – This is funding for the annual trustee fees, arbitrage rebate calculations and annual disclosure fees for the 2014 TARB. Amount requested is the same as prior ROPS.
- Item 40 Seaside Resort Development, per amended DDA – this is funding for Seaside Resort Development. This item has closed escrow. No further funds to be requested.
- Item 45 2017 Tax Allocation Refunding (TARB) – This is the February 1, debt service interest only payment (\$35,881) due during ROPS 20-21B. The prior ROPS requested \$38,381. Amounts requested are in accordance with the attached debt service schedule.
- Item 48 Reserve for 2014 TARB – This is the Reserve for the 2014 TARB principal and interest payment (\$145,881) that is due on August 1 of each year until the bonds are paid in full. Per the bond indenture and DOF approval, the SA is allowed to request funding during ROPS 20-21 for debt service payment to be made on August 1, 2021. During ROPS 20-21 the funds will be held in a reserve until needed, the following fiscal year. The prior ROPS requested \$138,381 for this item in accordance with the debt service schedule.
- Item 49 Administration Costs – This is the allowed \$250,000 for Successor Agency Administration. Same amount as prior ROPS.

|                     |                |
|---------------------|----------------|
| INT ACCRUES FROM:   | 12/23/2014     |
| FIRST PAYMENT DATE: | 2/1/2015       |
| FINAL MATURITY:     | 8/1/2033       |
| MAX ANNUAL D.SERV:  | \$2,515,225.00 |

|                       |                            |                       |                                              |
|-----------------------|----------------------------|-----------------------|----------------------------------------------|
| Requested<br>for ROPS | Expenditure<br>During ROPS | Item 45<br>2014 TAR B | Item 48<br>Reserve for<br>August<br>Payments |
|-----------------------|----------------------------|-----------------------|----------------------------------------------|

| DATE:    | COUPON: | PRINCIPAL DUE: | INTEREST DUE: | DEBT SERVICE   | OUTSTANDING<br>OBLIGATION |          |          |           |             |
|----------|---------|----------------|---------------|----------------|---------------------------|----------|----------|-----------|-------------|
| 2/1/2020 |         |                | \$ 38,381.25  | \$38,381.25    | \$2,515,225.00            | 2019-20B | 2019-20B | \$38,381  |             |
| 8/1/2020 | 5.000%  | \$100,000.00   | \$ 38,381.25  | \$138,381.25   | \$2,338,462.50            | 2019-20B |          |           | \$138,381   |
| 2/1/2021 |         |                | \$ 35,881.25  | \$35,881.25    | \$2,338,462.50            | 2020-21B | 2020-21B | \$35,881  |             |
| 8/1/2021 | 5.000%  | \$110,000.00   | \$ 35,881.25  | \$145,881.25   | \$2,156,700.00            | 2020-21B |          |           | \$145,881   |
| 2/1/2022 |         |                | \$ 33,131.25  | \$33,131.25    | \$2,156,700.00            | 2021-22B | 2021-22B | \$33,131  |             |
| 8/1/2022 | 5.000%  | \$115,000.00   | \$ 33,131.25  | \$148,131.25   | \$1,975,437.50            | 2021-22B |          |           | \$148,131   |
| 2/1/2023 |         |                | \$ 30,256.25  | \$30,256.25    | \$1,975,437.50            | 2022-23B | 2022-23B | \$30,256  |             |
| 8/1/2023 | 5.000%  | \$120,000.00   | \$ 30,256.25  | \$150,256.25   | \$1,794,925.00            | 2022-23B |          |           | \$150,256   |
| 2/1/2024 |         |                | \$ 27,256.25  | \$27,256.25    | \$1,794,925.00            | 2023-24B | 2023-24B | \$27,256  |             |
| 8/1/2024 | 5.000%  | \$125,000.00   | \$ 27,256.25  | \$152,256.25   | \$1,615,412.50            | 2023-24B |          |           | \$152,256   |
| 2/1/2025 |         |                | \$ 24,131.25  | \$24,131.25    | \$1,615,412.50            | 2024-25B | 2024-25B | \$24,131  |             |
| 8/1/2025 | 5.000%  | \$135,000.00   | \$ 24,131.25  | \$159,131.25   | \$1,432,150.00            | 2024-25B |          |           | \$159,131   |
| 2/1/2026 |         |                | \$ 20,756.25  | \$20,756.25    | \$1,432,150.00            | 2025-26B | 2025-26B | \$20,756  |             |
| 8/1/2026 | 5.000%  | \$135,000.00   | \$ 20,756.25  | \$155,756.25   | \$1,255,637.50            | 2025-26B |          |           | \$155,756   |
| 2/1/2027 |         |                | \$ 17,381.25  | \$17,381.25    | \$1,255,637.50            | 2026-27B | 2026-27B | \$17,381  |             |
| 8/1/2027 | 3.000%  | \$145,000.00   | \$ 17,381.25  | \$162,381.25   | \$1,075,875.00            | 2026-27B |          |           | \$162,381   |
| 2/1/2028 |         |                | \$ 15,206.25  | \$15,206.25    | \$1,075,875.00            | 2027-28B | 2027-28B | \$15,206  |             |
| 8/1/2028 | 3.000%  | \$145,000.00   | \$ 15,206.25  | \$160,206.25   | \$900,462.50              | 2027-28B |          |           | \$160,206   |
| 2/1/2029 |         |                | \$ 13,031.25  | \$13,031.25    | \$900,462.50              | 2028-29B | 2028-29B | \$13,031  |             |
| 8/1/2029 | 3.000%  | \$155,000.00   | \$ 13,031.25  | \$168,031.25   | \$719,400.00              | 2028-29B |          |           | \$168,031   |
| 2/1/2030 |         |                | \$ 10,706.25  | \$10,706.25    | \$719,400.00              | 2029-30B | 2029-30B | \$10,706  |             |
| 8/1/2030 | 3.125%  | \$160,000.00   | \$ 10,706.25  | \$170,706.25   | \$537,987.50              | 2029-30B |          |           | \$170,706   |
| 2/1/2031 |         |                | \$ 8,206.25   | \$8,206.25     | \$537,987.50              | 2030-31B | 2030-31B | \$8,206   |             |
| 8/1/2031 | 3.250%  | \$165,000.00   | \$ 8,206.25   | \$173,206.25   | \$356,575.00              | 2030-31B |          |           | \$173,206   |
| 2/1/2032 |         |                | \$ 5,525.00   | \$5,525.00     | \$356,575.00              | 2031-32B | 2031-32B | \$5,525   |             |
| 8/1/2032 | 3.250%  | \$170,000.00   | \$ 5,525.00   | \$175,525.00   | \$175,525.00              | 2031-32B |          |           | \$175,525   |
| 2/1/2033 |         |                | \$ 2,762.50   | \$2,762.50     | \$175,525.00              | 2032-33B | 2032-33B | \$2,763   |             |
| 8/1/2033 | 3.250%  | \$170,000.00   | \$ 2,762.50   | \$172,762.50   | \$0.00                    | 2032-33B |          |           | \$172,763   |
|          |         |                |               |                |                           |          |          |           |             |
|          |         | \$1,950,000.00 | \$565,225.00  | \$2,515,225.00 |                           |          |          | \$282,610 | \$2,232,610 |
|          |         |                |               |                |                           |          |          |           |             |



## **CITY OF SEASIDE STAFF REPORT**

**Item No.: 7.A.**

**TO:** City Council

**FROM:** Craig Malin, City Manager

**BY:** Scott Ottmar, Senior Engineer  
Leslie Llantero, Assistant Engineer

**DATE:** December 19, 2019

**SUBJECT: RECEIVE AND PROVIDE INPUT ON THE DRAFT SAFE ROUTES  
TO SCHOOL PLAN**

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### **PURPOSE & RECOMMENDATION**

Receive presentation and provide comments on the Draft Safe Routes to Schools Plan.

### **BACKGROUND**

The Transportation Agency for Monterey County (TAMC) received a planning grant to prepare a Safe Routes to Schools Plan for the cities of Seaside and Marina. The Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan (Plan) will identify safe access routes to all K-12 public schools in Seaside and Marina and recommend infrastructure and non-infrastructure improvements.

The Plan is funded through a \$360,876 Caltrans Sustainable Transportation Planning Grant and \$47,077 of TAMC Measure X Safe Routes to School Program funds. The planning effort is a partnership between the Monterey Peninsula Unified School District, cities of Seaside and Marina, TAMC, Monterey County Health Department and Ecology Action.

The Plan builds on the goals of the Measure X Safe Routes to School Program to ensure that children across Monterey County have access to safe, healthy and affordable transportation options. Seaside and Marina have both been identified as high priority cities due to the high rates of youth biking and walking collisions and

obesity.

The two-year planning process will identify safe access to all K-12 public schools in Seaside and Marina and recommend infrastructure and non-infrastructure improvements. The planning effort launched in late August with two community workshops, one in Seaside and one in Marina. In the Fall of 2018, the planning team comprised of TAMC, Monterey County Health Department, City of Seaside Public Works, City of Marina Public Works, and Ecology Action staff invited school staff and community members to participate in walking audits at each of the 15 schools. The walking audits allowed the team and school community to observe morning drop-off issues as well as opportunities for infrastructure improvements. The list of recommended infrastructure and non-infrastructure improvements was presented to each school community for review and input in Spring 2019.

#### **DRAFT PLAN ELEMENTS**

There are three elements to the Draft Plan; Collision Reduction, Mode Shift; and Project Recommendations found in attachment 1. Caltrans active transportation planning process requires goals be established for collision reduction and student mode shift. Project recommendations were developed to improve access and safety around the schools to achieve these goals. The Safe Routes to Schools planning team developed the following recommendations:

- Collision Reduction Goal: zero collisions involving bicyclists or pedestrians that result in injury or death.
- Mode Shift Goal: the majority of children arrive to school by bus, carpool, bike, scooter, skateboard or walking.
- Project recommendations: Attachment 2 include all 10 schools project recommendations. Recommendations were established based on community input from the public meeting, walking audits, and comments sent through the project website. The planning team worked with Alta Planning + Design to establish infrastructure recommendations that respond to issues identified through community input.

#### **FISCAL IMPACT**

There is no fiscal impact associated with this item.

#### **ATTACHMENTS**

1. Draft\_Plan\_191212
  2. Draft School Recommendations Map
-

### 3. Draft Citywide Recommendations

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Reviewed for Submission to the  
City Council by:



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Craig Malin, City Manager

# SEASIDE AND MARINA COMPLETE STREETS TO SCHOOLS PLAN

## EXECUTIVE SUMMARY

The Seaside and Marina Complete Streets to Schools Plan provides recommendations to improve safety at 15 public schools located in the cities of Seaside and Marina. The Plan includes a list of infrastructure improvements as well as program recommendations to improve the safety of families walking and biking and encourage more active transportation trips to school. This Plan will be used to pursue grant funding and to provide a resource to the Cities of Seaside and Marina and Monterey Peninsula Unified School District as they implement street, sidewalk, bike lane, and parking lot projects in the future.

This Plan is a high-level planning document and further engineering study is needed before many of the recommendations can be constructed. Projects will be implemented over time as funding becomes available.

## Organization of the Plan

This Plan is organized to meet the State guidelines for Safe Routes to Schools Plans:

**Chapter 1: Introduction.** The first chapter provides information on Complete Streets and Safe Routes to Schools, sets goals for Plan implementation, and explains the community engagement activities used to develop this Plan.

**Chapter 2: Existing Conditions.** This chapter outlines existing conditions for the cities of Seaside and Marina, including demographic information, mode split characteristics, and collision data. This chapter also describes this Plan's consistency with other planning documents and current projects and programs that relate to Safe Routes to Schools.

### **Chapter 3: School-Level Recommendations and Profiles.**

This chapter contains specific infrastructure and program recommendations for each school site, as well as existing conditions for biking and walking, observations from the school walk audit, and other data related to each school site.

**Chapter 4: Citywide Recommendations.** This chapter contains infrastructure recommendations that serve multiple schools or address larger corridor-wide issues.



## Chapter 5: Non-Infrastructure

**Recommendations.** Programmatic changes are also important to improve safety and encourage more walking and bicycling. This chapter contains recommendations that address the other components of Safe Routes to Schools: Education, Encouragement, Enforcement, and Evaluation.



**Chapter 6: Pop Up Demonstrations.** The planning process included two pop-up demonstrations, which allowed the community to experience some of the recommendations from the Plan on a temporary basis. This chapter contains information on the Seaside and Marina pop-ups and the survey data that was collected from the community.

**Chapter 7: Implementation.** The final chapter discusses available funding sources that the Cities of Seaside and Marina can use to finance the recommended projects, as well as the methods each jurisdiction will use to report on the Plan's progress to the community and to maintain existing and future bicycle and pedestrian infrastructure.

## Plan Goals

The Cities of Seaside and Marina have set the following goals to reduce collisions and increase bicycling and walking trips through implementation of projects and programs from the Complete Streets to Schools Plan:

### City of Seaside:

- The majority of students arrive at school via active transportation or carpooling
- Eliminate severe injury and fatal collisions for bicyclists and pedestrians

### City of Marina:

- 50% of students arrive at school via active transportation or carpooling
- Eliminate severe injury and fatal collisions for bicyclists and pedestrians



## Recommended Projects & Prioritization

This Plan includes a total of 206 infrastructure recommendations for city roadways and school district property. Recommendations for each school site were developed based on community input on the challenges of walking, bicycling and driving to school, and on observations from walk audits that were held at each school site.

Projects are listed as short-, medium- or long-term based on the estimated time span for implementation. These estimates are based on the cost and complexity of each project.

## Implementation & Funding

The implementation of projects included in this Plan will occur over time as funding becomes available. Leveraging local funds with additional grant funding will be critical for Plan implementation. There is also the opportunity for the Cities of Seaside and Marina to implement bicycle and pedestrian improvements as part of street and road improvements.

There are three main funding sources that the Cities of Seaside and Marina can use to implement the active transportation improvements in this Plan: Measure X funds in the Pedestrian and Bike Safety and Mobility category, State Active Transportation Program funds, and California Senate Bill 1 funds.





## Chapter 1: Introduction

The Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan provides recommendations to improve safety at the 15 public schools of the Monterey Peninsula Unified School District located in the cities of Seaside and Marina. The Plan includes a prioritized list of infrastructure improvements as well as program recommendations to encourage more active transportation trips to school and improve the safety of children walking and biking.

### What are Complete Streets?

Complete streets are roadways designed to safely and comfortably accommodate all users, including drivers, bicyclists, pedestrians, and transit riders. Complete Streets accommodate users of all ages and abilities and expand transportation options by making all travel modes convenient and safe. This framework can be used to improve the options for students and families traveling to and from school.

### Benefits of Safe Routes to Schools

The simple act of traveling to school can have a tremendous positive impact on the health of individuals and communities. The cities of Seaside and Marina face challenges with traffic around schools, youth obesity rates and collisions involving youth who are walking or bicycling. Encouraging more carpooling and active transportation trips provides the following benefits:

- **Healthier Students:** walking or riding a bike, scooter, or skateboard to school is good exercise, improves fitness, and has been demonstrated to improve academic performance
- **Safer Students:** shifting trips to carpooling, walking, and biking reduces traffic congestion, increases safety and improves air quality around schools
- **Lower Transportation Costs:** carpooling, walking, and biking provide a low- or no-cost alternative to driving alone. Driving a newer sedan costs an average of \$8,849 annually<sup>1</sup>
- **Cleaner Air and Environment:** transportation is the largest source of greenhouse gas emissions in California.<sup>2</sup> Shifting car trips to walking and biking helps our planet

<sup>1</sup> AAA Newsroom: <https://newsroom.aaa.com/auto/your-driving-costs/>

<sup>2</sup> California Air Resources Board: <https://ww2.arb.ca.gov/ghg-inventory-data>

## The Six E's

This Plan's recommendations are grouped into the Six E's of Safe Routes to Schools, as defined by the Safe Routes Partnership. The Six E's are a nationally recognized framework for increasing walking and biking to schools.

- **Engineering:** creating physical improvements to streets and neighborhoods that improve traffic flow near schools and make walking and biking safer, more comfortable, and more convenient
- **Education:** providing students and families with the skills to get to school safely and informing them on the wide range of transportation choices
- **Encouragement:** using events, activities, and programs to raise awareness and build support for safe and healthy transportation such as walking and biking
- **Enforcement:** partnering with local law enforcement to deter unsafe behaviors and encourage safe traffic speeds and behaviors
- **Evaluation:** assessing which approaches to Safe Routes to Schools are more or less successful
- **Equity:** ensuring that Safe Routes to School initiatives benefit everyone, with particular attention to low-income students, students of color, students with disabilities, and other transportation disadvantaged populations

## Mode Shift and Collision Reduction Goals

The Cities of Seaside and Marina have set goals to reduce bicycle and pedestrian collisions and increase the number of students who bike, walk, or carpool to school through implementation of these recommendations. Both Cities aim to eliminate collisions involving bicyclists or pedestrians that result in injury or death. The City of Seaside aims to have the majority of students arrive at school via active transportation or carpooling, and the City of Marina aims for 50% of students to use active transportation or carpooling to get to school.

## Community Participation Process

Input from the community was the basis of this Plan's recommendations. The following methods were used to learn from school communities and surrounding neighborhoods about their biggest barriers to active transportation. Feedback was then used to develop the list of recommendations.

## **Community Meetings**

Two community meetings covering all Seaside and Marina schools were held in Fall 2018 at Martin Luther King Jr. Elementary in Seaside and Crumpton Elementary in Marina. Parents, school and District staff, elected officials, and City staff participated to learn about barriers to biking and walking, traffic safety issues around schools, and ideas for future projects. Bilingual outreach materials were used to promote the community meetings, and Spanish translation was offered at each meeting. Dinner and childcare were provided using local funds which enabled parents/guardians to attend and participate in the meetings.

## **School Walk Audits**

Following the community meetings, “walk audits” were held at each of the 15 schools to observe conditions during the morning drop-off period. School principals, parents, community members, and City staff observed existing infrastructure around schools, traffic circulation patterns, and the behavior of pedestrians, bicyclists, and drivers. Following the audit, the group came together to report back on their observations, record any barriers to safe walking and bicycling, and start the discussion on possible infrastructure improvements.

## **Parent Surveys**

Bilingual paper surveys from the National Center for Safe Routes to School were distributed to parents at each school. These surveys provide data on how students are getting to school now, how far students live from school, and the barriers that prevent parents from allowing their child to walk or bike. Full survey results can be found in Appendix X.

## **Student Travel Mode Surveys**

Teachers at each school were asked to conduct student travel mode surveys developed by the National Center for Safe Routes to Schools. These surveys ask students to report how they got to school over a two-day period. Full survey results can be found in Appendix X.

## **Online Forum**

A bilingual project website was created to explain the planning process, promote the Community Meetings and school audits, and solicit public comments.

**Parent Meetings**

Following the development of recommendations for each school, Public Works, Monterey County Health Department and Ecology Action staff attended parent meetings to share the recommendations and get feedback from parents and school staff. Where appropriate, presentations were given in Spanish.

**Pop-Up Demonstrations**

Recommendations for Broadway Avenue in Seaside and Carmel Avenue in Marina were installed on a temporary basis in spring 2019. The goal of the demonstrations was to learn how the recommendations worked in practice and to get feedback from the community on whether the treatments should be made permanent. More information on the pop-up demonstrations can be found in Chapter 7.

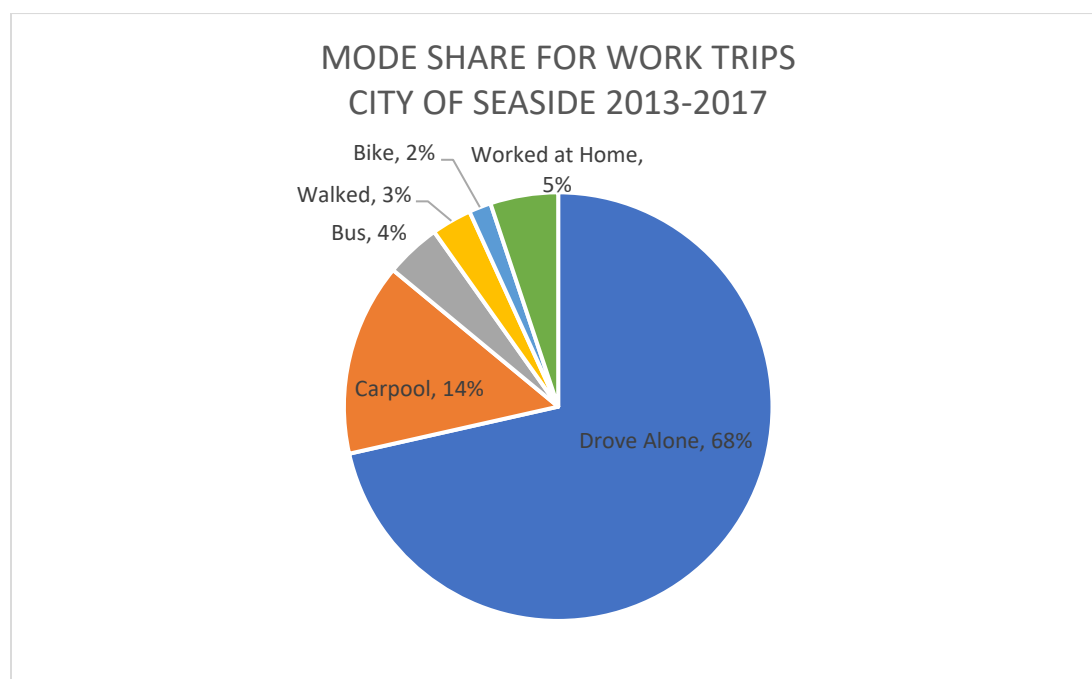
## Chapter 2: Existing Conditions

This chapter describes existing conditions for the cities of Seaside and Marina, including transportation mode split characteristics, school locations, and collision data. This chapter also describes the Plan's consistency with other local and regional planning documents and current projects and programs that relate to Safe Routes to Schools.

### Community Profile: City of Seaside

The city of Seaside is the second-largest city in Monterey County with a population of 34,165 in 2017.<sup>3</sup> It is also a demographically young city, with 25 percent of the population under the age of 18. Seaside is the most ethnically diverse city in Monterey County: 42 percent of residents are Hispanic/Latino, 31 percent are white, 10 percent are Asian, and seven percent are African American.<sup>4</sup>

According to Census data, the majority of Seaside residents drive alone to work. Five percent of residents walk or bike to work and four percent take public transportation.<sup>5</sup>



### Community Profile: City of Marina

The city of Marina is located north of Seaside and had a population of 21,528 in 2017.<sup>3</sup> It has a smaller percentage of youth under 18 than Monterey County as a whole (21.4

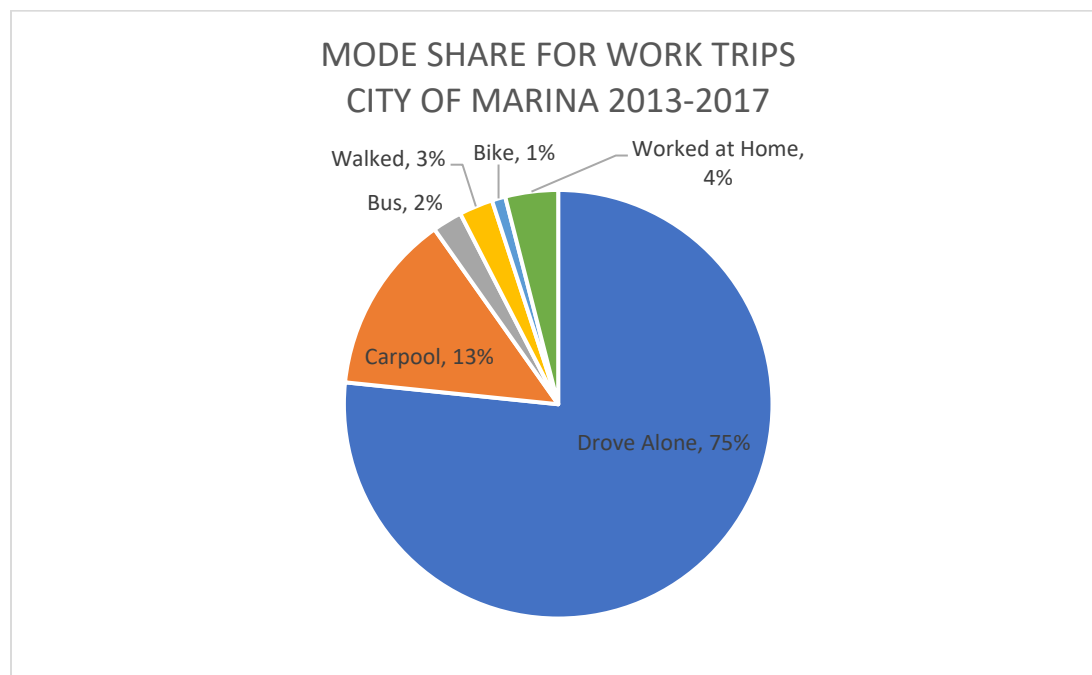
<sup>3</sup> California Department of Finance, 2017

<sup>4</sup> Census American Community Survey 2013-2017 Demographics and Housing Estimates, Table S0501

<sup>5</sup> Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table S0801

percent) but a larger percentage of older residents, with 14 percent of residents aged 65 and over. Marina is also ethnically diverse: 28 percent of residents are Hispanic/Latino, 36 percent are white, 18 percent are Asian, and seven percent are African American.<sup>4</sup>

Marina has a higher rate of driving alone to work than Monterey County. Carpooling rates are slightly higher, and rates of biking, walking and transit use are identical to countywide rates.<sup>5</sup>



## Disadvantaged Communities

Investments in active transportation are particularly important for disadvantaged communities, which tend to have higher rates of walking and bicycling. Of the approximately 7,500 students that attend the 15 schools included in this Plan, 64 percent are eligible for the Free and Reduced Meal Program.<sup>6</sup>

Seaside and Marina residents grapple with high living costs and each city houses disadvantaged populations as defined by the Health Disadvantaged Index and the CalEnviroScreen 3.0. One in seven Seaside residents live in a disadvantaged neighborhood where 60% of households live in poverty, 17% of households do not have access to a car, and 53% have no high school education. One in ten Marina residents live in a disadvantaged neighborhood where 53% of households live in poverty, 16% do not have access to a car, and nearly 30% have no high school education.<sup>7</sup>

<sup>4</sup> Census American Community Survey 2013-2017 Demographics and Housing Estimates, Table S0501

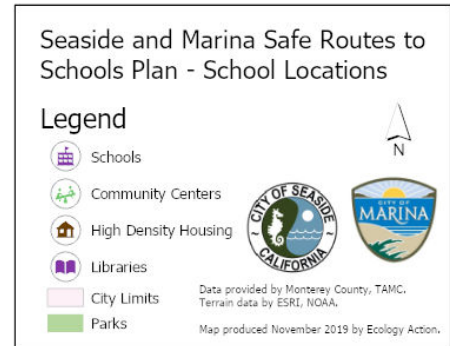
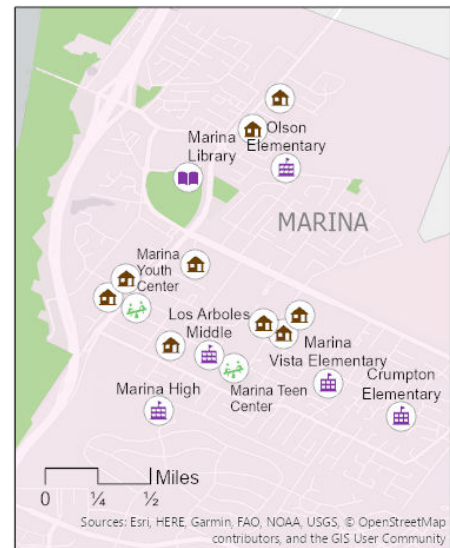
<sup>5</sup> Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table SO801

<sup>6</sup> California Department of Education: <https://www.cde.ca.gov/ds/sd/sd/filesesp.asp>

<sup>7</sup> California Health Disadvantaged Index: <http://phasocal.org/ca-hdi/>

## School Locations

This plan includes all 15 public K-12 schools within the Cities of Seaside and Marina. The map below shows school locations as well as key destinations like parks, libraries, community centers and high-density housing developments, as defined by the Seaside and Marina General Plans.



### Seaside Schools Included in Plan:

- Dual Language Academy
- Marshall Elementary
- Central Coast High
- Seaside High
- Seaside Middle
- Ord Terrace Elementary
- International School of Monterey

- Martin Luther King Jr. School of the Arts
- Highland Elementary
- Del Rey Woods Elementary

**Marina Schools Included in Plan:**

- Olson Elementary
- Los Arboles Middle
- Marina Vista Elementary
- Crumpton Elementary
- Marina High

**Collision Data**

Bicyclists and pedestrians are disproportionately involved in collisions in the Cities of Marina and Seaside. Between 2013 and 2017, walking and bicycling accounted for five percent of trips to work in the City of Seaside and four percent of work trips in the City of Marina.<sup>5</sup> During the same time period, bicyclists and pedestrians were involved in 18 percent of collisions in the City of Seaside and 14 percent of collisions in the City of Marina.<sup>8</sup>

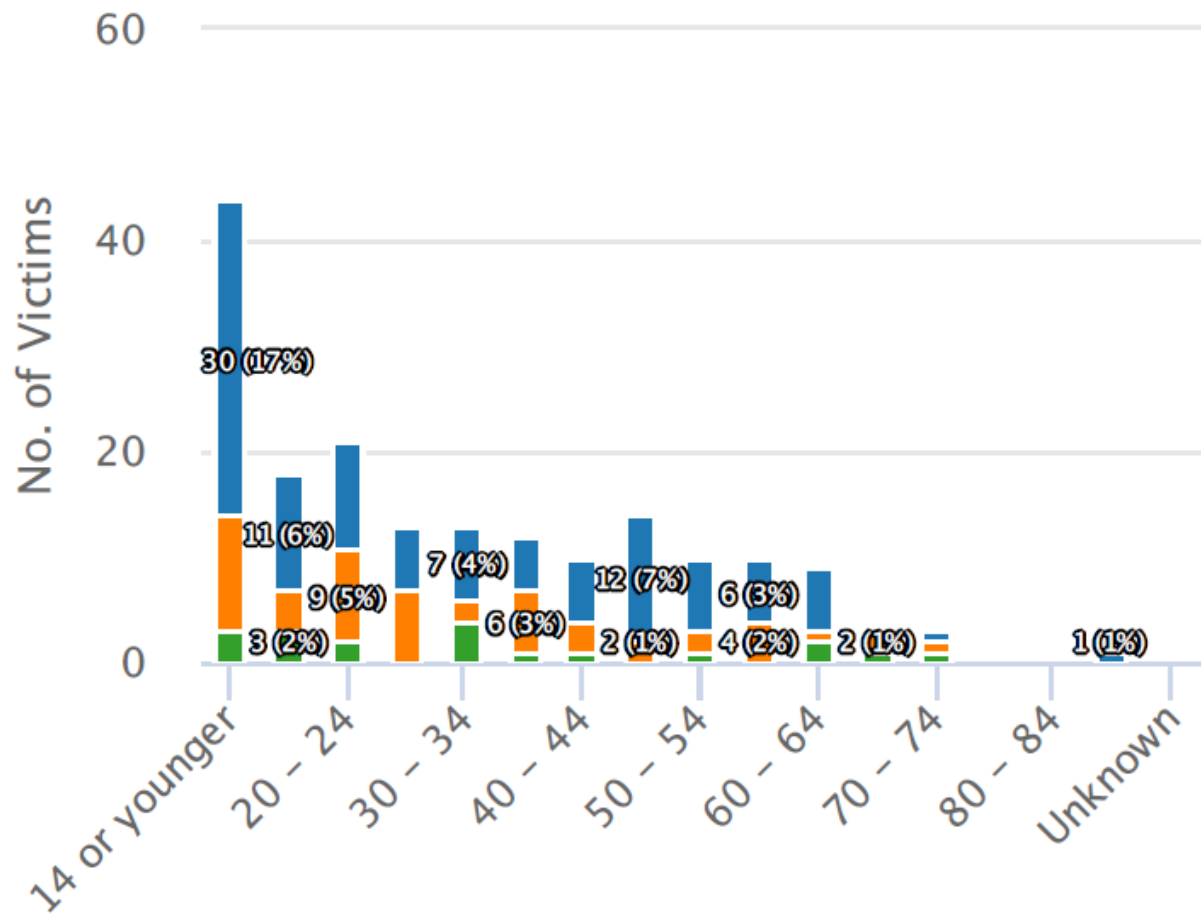
Youth are also disproportionately involved in bicycle and pedestrian collisions. As shown in the charts below, 34 percent of victims in bicycle and pedestrian collisions in the City of Seaside are under the age of 19, and 24 percent are age 14 or younger. In the City of Marina, 28 percent of victims in bicycle and pedestrian collisions are under the age of 19, and 20 percent are age 14 or younger.<sup>8</sup>

<sup>5</sup> Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table S0801

<sup>8</sup> Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley*. 2019

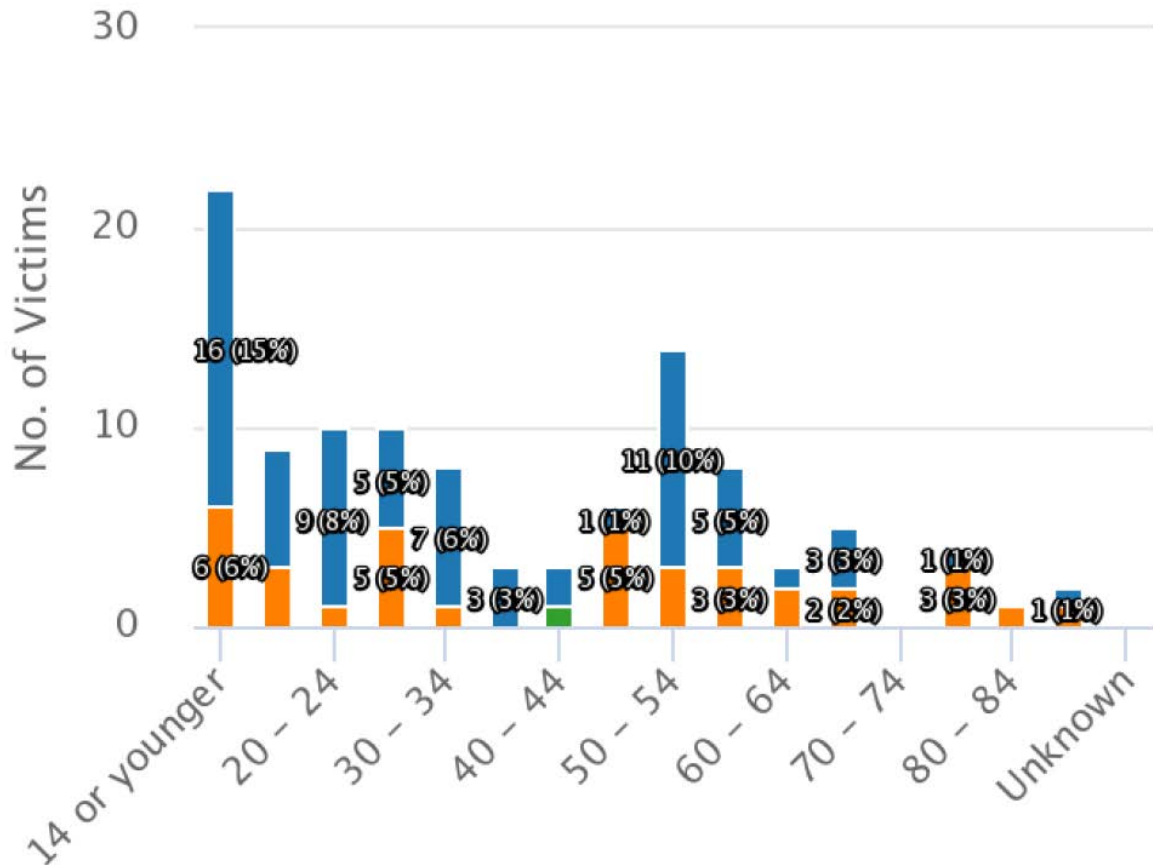


City of Seaside: Victims of Bicycle/Pedestrian Collisions by Age  
2007-2017



Source: Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center*, University of California, Berkeley. 2019

# City of Marina: Victims of Bicycle/Pedestrian Collisions by Age 2007-2017



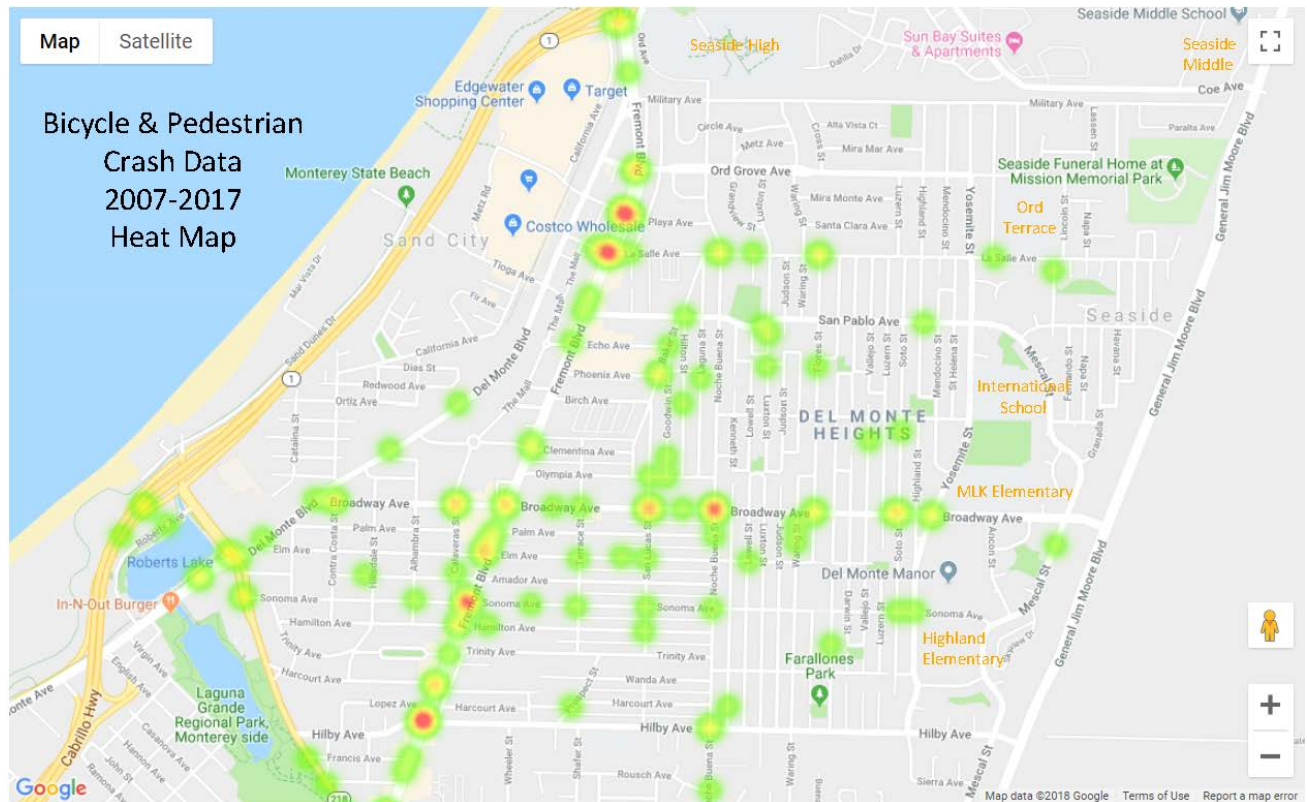
Source: Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center*, University of California, Berkeley. 2019

The following maps show all bicyclist and pedestrian injury and fatality collisions within the Cities of Seaside and Marina from 2007 to 2017. Not surprisingly, major corridors and intersections are the site of most collisions in both Seaside and Marina. In Seaside, Fremont Boulevard and Broadway Avenue have high collision rates, particularly the intersections of Fremont Boulevard and Hilby Avenue, La Salle Avenue, and Playa Avenue.

In Marina, Del Monte Boulevard, Reservation Road, and Carmel Avenue have high collision rates. The intersections of Del Monte Boulevard and Palm Avenue, Carmel and

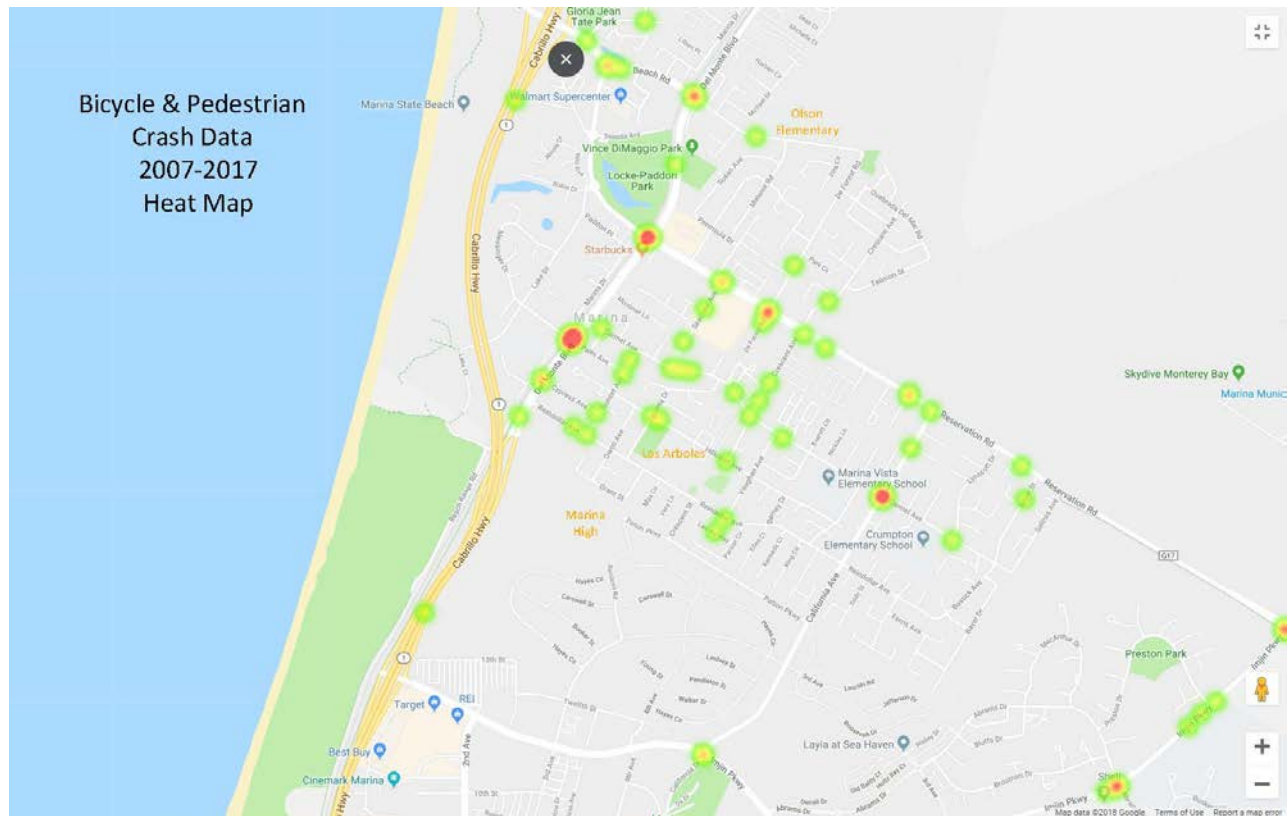
California Avenues, and Del Monte Boulevard and Reservation Road are hotspots for bicycle and pedestrian collisions.

## City of Seaside: Bicycle/Pedestrian Collision Heat Map



Source: Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley*. 2019

## City of Marina: Bicycle/Pedestrian Collision Heat Map



Source: Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley*. 2019

### Existing Plans

As part of the development of this Safe Routes to Schools Plan, the Regional Transportation Plan, Seaside and Marina General Plans, and other relevant specific plans were consulted to ensure the consistency of planned safe routes to school improvements. Plan consistency is discussed below.

### 2040 Sustainable Communities Strategy

Senate Bill 375 requires the development of a Sustainable Communities Strategy, which coordinates future transportation investments with land use patterns in order to provide and encourage alternatives to driving and reduce greenhouse gas emissions. The Association of Monterey Bay Area Governments produced a Sustainable Communities Strategy (SCS) for Santa Cruz, Monterey and San Benito Counties as part of its 2040 Metropolitan Transportation Plan.<sup>9</sup>

The Safe Routes to Schools Plan (SRTS Plan) does not include land use changes. However, the SRTS Plan supports the following SCS strategy by identifying projects that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and reduced vehicle trips.

*“Investment in safe bicycle and pedestrian routes that improve connectivity and access to common destinations, such as connections between residential areas and school..”<sup>9</sup>*

## **2018 Monterey County Regional Transportation Plan**

The 2018 Monterey County Regional Transportation Plan (RTP) is developed by the Transportation Agency for Monterey County (TAMC). The RTP identifies transportation needs for Monterey County and estimates available funding over the next 22 years. It also sets policy goals and objectives for the future of our transportation system.

The SRTS Plan is consistent with the following goals of the 2018 Monterey County Regional Transportation Plan:

- **Access & Mobility:** Improve ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool and freight trips.
- **Safety & Health:** Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.
- **Environmental Stewardship:** Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of greenhouse gases.
- **Social Equity:** Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.<sup>10</sup>

The SRTS Plan supports the above goals by identifying projects that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and reduced vehicle trips. The recommendations in the SRTS Plan are designed to improve the convenience, quality, and safety of bicycle and pedestrian trips and encourage more biking and walking. Implementation of these recommendations offers the potential to improve student health and safety, reduce

<sup>9</sup> 2040 Sustainable Communities Strategy: [https://ambag.org/programs/met\\_transp\\_plann/documents/Final\\_2040\\_MTP\\_SCS/04-AMBAG\\_MTP-SCS\\_Chapter4.pdf](https://ambag.org/programs/met_transp_plann/documents/Final_2040_MTP_SCS/04-AMBAG_MTP-SCS_Chapter4.pdf)

greenhouse gas emissions, and reduce transportation costs for families, which are all stated goals of the RTP.

The RTP identifies \$20 million in constrained funding for Safe Routes to Schools projects and programs through 2040.<sup>10</sup>

## **Monterey County Active Transportation Plan**

The 2018 Transportation Agency for Monterey County Active Transportation Plan (ATP) identifies gaps in the bicycling and pedestrian network as well as opportunity areas for improving the design of bicycle facilities. The ATP is used to pursue grant funding for bicycle and pedestrian projects and to prioritize projects funded through Measure X, the Monterey County transportation sales tax measure.<sup>11</sup>

The ATP identifies the following goals for walking and bicycling in Monterey County:

1. **Active Transportation Trips:** Increase the proportion of trips accomplished by biking and walking throughout Monterey County
2. **Safety:** Improve bicycle and pedestrian safety
3. **Connectivity:** Remove gaps and enhance bicycle and pedestrian network connectivity
4. **Equity:** Provide improved bicycle and pedestrian access to diverse areas and populations in Monterey County via public engagement, program delivery and capital investment
5. **Education:** Increase awareness of the environmental and public health benefits of bicycling and walking for transportation and recreation
6. **Quality Facilities:** Improve the quality of the bike and pedestrian network through innovative design and maintenance of existing facilities<sup>11</sup>

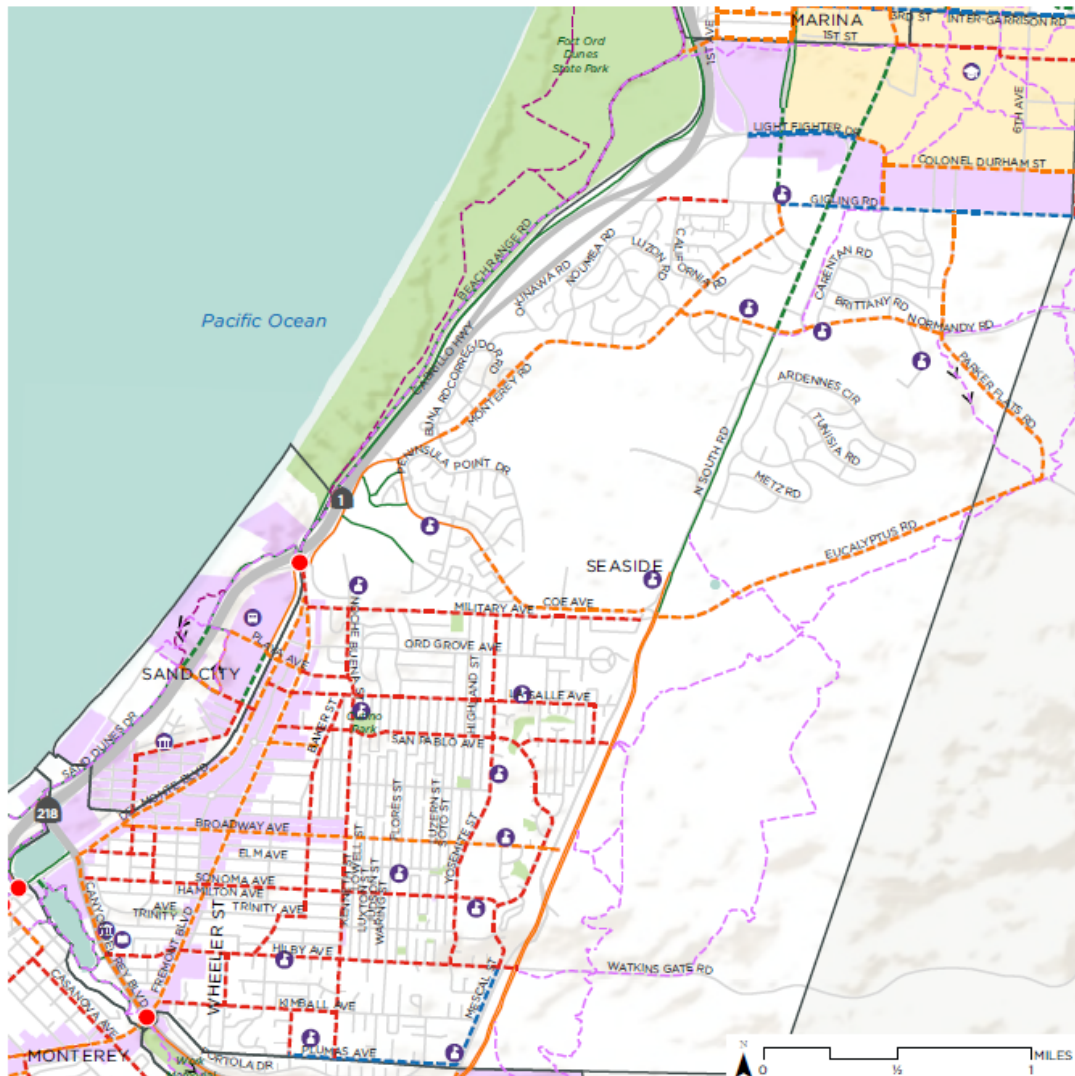
The SRTS Plan supports the above goals by identifying projects and educational programs that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and reduced vehicle trips. The SRTS Plan focuses on two diverse areas of Monterey County, Seaside and Marina, and the Plan process has included education for parents, school staff and community members on the benefits of walking and bicycling for daily trips.

The ATP project lists for the Cities of Seaside and Marina were reviewed during the SRTS Plan process, and projects from the ATP that would provide safe routes to schools are reiterated in the SRTS Plan.

<sup>10</sup> Monterey County Regional Transportation Plan: <https://www.tamcmonterey.org/wp-content/uploads/2018/06/Chapter-2-Policy-Element.pdf>

<sup>11</sup> Monterey County Active Transportation Plan: <https://www.tamcmonterey.org/programs/bike-pedestrian/bike-ped-plan/>





## Seaside and Sand City Monterey County Active Transportation Plan

### Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

### Points of Interest

- K-12 School
- College/University
- City Hall
- Transit Center
- Public Library

### Land Use

- Park/Open Space
- Cal State Monterey Bay
- Commercial Area
- City Boundary

### Proposed Pedestrian Improvements

- Intersection

### Proposed Bikeway Improvements

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- Fort Ord Rec Trail and Greenway
- Monterey Bay Sanctuary Scenic Trail
- Uphill bikeway (Slope > 4%)



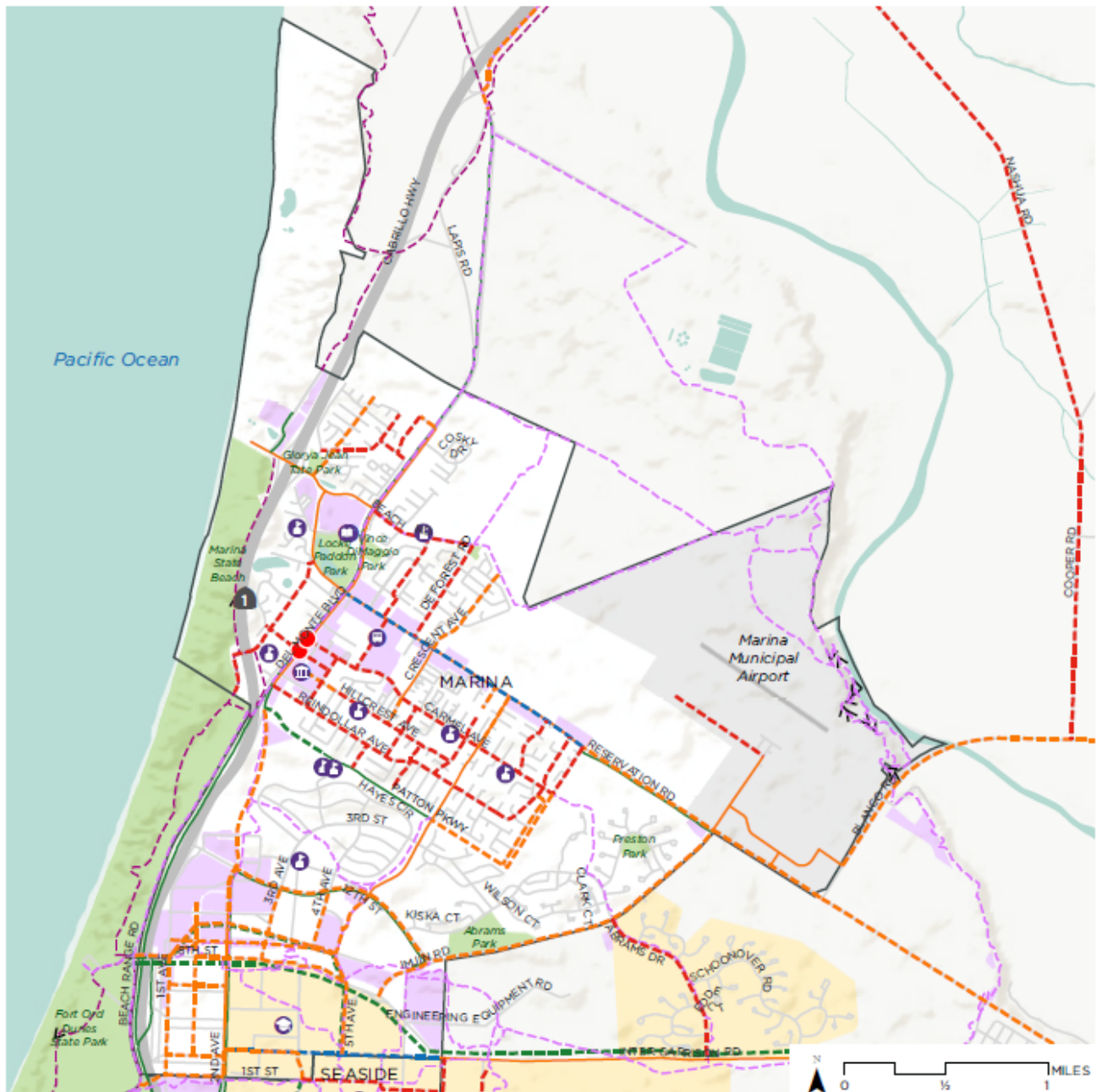
Data provided by  
Monterey County TAMC.  
Terrain data by ESRI, NOAA.

Map produced October 2017  
by Alta Planning + Design.



Note: the following bicycle facilities have been installed since completion of the ATP:

- Coe Avenue – Class II bike lanes from Monterey Road to General Jim Moore Boulevard
- Del Monte – Class II bike lanes from CDR to Broadway Avenue
- Broadway – Class II bike lanes from Del Monte Boulevard to Fremont Boulevard
- Broadway – Class III bike routes from Fremont Boulevard to General Jim Moore Boulevard



## Marina

### Monterey County Active Transportation Plan

#### Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane

#### Proposed Pedestrian Improvements

- Intersection

#### Proposed Bikeway Improvements

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- Fort Ord Rec Trail and Greenway
- Monterey Bay Sanctuary Scenic Trail
- Uphill bikeway (Slope > 4%)

#### Points of Interest

- K-12 School
- College/University
- City Hall
- Transit Center
- Public Library

#### Land Use

- Park/Open Space
- Cal State Monterey Bay
- Commercial Area
- City Boundary



Data provided by Monterey County TAMC.  
Terrain data by ESRI, NOAA.  
Map produced October 2017  
by Alta Planning + Design.





## City of Seaside General Plan

The SRTS Plan is consistent with the policies of the City of Seaside 2003 General Plan Circulation Element, including:

- **Policy C-1.5:** Use traffic calming methods within residential and mixed-use areas where necessary to create a pedestrian-friendly circulation system.
- **Policy C-1.6:** Apply creative approaches to increase safety and reduce congestion in areas with unique problems, such as: neighborhoods with narrow, one-way streets; areas around schools; neighborhoods with non-essential alleys, businesses with drive through access; and other special situations.
- **Policy C-2.2:** Support programs that help reduce congestion and encourage alternative modes of transportation.
- **Policy C-3.4:** Support alternative modes of transportation that encourage physical activity, such as biking and walking.<sup>12</sup>

The SRTS Plan supports the above goals by identifying projects that are designed to reduce traffic speeds, improve safety, and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and reduced vehicle trips.

The City of Seaside is currently updating its General Plan, and the draft General Plan Mobility Element was also reviewed to ensure consistency of the SRTS Plan. The SRTS Plan reiterates the recommendation from the Draft Mobility Element to reduce Broadway Avenue from four travel lanes to two between Del Monte Boulevard and General Jim Moore Boulevard.<sup>13</sup>

## City of Marina General Plan

The SRTS Plan is consistent with the policies of the City of Marina 2000 General Plan Community Infrastructure Element, including:

- 5. The City of Marina shall ensure that walking and bicycling routes are integral parts of street design and form a safe and preferred transportation network.
- 7. The City of Marina shall coordinate with surrounding jurisdictions and agencies, such as TAMC, Caltrans, California Department of Parks and Recreation, Monterey Peninsula Regional Parks District, CSUMB, AMBAG, FORA, BLM, City of Seaside and Monterey County to pursue projects that develop new pedestrian and bicycle routes and that improve and maintain existing pedestrian and bicycle

<sup>12</sup> Seaside General Plan: <https://www.ci.seaside.ca.us/DocumentCenter/View/357/Circulation-Element-PDF?bidId=>

<sup>13</sup> Seaside General Plan Update: <http://seaside2040.com/>

routes. New routes shall be linked to existing routes wherever possible. The City shall coordinate with these entities to apply for regional funds.

- 8. Link existing and future areas of the City with an integrated system of roads, transit, footpaths and bikeways that connects neighborhoods, commercial areas, schools, parks, and other major community-serving destinations.
- 3.8.1. Pedestrian and Bicyclist Safety Considerations. In the design and operation of new transportation facilities, pedestrian and bicyclist safety should be a priority in balance with avoiding automobile congestion. City of Marina General Plan 80 3. Community Infrastructure Element Traffic calming devices should be employed to reduce travel speeds and increase pedestrian and bicyclist safety.<sup>14</sup>

The SRTS Plan supports the above goals by identifying projects that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and reduced vehicle trips.

### **Fort Ord Regional Trail and Greenway**

The Fort Ord Regional Trail and Greenway (FORTAG) is a proposed bicycle and pedestrian path that would connect the CSUMB campus and the Cities of Marina, Seaside, Del Rey Oaks and Monterey. Several FORTAG segments would provide safe routes to schools, including the northern loop near Olson Elementary.<sup>15</sup> Construction of these segments will provide new safe and protected routes for students traveling to school.

FORTAG spur trails are also designed to provide access between Seaside schools and the Fort Ord National Monument for physical education and nature education field trips. Spur trails are planned east of General Jim Moore Boulevard at Hilby Avenue, Broadway Avenue, and San Pablo Avenue that would serve the International School of Monterey, Martin Luther King Jr. Elementary, Highland Elementary and Del Rey Woods Elementary.<sup>15</sup>

The Highway 218 segment has received grant funding and will serve as a safe route to Del Rey Woods Elementary (see Current Projects section below).<sup>15</sup>

The SRTS Plan reiterates the recommendation to construct the FORTAG major spur trail adjacent to Chapel Drive, which would connect the future Campus Town development with Marshall Elementary, Dual Language Elementary, and Seaside Middle School.

<sup>14</sup> Marina General Plan: <https://cityofmarina.org/DocumentCenter/View/22/General-Plan?bidId=>

<sup>15</sup> Fort Ord Recreational Trail: <http://www.fortag.org/>

<sup>16</sup> Campus Town Specific Plan: <https://www.ci.seaside.ca.us/632/Campus-Town-Project>

The Campus Town project site is located along Lightfighter Drive in Seaside, about one mile north of Marshall Elementary and Dual Language Academy (see map below). Nearly 1,500 new housing units are proposed, as well as space for commercial, office, and light industrial uses and parks and open space.<sup>16</sup>

Developing a multi-modal transportation network that encourages pedestrian and bicycle trips is a key objective of the Campus Town project. The SRTS Plan reiterates the recommendation from the Campus Town Specific Plan for Class II bicycle lanes on Gigling Road, and builds on that recommendation to include the following:

- Class IV separated bikeway on the south side of Gigling Road between General Jim Moore Boulevard and 7<sup>th</sup> Avenue
- Install trail crossing at Gigling Road at terminus of FORTAG spur trail

These recommendations are designed to provide a safe connection between future Campus Town housing and the future FORTAG spur trail adjacent to Chapel Drive, which connects to Marshall Elementary and Dual Language Academy.

The SRTS Plan also reiterates the recommendation for a Class I shared use path on General Jim Moore Boulevard between Normandy Road and Lightfighter Drive and expands on that recommendation to extend the Class I facility between Lightfighter Drive and Diverty Street.

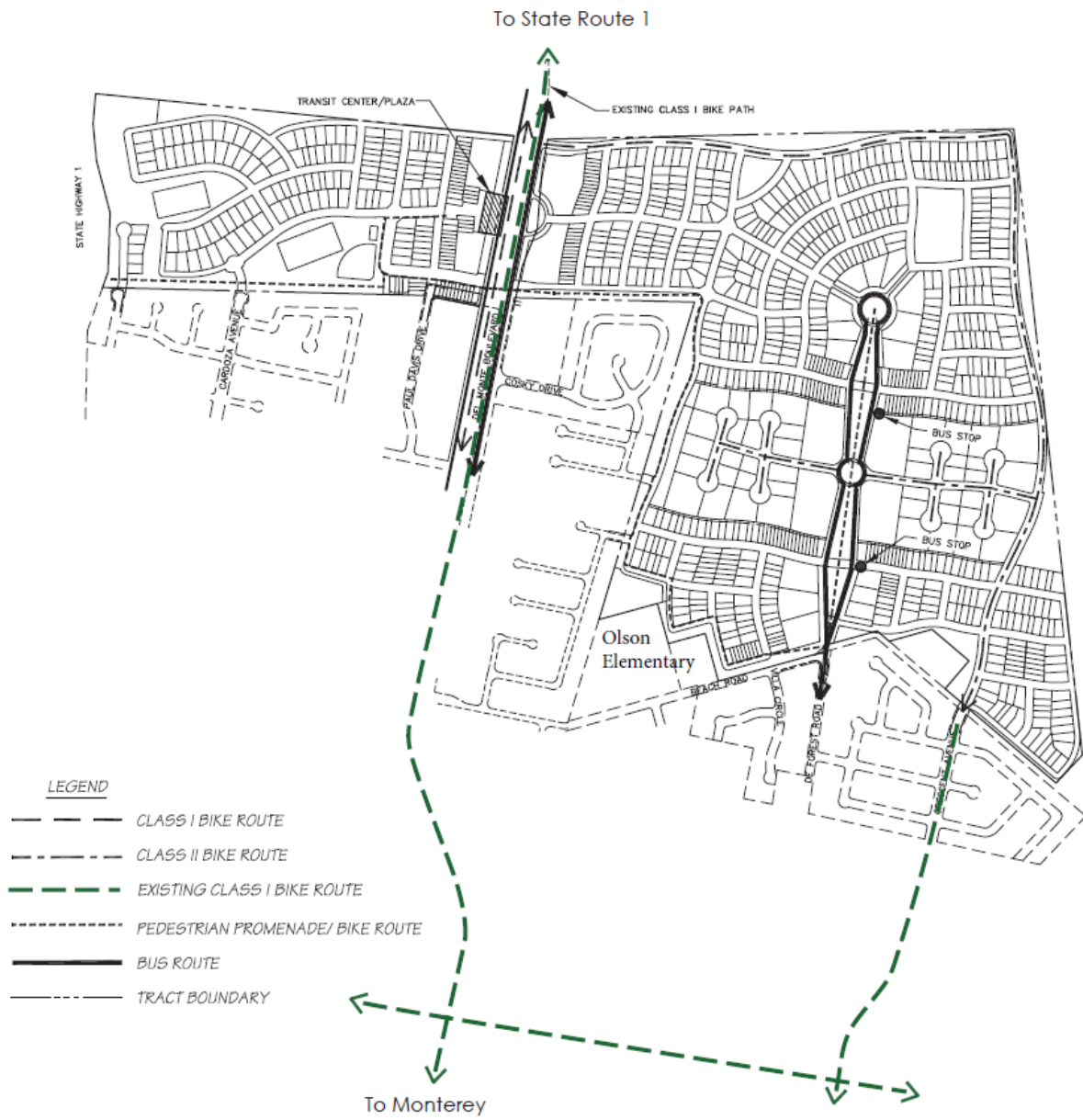


Figure 1.7 - Existing and Previously Proposed Bicycle Network

Source: Campus Town Specific Plan, City of Seaside. 2019

## Marina Station Specific Plan

Marina Station is a 320-acre development site located along the northern limits of the City of Marina adjacent to Olson Elementary. The project includes entitlements for up to 1,360 residential units, as well as retail, office, and industrial uses. The Specific Plan includes a planned network of bicycle lanes and pedestrian walkways within the site (see map below). The SRTS Plan reiterates the recommendation from the Marina Station Specific Plan to include a sidewalk and path on the north side of Beach Road between Olson Elementary and DeForest Road.



Source: Marina Station Specific Plan, EMC Planning Group INC.



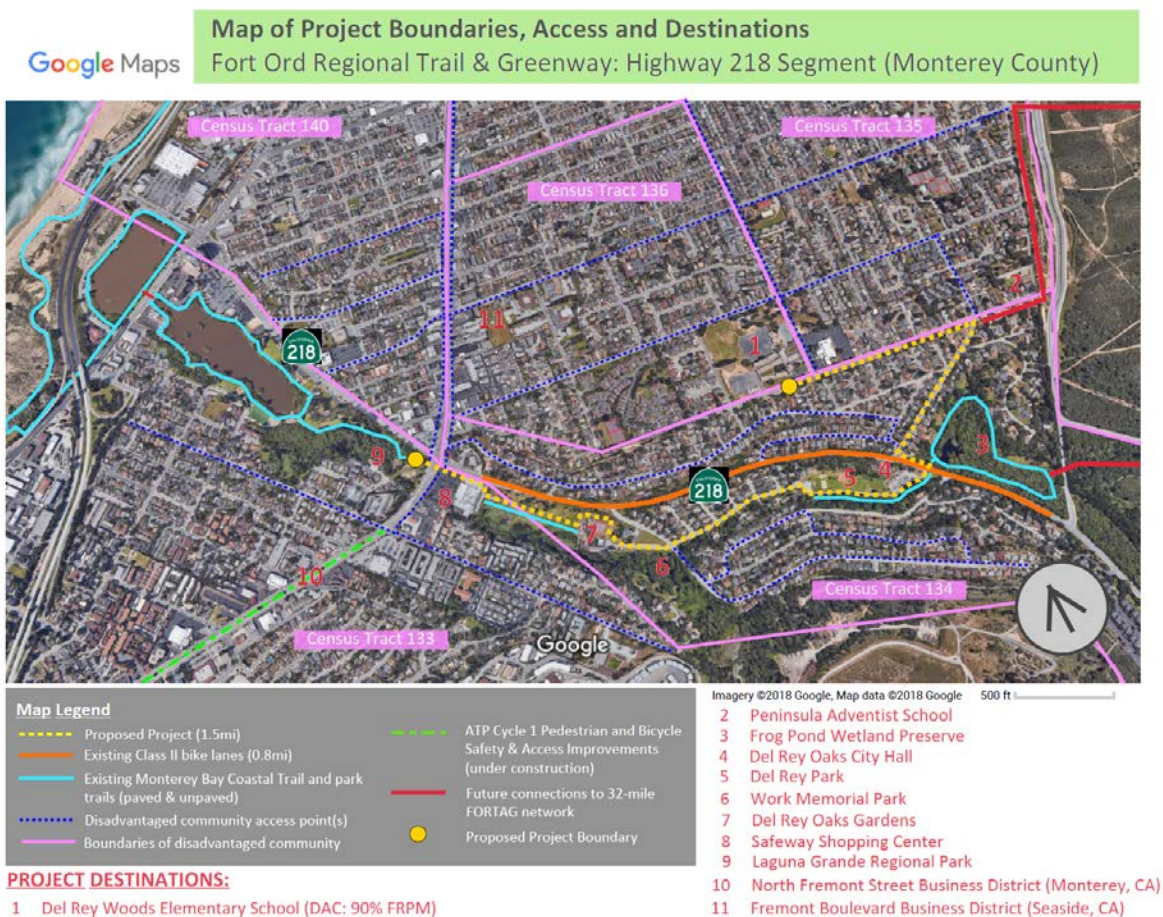
## Current Projects

The following projects are currently planned or in construction and will impact safe routes to schools within the Cities of Marina and Seaside.

### City of Seaside:

#### Fort Ord Rec Trail and Greenway, Highway 218 Segment

In January 2019, the California Transportation Commission allocated \$10.3 million in Active Transportation Program grant funding for the FORTAG trail segment adjacent to Highway 218. This segment will connect the City of Del Rey Oaks with Del Rey Woods Elementary and provide a safe crossing of Highway 218. Environmental review for the project is currently underway and construction is anticipated to start in 2022.



## **City of Marina:**

### **Carmelo Circle Curb Extensions**

The City of Marina has incorporated curb extensions at the intersection of Carmel Avenue and Carmelo Circle into its repaving projects. The project includes curb extensions at three corners of the intersection and a new high visibility crosswalk. The project is funded through state Senate Bill 1 (SB1), local sales tax Measure X, and the City of Marina General Fund. Construction is expected to be completed in winter 2020.

### **Imjin Parkway Protected Bikeway**

The City of Marina has included buffered bikeways and a Class 1 multi-use path in the upcoming project to widen Imjin Parkway between Reservation Road and Imjin Road. Construction on the project will start in summer 2020, and the project is funded through SB1, Measure X, State Transportation Improvement Program funding, and local developer impact fees.

## **Existing Programs**

Marina and Seaside are home to a wide range of programs to encourage active transportation trips to school. However, program reach is determined by available funding, and many programs are not available to all students each year.

### **Measure X Safe Routes to Schools Program**

Local sales tax Measure X, which was approved by Monterey County voters in 2016, includes \$20 million for Safe Routes to Schools projects and programs through 2040. The Transportation Agency for Monterey County has developed a comprehensive Safe Routes to Schools Program that includes recommendations to address each of the 6 E's (Evaluation, Engineering, Education, Encouragement, Enforcement and Equity). The chart below provides an overview of Measure X Safe Routes to Schools Program elements.

| EVALUATION                     | ENGINEERING                 | EDUCATION                   | ENCOURAGEMENT                             | ENFORCEMENT                    | EQUITY              |
|--------------------------------|-----------------------------|-----------------------------|-------------------------------------------|--------------------------------|---------------------|
| Data Collection                | Grant Support               | Bike & Pedestrian Rodeos    | Online Safe Routes to School Resource Hub | Crossing Guards                | Safety Gear Access  |
| Safe Routes to School Planning | Traffic Safety Enhancements | Balance Bike Kits & Clinics | Mini Grants                               | Community Enhanced Enforcement | Bikes for Kids      |
| Annual Report                  | Drop-off Zone Design        | Street Smarts Campaigns     | Bike Month Challenge                      |                                | Open Streets Events |
|                                |                             | Bike Shop Classes           | School Pools                              |                                |                     |

Source: Measure X Safe Routes to Schools Program webpage. <https://www.tamcmonterey.org/measure-x/programs-projects/safe-routes-to-school-program/>. Transportation Agency for Monterey County. 2019

### **Traffic Gardens at Ord Terrace Elementary and Del Rey Woods Elementary**

The Transportation Agency for Monterey County has received grant funding to install traffic gardens at Ord Terrace Elementary and Del Rey Woods Elementary. Traffic gardens are permanent spaces where children and members of the community can practice traffic safety skills without having to interact with motorized vehicles. They include features such as stop signs, crosswalks or roundabouts to help simulate scenarios a pedestrian or bicyclist might encounter on the street. Construction of traffic gardens in Seaside is expected to begin in 2020.

### **Walk Smart and Bike Smart**

The Walk Smart and Bike Smart programs provide on-the-ground training in safe walking and bicycling to 2<sup>nd</sup> and 5<sup>th</sup> grade students, with the goal of empowering students and parents to walk and bike and to reduce collisions. Ecology Action, which leads Bike Smart and Walk Smart, has set a goal to serve every 2<sup>nd</sup> and 5<sup>th</sup> grader in the county each year.

### **AAA Safety Patrol Program**

The AAA Safety Patrol Program is provided by AAA and has been in existence since 1920. The program is run by school sites and provides traffic safety training to students in upper elementary grades and junior high schools. After completing training, students help to direct pedestrian traffic and serve as role models for younger students on safe pedestrian and bicycling behavior.<sup>17</sup>

<sup>17</sup> AAA: <https://exchange.aaa.com/safety/school-safety-patrol/#.XbsqJ-hKg2w>



### **School Resource Officers**

A member of the Seaside Police Department serves as the School Resource Officer (SRO) for Seaside public schools. A major focus for the SRO is to identify at-risk behavior and provide mentorship and alternative methods to prevent youth from being diverted to the criminal justice system. The SRO also helps to reinforce safe behavior for students walking and bicycling to school.

### **After-School Program Transportation**

Several after-school programs in Seaside and Marina provide transportation between schools and program sites. The Boys and Girls Club provides a walking school bus for students in Marina to after-school programs. In Seaside, the Boys and Girls Club provides shuttle transportation between schools and the Seaside Clubhouse.

The Greater Victory Temple Church in Seaside provides a walking school bus for students of Martin Luther King Jr. Elementary to after-school programs at the church. The Village Project, Inc. offers bus transportation for Seaside students between schools and after-school programs.

### **Marina BOX Program and Helmet Distribution**

The City of Marina Recreation Department provides free skate helmets and helmet fitting to Marina youth, who are asked to take a pledge to wear their helmets while skating or bicycling. Helmets are distributed at the Marina Teen Center and at skate jam events, which are held each summer at the Marina Skate Park.

## Chapter 3: School-Level Recommendations and Profiles

The school-level infrastructure recommendations listed in this chapter are the core of the Complete Streets to Schools Plan. Recommendations were designed to address the specific challenges at each school site, with the goal of increasing the safety of families walking and biking and encouraging more active transportation trips to school. This chapter includes information on existing conditions at each school, observations from the walking audit, and the list of infrastructure recommendations. School-specific non-infrastructure recommendations are also listed in each school's profile, while citywide non-infrastructure recommendations are listed in Chapter Five. Schools are organized by city and alphabetically, with Seaside schools listed first.

### Infrastructure Treatment Options

Treatments that are frequently recommended in the Plan are listed below. These treatments are designed to improve safety for people walking and biking and to reduce traffic speeds.



#### High-Visibility Crosswalks

Crosswalks marked with continental pattern (shown in the photo) have been found to be significantly more visible to motorists than parallel line crosswalks and to reduce crashes.



#### Raised Crosswalk

A raised crosswalk is a higher section of pavement with a marked crosswalk. It is placed across streets to encourage drivers to slow down. Raised intersections usually have sloped ramps for the driver leading and following the flat raised-crosswalk section.



Source: FHWA Traffic Calming ePrimer

### **Offset Crosswalk**

An offset crosswalk is one with a center median that acts as both a pedestrian safety island and means of directing pedestrians to look toward oncoming traffic before crossing the second half of the street.



### **Rectangular Rapid Flash Beacons (RRFB)**

RRFB's are a type of user-actuated flashing light that supplements warning signs at unsignalized intersections or mid-block crosswalks. They are designed to alert drivers to pedestrians or bicyclists who are waiting to cross the street.



### **Curb Extensions**

Curb extensions narrow the roadway and reduce the pedestrian crossing distance by providing an extension of the sidewalk area into the parking lane.



### **Curb Ramps**

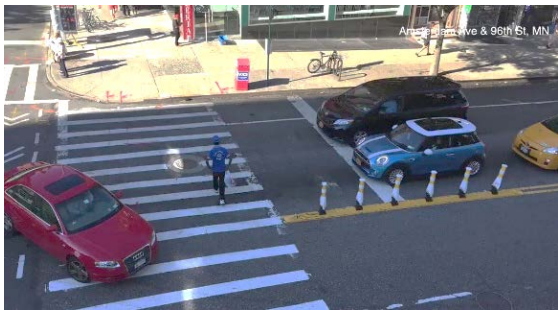
Curb ramps improve street crossings for people with disabilities, children on bicycles, and people pushing strollers. Curb ramps must include detectible warnings that are detectible by people with vision impairments.



Source: Timmons Group

### **Compact Roundabout**

Compact roundabouts are small roundabouts that are installed on neighborhood streets. They can help slow traffic on local and collector streets and calm traffic for pedestrians.



Source: New York City Department of Transportation

### **Centerline Diverters**

Centerline diverters are raised barriers that are placed in the center of the roadway to prevent U-turns.

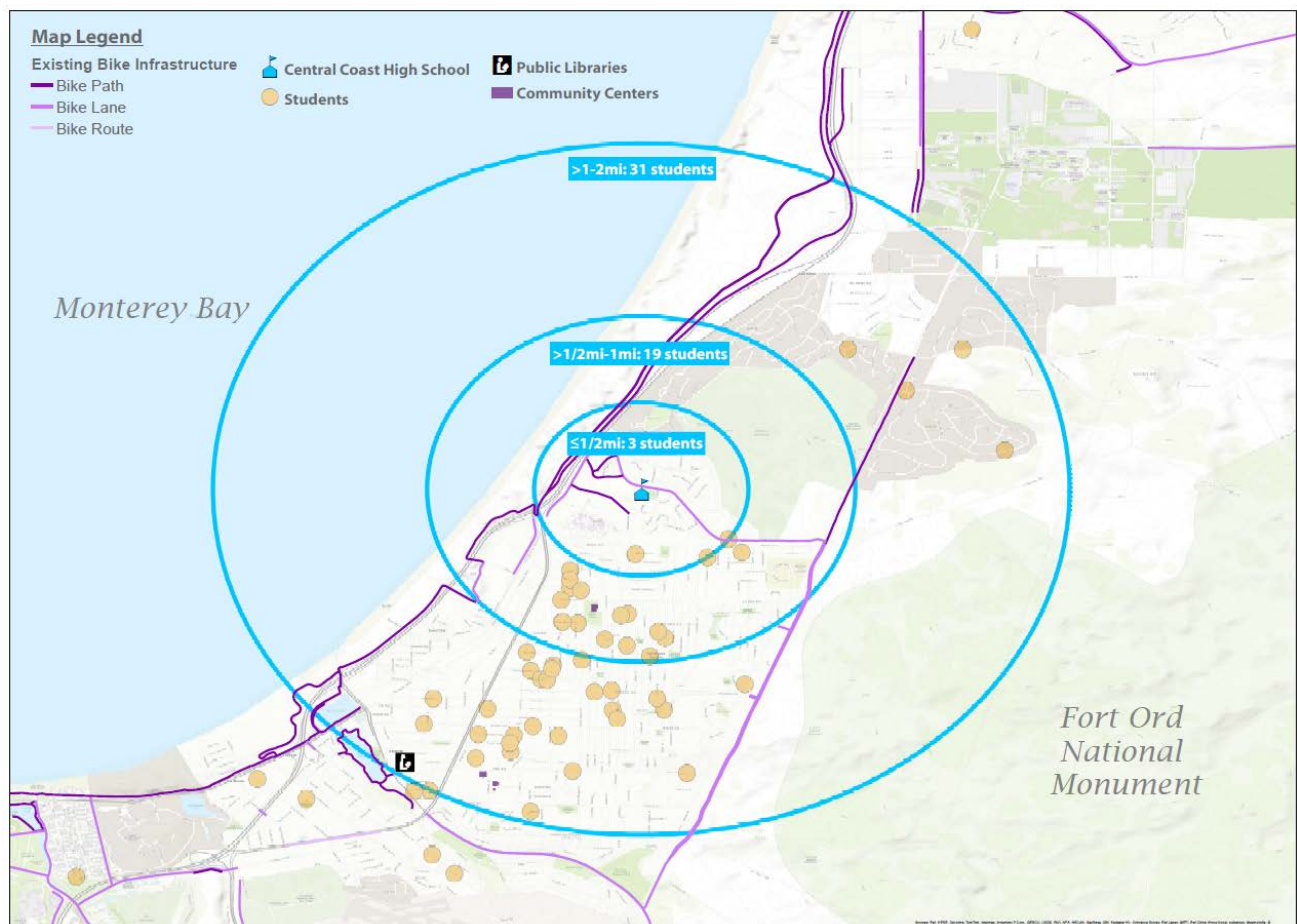


## City of Seaside

### Central Coast High

Central Coast High is located north of the main residential area of Seaside. Central Coast has a low student population and draws students from throughout Seaside and the Monterey Peninsula (see Map x).

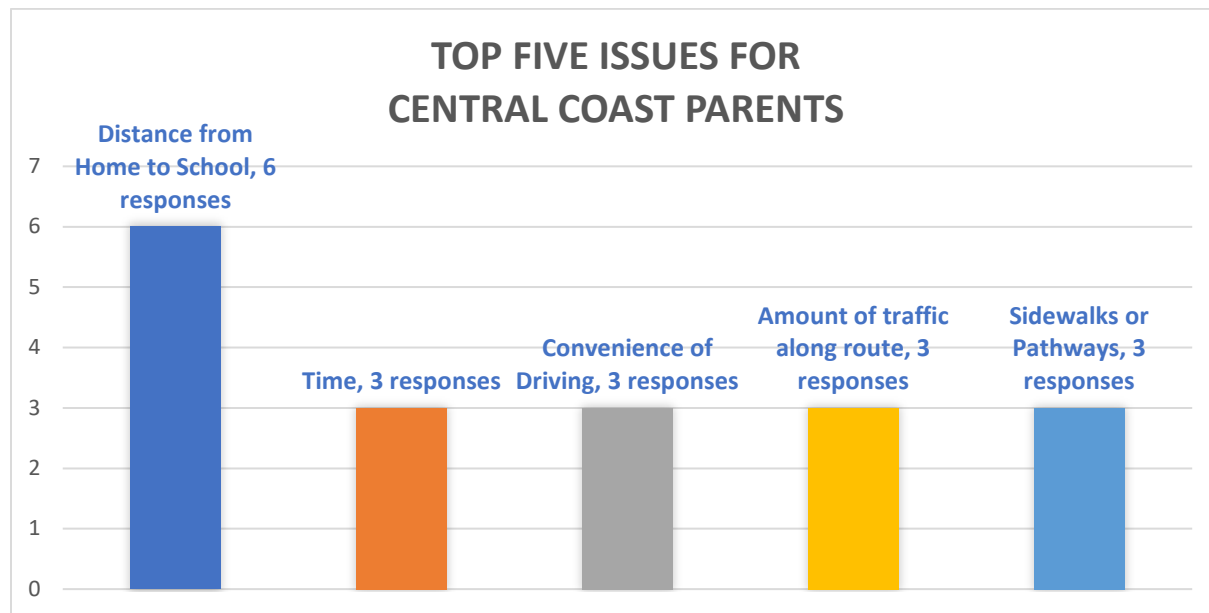
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| 9-12         | 103                | 21.4%                                     | 80.6%                                               | 45%                                       |



## Parent Survey

Central Coast High parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in October of 2018, and 13 surveys were received. The full survey report is in Appendix X.

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below. Please note the small number of survey responses.



## Existing Infrastructure Conditions

### Motorist Conditions

- o Students are dropped off in the small school parking lot. Because of the small student population, there is little congestion before or after school
- o Students park in the Seaside Community Center parking lot
- o A school zone speed limit of 25 miles per hour is in place
- o The school parking lot was in poor condition at the time of the audit, but was repaved in summer 2019

### Pedestrian Conditions

- o Based on parent survey data, Central Coast High has the highest percentage of students walking and biking to school in Seaside. Students walk to school through

the Seaside High campus, which requires climbing a locked gate to access the track and football field. There are dirt paths between Central Coast High and Seaside High

- o Students also take the MST bus to the Target shopping center and walk on Monterey Road to reach the school. There is no sidewalk on Monterey Road between Fremont Boulevard and Ord Avenue. There are several unpaved trails that connect Monterey Road with the school campus, and several gates that allow access to campus from the south and west
- o There is no sidewalk on the south side of Coe Avenue adjacent to the school. In summer 2019, the District constructed an ADA-accessible path from Coe Avenue to the parking lot on the west side of campus. There is also a pedestrian path into campus adjacent to the school driveway
- o There is complete sidewalk on the north side of Coe Avenue between Monterey Road and General Jim Moore Boulevard, and on the east side of Monterey Road between Ord Avenue and Coe Avenue
- o There is missing sidewalk between the Seaside Community Center parking lot and the parking lot at the east end of campus

#### Bicycling Conditions

- o There are Class II bike lanes on Coe Avenue between Monterey Road and General Jim Moore Boulevard, though lane line striping is faded in front of the school
- o There are Class II bike lanes on Monterey Road between Ord Avenue and Buna Road
- o The dirt paths west of campus are sandy and appear difficult to bike on

#### Recommended Infrastructure Improvements around Central Coast High

The following table lists recommendations for Central Coast, and Map X below shows their location in relation to the school.

| Location                                          | Issue                                                    | Recommendation                                                      | Timeframe (short/med/long term) |
|---------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------|---------------------------------|
| Coe Avenue between Monterey Road and Dahlia Drive | Bike lane striping is faded, some speeding on Coe Avenue | Convert bike lanes on both sides of roadway to buffered bike lanes. | Long                            |

|                                                                         |                                                                                                                            |                                                                                                                                                                           |       |
|-------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Trail entrance on Coe Avenue (north of school)                          | Bollards block entrance to trail                                                                                           | Remove two bollards to allow for easier bicycle access                                                                                                                    | Short |
| Trail north of school between Coe and Monterey                          | Dirt paths are well used but are muddy in winter. Paths offer an alternative to walking through Seaside High campus        | Formalize pathway between existing trail and Monterey Avenue, south of retention pond. Explore Class I facility on east side of Monterey between Fremont and new pathway. | Long  |
| Coe Avenue between trail entrance and Seaside Community Center driveway | Sidewalk missing in front of the school                                                                                    | Install sidewalk or pathway on south side of street                                                                                                                       | Long  |
| Coe Avenue at front of school                                           | No ADA-compliant ramp between Coe Avenue and school campus                                                                 | Install ADA-compliant ramp from new pathway to school grounds (completed in 2019)                                                                                         | Short |
| Coe Avenue at Dahlia Drive - Phase 1                                    | Crosswalk markings faded                                                                                                   | Refresh crosswalk markings                                                                                                                                                | Short |
| Coe Avenue at Dahlia Drive - Phase 2                                    | Roundabouts improve pedestrian safety and allow drivers and bicyclists to travel more efficiently through the intersection | Install compact roundabout.                                                                                                                                               | Long  |
| Coe Avenue at Sea Ridge Court - Phase 1                                 | Crosswalk markings faded                                                                                                   | Refresh crosswalk markings                                                                                                                                                | Short |
| Coe Avenue at Sea Ridge Court - Phase 2                                 | Roundabouts improve pedestrian safety and allow drivers and bicyclists to travel more                                      | Install compact roundabout.                                                                                                                                               | Long  |



|                           |                                                                                                                    |                                                                                                                                 |      |
|---------------------------|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|------|
|                           | efficiently through the intersection                                                                               |                                                                                                                                 |      |
| Community center driveway | Students park in Community Center parking lot and there is missing sidewalk between the parking lot and the school | Fill sidewalk gaps between community center parking lot and school driveway                                                     | Long |
|                           |                                                                                                                    | See Citywide recommendations for Monterey Road. Seaside High improvements at Monterey/Fremont also apply to Central Coast High. |      |

# Central Coast High School SRTS Recommendations Map



## Recommendations

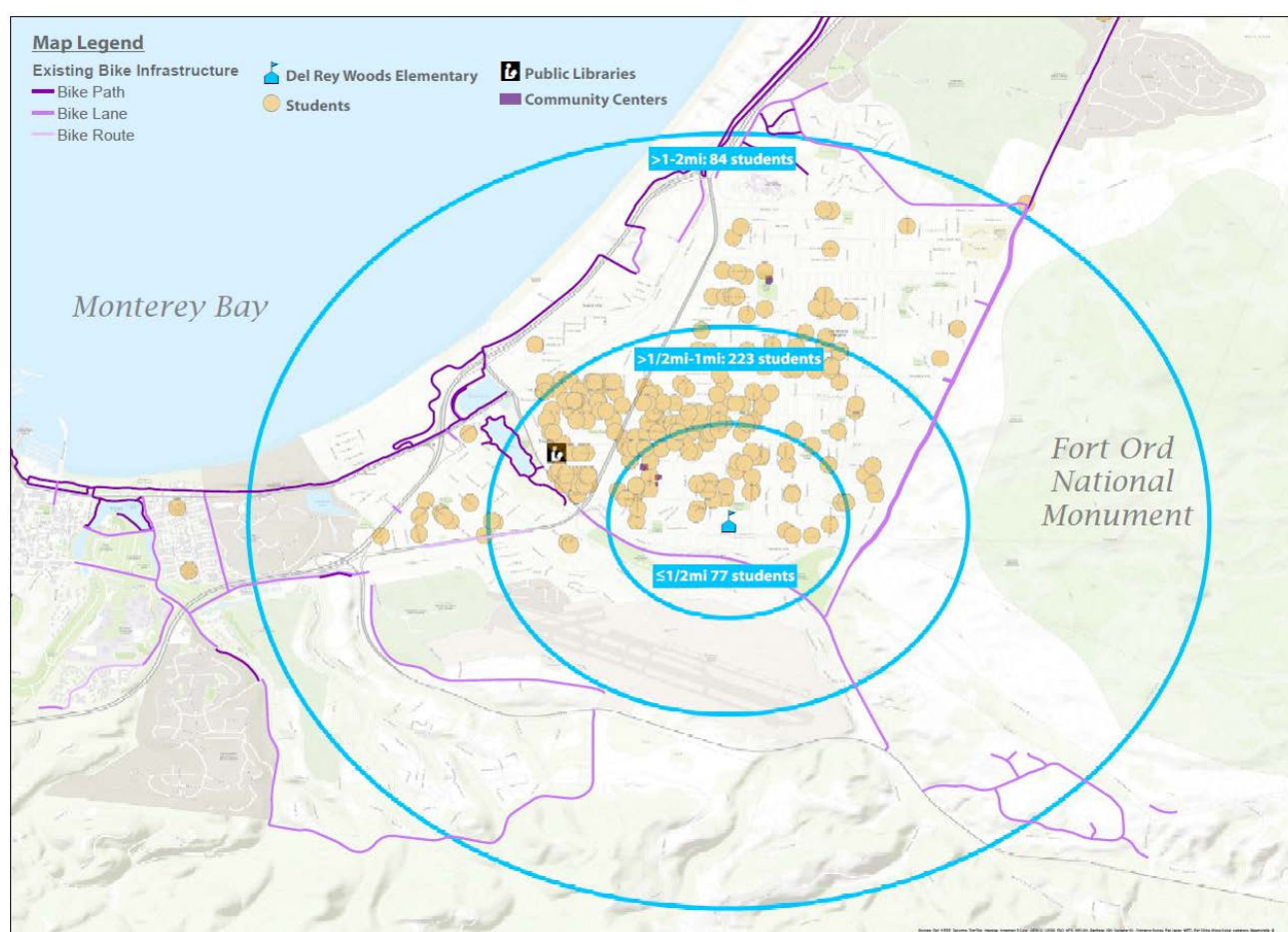
- 1 Coe Avenue between Monterey Road and Dahlia Drive:  
Convert bike lanes on both sides of roadway to buffered bike lanes.
- 2 Trail entrance on Coe Avenue (north of school):  
Remove two of three bollards to allow for easier bicycle access.
- 3 Trail north of school between Coe and Monterey:  
Formalize pathway between existing trail and Monterey Avenue, south of retention pond. Explore Class I facility on east side of Monterey between Fremont and new pathway.
- 4 Coe Avenue between trail entrance and Seaside Community Center driveway:  
Install sidewalk or pathway on south side of street. Look at moving pathway to school property if sidewalk at street level is not feasible.
- 5 Coe Avenue at Dahlia Drive - Phase 1:  
Refresh crosswalk markings. Phase 2:  
Install compact roundabout.
- 6 Coe Avenue at Sea Ridge Court - Phase 1:  
Refresh crosswalk markings. Phase 2:  
Install compact roundabout.
- 7 Community center driveway:  
Fill sidewalk gaps between community center parking lot and school driveway.



## Del Rey Woods Elementary

Del Rey Woods Elementary is located at the southern end of Seaside, on the border of the city of Del Rey Oaks. Most Del Rey Woods students live in the surrounding neighborhoods (see Map [x](#)).

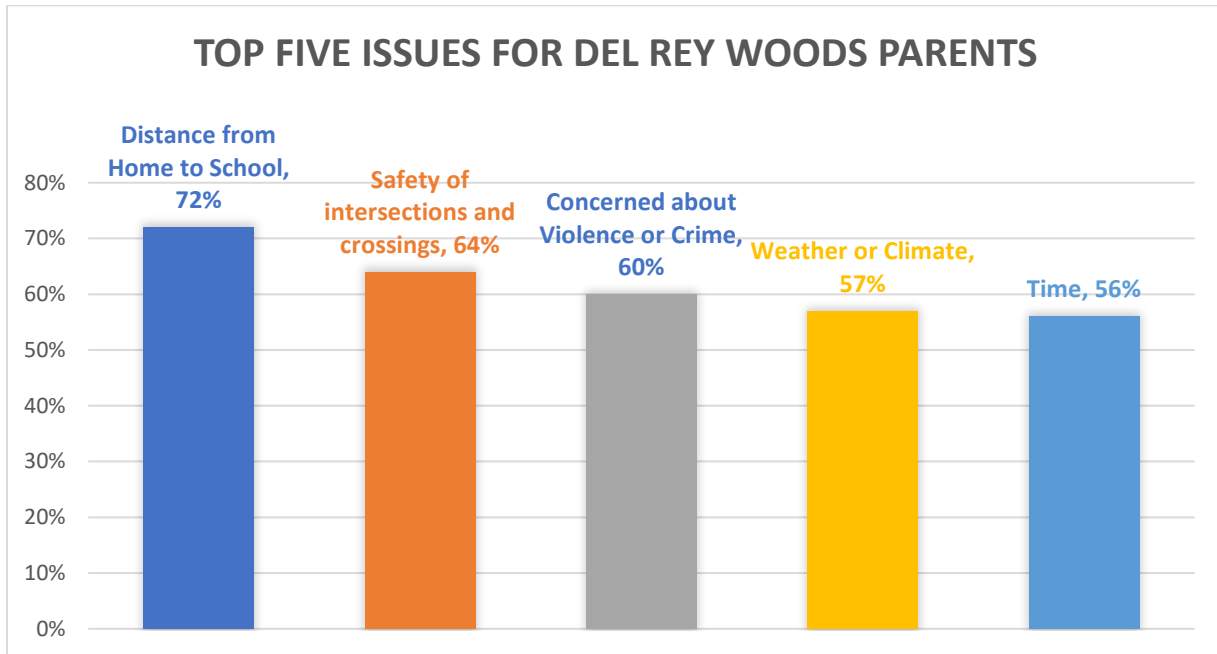
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-5          | 413                | 72.6%                                     | 91.3%                                               | 15%                                       |



## Parent Survey

Del Rey Woods parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in October of 2018, and 192 surveys were received. The full survey report is in Appendix [x](#).

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o Del Rey Woods Elementary has two drop-off loops and one large parking lot. The southernmost loop is reserved for staff parking. The middle loop is reserved for bus drop off and deliveries. Parents are directed to drop off students in the parking lot at the north end of campus, where they circle around the parking lot and drop off at the school gate
- o Drivers drop off students on Noche Buena Street, Plumas Avenue and Tweed Street
- o Student drop-off also occurs in the church parking lot across Noche Buena Street from the school
- o Tweed Street is closed to through traffic south of Plumas Avenue

### Pedestrian Conditions

- o There are complete sidewalks on both sides of Noche Buena Street, Tweed Street, and Kimball Avenue near the school. There is complete sidewalk on the



north side of Plumas Avenue near the school, and an informal dirt pathway on the south side of the street

- o There are high-visibility yellow crosswalks on all legs of the intersections of Kimball Avenue and San Lucas Street and Kimball Street and Noche Buena Street. There are also high-visibility yellow crosswalks across Noche Buena Street at Plumas Avenue and on two legs of the intersection of Plumas Avenue and Tweed Street. Crosswalk striping is faded in some locations
- o There are several pedestrian gates into campus, including one at the corner of Plumas Avenue and Tweed Street, one on Tweed Street, and one at the intersection of Kimball Avenue and San Lucas Street
- o There are no pedestrian facilities in the parking lot where student drop-off occurs

#### Bicycling Conditions

- o There are no bicycle facilities near Del Rey Woods Elementary. A Class I multi-use path is planned on the south side of Plumas Avenue between Del Rey Woods Elementary and Highland Street (see Chapter 2: Current Projects)

#### Recommended Infrastructure Improvements around Del Rey Woods Elementary

The following table lists recommendations for Del Rey Woods, and Map X below shows their location in relation to the school.

| Location                                  | Issue                                                                                    | Recommendation                                                                                                                                                                           | Timeframe<br>(short/<br>med/long<br>term) |
|-------------------------------------------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| Parallel to<br>Plumas Avenue<br>- Phase 1 | No dedicated bicycle facilities near school, no sidewalk on south side of Plumas Avenue. | Install Class I facility in PG&E land (under utilities) between Del Rey Woods Elementary and Highland Street.                                                                            | Medium                                    |
| Parallel to<br>Plumas Avenue<br>- Phase 2 | No dedicated bicycle facilities near school, no sidewalk on south side of Plumas Avenue. | Install Class I facility in PG&E land (under utilities) between Highland and General Jim Moore, and between Noche Buena and Fremont Boulevard. Extend to Laguna Grande Court for Phase 3 | Long                                      |
| Noche Buena<br>Street at<br>Plumas Avenue | Heavy traffic congestion near school                                                     | Install curb extensions. Install ramp and high-visibility crossings across Plumas Avenue to connect to future                                                                            | Medium                                    |

|                                                                               |                                                                                                                               |                                                                                                                                                    |        |
|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------|
|                                                                               | and low pedestrian visibility.                                                                                                | Class I facility parallel to Plumas Avenue                                                                                                         |        |
| Plumas Avenue at Tweed Street                                                 | Traffic diverters obstruct bicycle and wheelchair access. Heavy traffic congestion near school and low pedestrian visibility. | Rearrange traffic diverters to be ADA-compliant and allow for wheelchair and bicycle access. Install curb extensions at each crosswalk leg.        | Medium |
| Tweed Street at Kimball Street                                                | Crosswalk markings faded. Heavy traffic congestion near school and limited pedestrian visibility. Crosswalk markings faded.   | Install curb extensions and refresh high-visibility crosswalk                                                                                      | Medium |
| Parking lot between Noche Buena Street and northern school entrance - Phase 1 | No pedestrian pathway though parking lot.                                                                                     | Stripe pedestrian area on outside of parking lot. Restripe parking lot to show parking spaces and path of travel                                   | Short  |
| Parking lot between Noche Buena Street and northern school entrance - Phase 2 | No pedestrian pathway though parking lot.                                                                                     | Install path on north and west sides of parking lot to allow for pedestrian access. Restripe parking lot to show parking spaces and path of travel | Medium |
| Noche Buena Street between Kimball Avenue and Plumas Avenue                   | No bicycle facilities near school. Speeding observed.                                                                         | Conduct speed survey and install traffic calming measures and/or bike lanes.                                                                       | Medium |
| Kimball Avenue at San Lucas Street                                            | Focus pedestrian travel on one improved crosswalk. Heavy traffic                                                              | Remove crosswalk across Kimball on western side. Replace crosswalk on eastern side with offset crosswalk and median. Install street lighting.      | Medium |

|                                                                   |                                                                                                       |                                                                                                                                                |        |
|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|--------|
|                                                                   | congestion in front of school.                                                                        | Consider unlocking gate at this location before and after school.                                                                              |        |
| Tweed Street between Plumas Avenue and Kimball Avenue             | Speeding observed. Narrow sidewalk on eastern side.                                                   | Install traffic calming features to make Tweed Street a bicycle boulevard. Widen eastern sidewalk or move utility poles out of sidewalk        | Long   |
| Noche Buena Street at Kimball Avenue                              | Heavy traffic congestion near school and limited pedestrian visibility.                               | Install curb extensions on all crosswalk legs                                                                                                  | Medium |
| Noche Buena Street between school drop-off loop entrance and exit | Drivers parking in loading zone.                                                                      | Remove white curb or install signs reminding drivers to not leave their vehicles in loading zone                                               | Short  |
| Plumas Avenue                                                     | School signage missing, drivers parking in loading zone.                                              | Install S1-1 with W16-9P School Advance Crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school. | Short  |
| Noche Buena St.                                                   | School signage missing.                                                                               | Install S1-1 with W16-9P School Advance Crossing signs as appropriate                                                                          | Short  |
| Tweed Street                                                      | School signage missing.                                                                               | Install S1-1 with W16-9P School Advance Crossing signs as appropriate                                                                          | Short  |
| School parking lot at Noche Buena/Plumas                          | Lots of drop-off on streets adjacent to school, families crossing in front of traffic.                | Allow student drop-off in drop-off loop. Maintain parking spaces as staff parking.                                                             | Short  |
| Noche Buena at church parking lot                                 | Families parking in church parking lot and crossing outside of marked crosswalks in front of traffic. | Remove stairway between sidewalk and street.                                                                                                   | Medium |
|                                                                   |                                                                                                       | See Citywide recommendations for Noche Buena and Kimball                                                                                       |        |

# Del Rey Woods Elementary School SRTS Recommendations Map



## Recommendations

- 1 Noche Buena St.:  
Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
- 2 Tweed Street:  
Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
- 3 School parking lot at Noche Buena/Plumas:  
Allow student dropoff in dropoff loop. Maintain parking spaces as staff parking.
- 4 Noche Buena at church parking lot:  
Remove stairway between sidewalk and street.
- 5 Tweed Street at Kimball Street:  
Install curb extensions and refresh high-visibility crosswalk.
- 6 Noche Buena Street between Kimball Avenue and Plumas Avenue:  
Conduct speed survey and install traffic calming measures and/or bike lanes.
- 7 Kimball Avenue at San Lucas Street  
Remove crosswalk across Kimball on western side. Replace crosswalk on eastern side with offset crosswalk and median. Install street lighting. Consider unlocking gate at this location before and after school.
- 8 Tweed Street between Plumas Avenue and Kimball Avenue:  
Install traffic calming features to make Tweed Street a bicycle boulevard. Widen eastern sidewalk or move utility poles out of sidewalk.
- 9 Noche Buena Street at Kimball Avenue:  
Install curb extensions on all crosswalk legs.
- 10 Parallel to Plumas Avenue - Phase 1:  
Install Class 1 facility in PG&E land (under utilities) between Del Rey Woods Elementary and Highland Street. Phase 2: Install Class 1 facility in PG&E land (under utilities) between Highland and General Jim Moore and between Noche Buena and Fremont Boulevard. Extend to Laguna Grande Court for Phase 3.



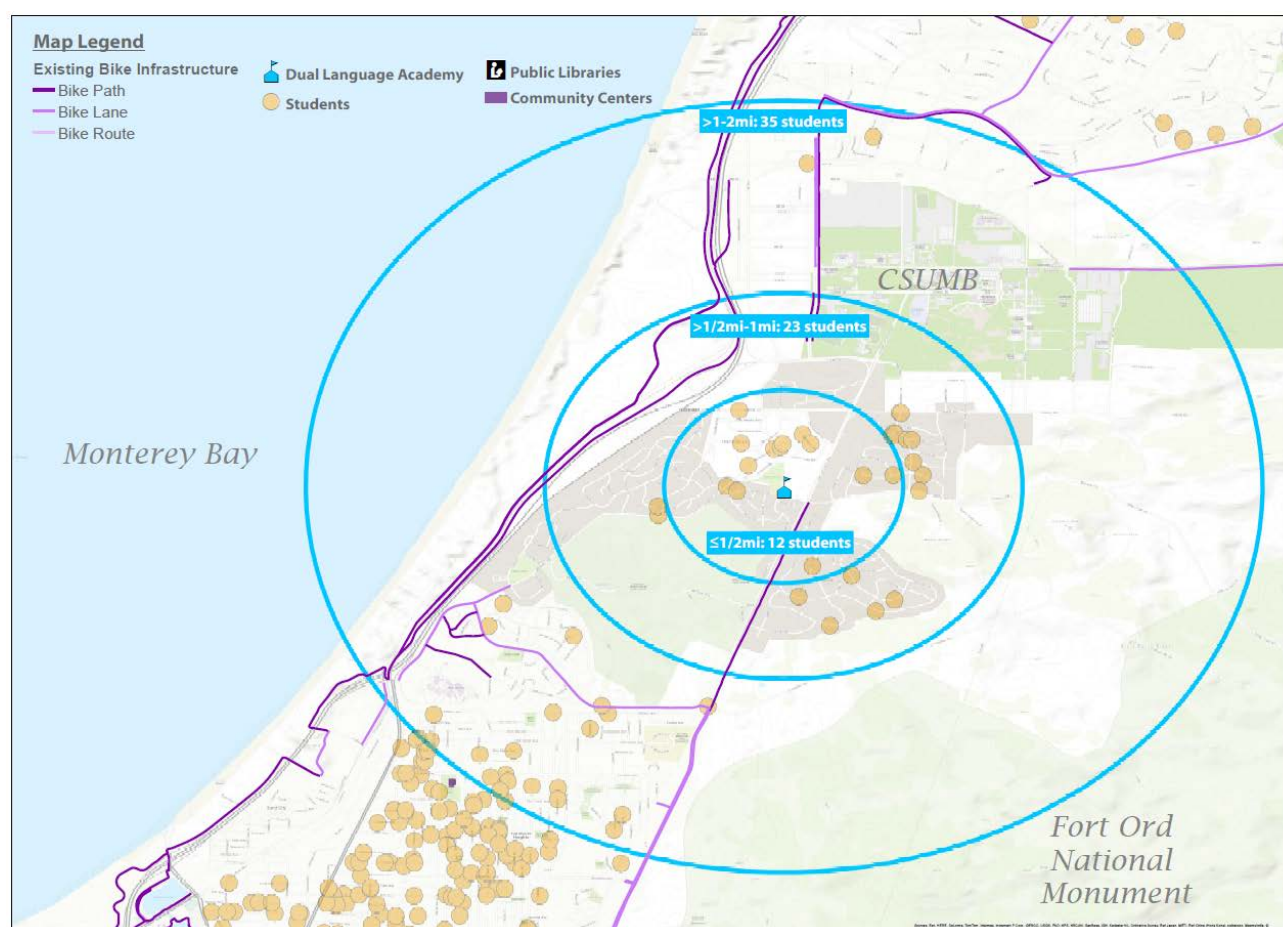
- 11 Parking lot between Noche Buena Street and northern school entrance - Phase 1:  
Stripe pedestrian area on outside of parking lot. Restripe parking lot to show parking spaces and path of travel. Phase 2: Install path on north and west sides of parking lot to allow for pedestrian access. Restripe parking lot to show parking spaces and path of travel.
- 12 Noche Buena Street at Plumas Avenue:  
Install curb extensions. Install ramp and high-visibility crossings across Plumas Avenue to connect to future Class 1 facility parallel to Plumas Avenue.
- 13 Plumas Avenue at Tweed Street:  
Rearrange traffic diverters to be ADA-compliant and allow for wheelchair and bicycle access. Install curb extensions at each crosswalk leg.
- 14 Noche Buena Street between school drop-off loop entrance and exit:  
Remove white curb or install signs reminding drivers to not leave their vehicles in loading zone.
- 15 Plumas Avenue:  
Install S1-1 with W16-9P School Advance Crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school.



## Dual Language Academy

Dual Language is located in northern Seaside. As a bilingual immersion program, Dual Language draws its students from Seaside, Marina, and the Monterey Peninsula, with fewer students living in neighborhoods near the school (see Map **x**).

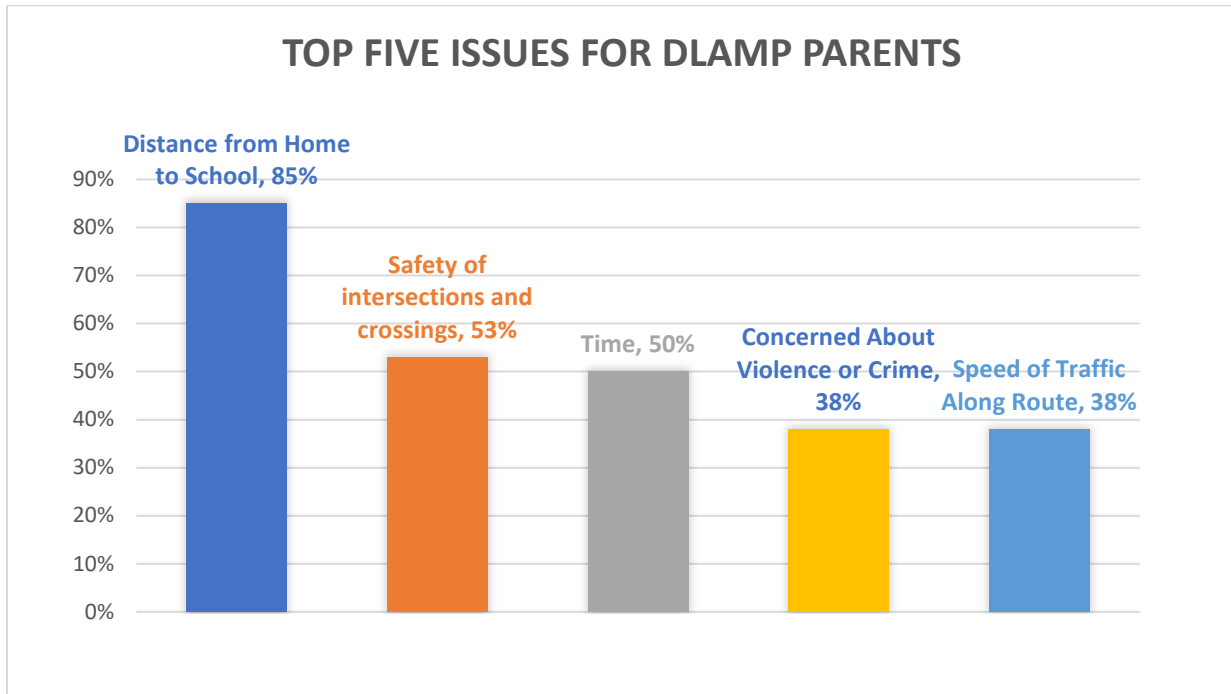
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-8          | 475                | 7.4%                                      | 66.7%                                               | 8%                                        |



## Parent Survey

Dual Language parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 143 surveys were received. The full survey report is in Appendix **x**.

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Existing Infrastructure Conditions

#### Motorist Conditions

- o The majority of Dual Language students are driven to school. Normandy Road and the school parking lot are congested before and after school
- o The intersection of General Jim Moore Boulevard and Normandy Road is congested before school. This intersection serves school traffic for Dual Language Academy and Marshall Elementary as well as commute traffic
- o There is a painted white loading zone on Normandy Road between General Jim Moore Boulevard and the school driveway entrance
- o School staff places cones on Normandy Road before and after school to allow right turns only out of the school parking lot
- o There is a dirt lot on the west side of campus that serves as overflow parking during the school drop-off period

## Pedestrian Conditions

- o There are two pedestrian pathways from Normandy Road into the school campus. The paved path at the corner of Normandy Road and General Jim Moore Boulevard is damaged and has been fenced off. There is also an informal dirt pathway between the loading zone on Normandy Road and the school parking lot
- o There are continuous sidewalks on both sides of Normandy Road between General Jim Moore Boulevard and Monterey Road, and on both sides of General Jim Moore Boulevard between Normandy Road and Coe Avenue. There is continuous sidewalk on the west side of General Jim Moore Boulevard between Normandy Road and Gigling Road
- o There are high-visibility yellow crosswalks on all legs of the intersection of Normandy Road and Naples Road, across the school driveway, and on three legs of the intersection of Normandy Road and General Jim Moore Boulevard
- o There is missing sidewalk in the school parking lot at the eastern end of the school frontage. A striped pedestrian area has been installed to accommodate pedestrians in this area

## Bicycling Conditions

- o There are no bicycle facilities on Normandy Road or other residential streets near the school
- o There is a Class 1 multi-use path on the east side of General Jim Moore Boulevard between Normandy Road and Coe Avenue and Class II bike lanes south of Coe Avenue. There are no bicycle facilities on General Jim Moore Boulevard north of Normandy Road

## Recommended Infrastructure Improvements around Dual Language Academy

The following table lists recommendations for Dual Language, and Map X below shows their location in relation to the school.

| Location                                                     | Issue                                                                                                   | Recommendation                                                                                                                                                                                                                                                                                                             | Timeframe<br>(short/med/<br>long term) |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| Normandy Road at Naples Road                                 | Missing curb ramps                                                                                      | Install ADA-compliant curb ramps                                                                                                                                                                                                                                                                                           | Medium                                 |
| Normandy Road at school driveway                             | Missing curb ramps                                                                                      | Install ADA-compliant curb ramps                                                                                                                                                                                                                                                                                           | Medium                                 |
| Normandy Road between Selerno Road and Naples Road - Phase 1 | Parking at intersection obscures pedestrian visibility.                                                 | Extend red curb east to the Naples Road intersection                                                                                                                                                                                                                                                                       | Short                                  |
| Normandy Road between Selerno Road and Naples Road - Phase 2 | Heavy traffic congestion near school and low pedestrian visibility.                                     | Install curb extension at corner of Normandy/Naples                                                                                                                                                                                                                                                                        | Medium                                 |
| School campus between Normandy Road drop off and parking lot | Families walking down steep dirt path to school.                                                        | Install ADA-compliant path. Remove pathway that extends from corner of General Jim Moore to school parking lot.                                                                                                                                                                                                            | Long                                   |
| School parking lot - Phase 1                                 | No crosswalk on south side of parking lot. Limited parking on campus.                                   | Install high-visibility crosswalk from new path to existing crosswalk on north side of parking lot. Pave dirt and install parking on east side of parking lot. Install high-visibility crosswalk from new parking to existing pedestrian space on southeast corner of school. Remove wooden ramp on west side of driveway. | Long                                   |
| School parking lot - - Phase 2                               | Missing sidewalk in front of the school. Moving school driveway to intersection would make it easier to | Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy/Naples and additional parking.                                                                                                                                                                      | Long                                   |

|  |                                                  |                                                              |  |
|--|--------------------------------------------------|--------------------------------------------------------------|--|
|  | enter and exit.<br>Limited parking on<br>campus. |                                                              |  |
|  |                                                  | See Marshall for<br>recommendations for Gen.<br>Jim/Normandy |  |

# Dual Language Academy SRTS Recommendations Map



## Recommendations

- 1** Normandy Road at Naples Road:  
Install ADA-compliant curb ramps.
- 2** Normandy Road at school driveway:  
Install ADA-compliant curb ramps.
- 3** Normandy Road between Salerno Road and Naples Road - Phase 1:  
Extend red curb east to the Naples Road intersection. Phase 2: Install curb extension at corner of Normandy/Naples.
- 4** School campus between Normandy Road drop off and parking lot:  
Install ADA-compliant path. Remove pathway that extends from corner of General Jim Moore to school parking lot.
- 5** School parking lot - Phase 1:  
Install high-visibility crosswalk from new path to existing crosswalk on north side of parking lot. Pave dirt and install parking on east side of parking lot. Install high-visibility crosswalk from new parking to existing pedestrian space on southeast corner of school. Remove wooden ramp on west side of driveway. Phase 2: Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy/Naples and additional parking.

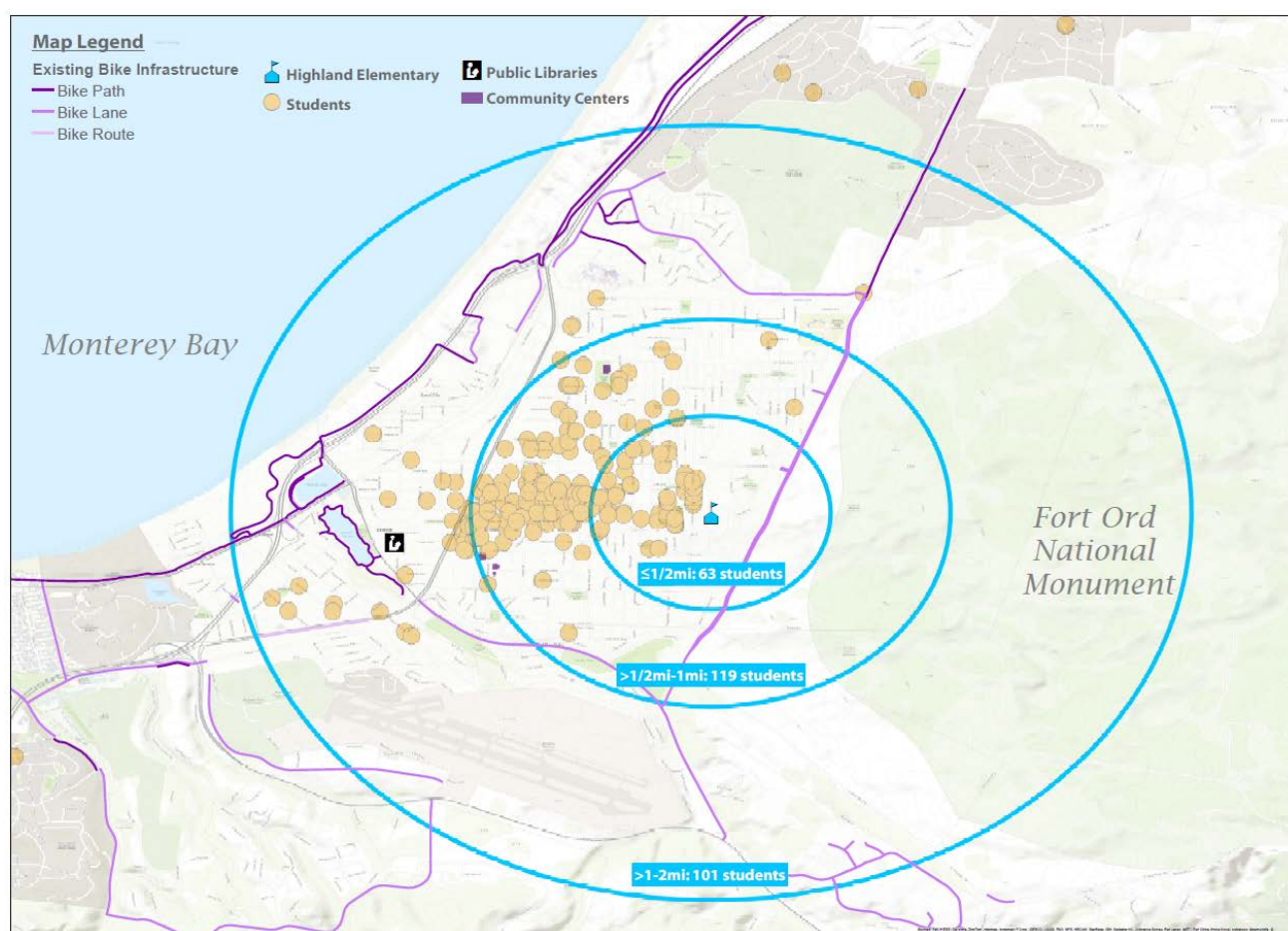




## Highland Elementary

Highland is located in eastern Seaside near the Broadway Avenue corridor. Highland draws most of its students from the surrounding neighborhoods, though the majority of students live more than ½ mile from the school (see Map [x](#)).

| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-5          | 333                | 54.7%                                     | 93.7%                                               | 16%                                       |

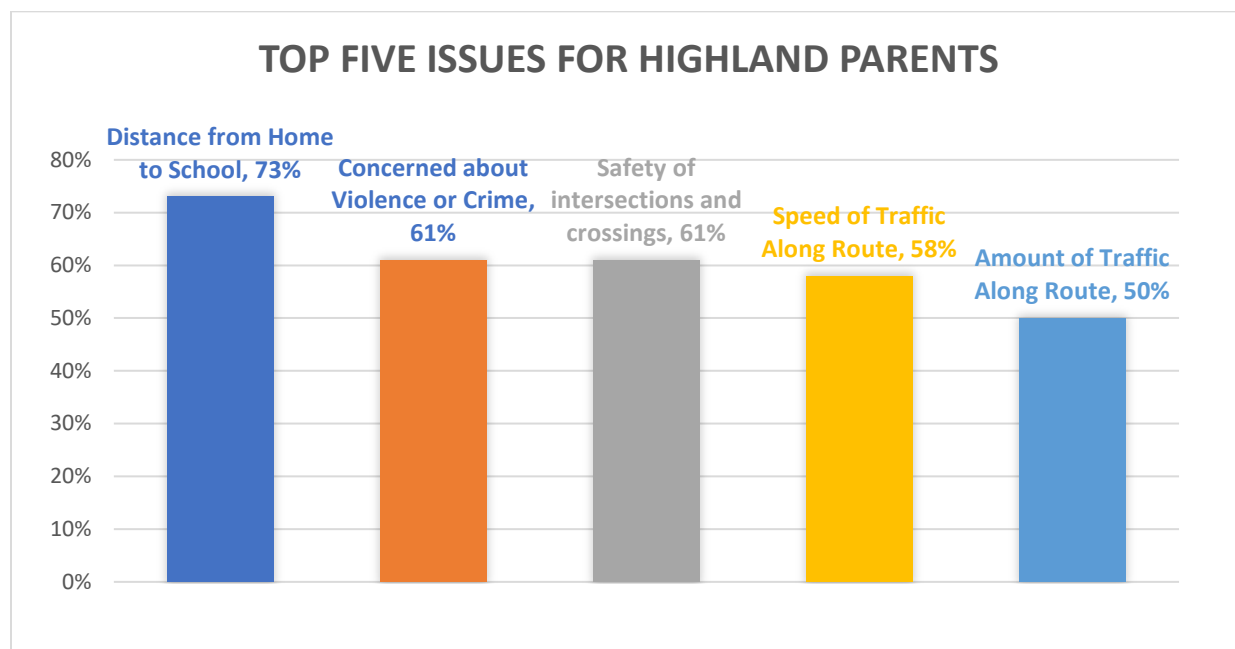


## Parent Survey

Highland parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 178 surveys were received. The full survey report is in Appendix [x](#).



The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o The school parking lot is reserved for staff parking and bus drop-off only. The school instructs parents to drop off in the school driveway and school staff escort students into the school campus
- o Sonoma Avenue is congested before and after school
- o There are painted white loading areas on the south side of Sonoma Avenue adjacent to the school

### Pedestrian Conditions

- o There are complete sidewalks on both sides of Sonoma Avenue and other roadways near the school
- o There is a high-visibility yellow crosswalk across Sonoma Avenue in front of the school at the Del Monte Manor driveway
- o There are high-visibility yellow crosswalks on all legs of the intersection of Sonoma Avenue and Yosemite Street, across Mescal Street at Sonoma Avenue, and across Yosemite Street between Sonoma Avenue and Wanda Avenue

- o There is a back gate into campus on Yosemite Street with a steep ramp between the sidewalk and school campus

#### Bicycling Conditions

- o There are no bicycle facilities on Sonoma Avenue or other roadways near the school

#### Recommended Infrastructure Improvements around Highland Elementary

The following table lists recommendations for Highland, and Map X below shows their location in relation to the school.

| Location                                                                     | Issue                                                                                                                       | Recommendation                                                                          | Timeframe (short/med/long term) |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|---------------------------------|
| Sonoma Avenue at existing crosswalk that connects Del Monte Manor and school | Heavy congestion near school, speeding reported                                                                             | Install raised crosswalk and curb extensions                                            | Medium                          |
| Yosemite Street back entrance ramp                                           | Ramp is steep and pavement is in poor condition                                                                             | Improve ramp access                                                                     | Medium                          |
| Yosemite Street between Sonoma Avenue and mid-block crosswalk                | Heavy congestion on Sonoma Avenue, lots of available parking on Yosemite Street                                             | Convert east side of Yosemite Street to pick-up/drop-off area                           | Short                           |
| Mid-block crosswalk on Yosemite Avenue north of Wanda Avenue                 | Goal is to improve safety of mid-block crossing                                                                             | Install offset crosswalk with ADA-compliant curb ramps and street lighting.             | Medium                          |
| Sonoma Avenue at Yosemite Street                                             | Roundabouts improve pedestrian safety and allow drivers and bicyclists to travel more efficiently through the intersection. | Install compact roundabout.                                                             | Long                            |
| Sonoma Avenue between Yosemite Street and Mescal Street                      | Speeding and U-turns in front of school.                                                                                    | Install slotted speed humps. Install centerline diverters or turtles to prevent U-turns | Medium                          |

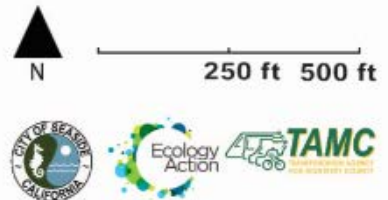
|           |                                                          |                                                                        |      |
|-----------|----------------------------------------------------------|------------------------------------------------------------------------|------|
| Neil Park | Paths are in poor condition. No curb ramps at entrances. | Repave and widen existing paths. Install curb ramps at path entrances. | Long |
|           |                                                          | See Citywide recommendations for Yosemite, Sonoma, Waring/Flores       |      |

# Highland Elementary School SRTS Recommendations Map



## Recommendations

- 1 Sonoma Avenue at Del Monte Manor crosswalk:  
Install raised crosswalk and curb extensions.
- 2 Yosemite Street back entrance ramp:  
Improve ramp access.
- 3 Yosemite Street between Sonoma Avenue and crosswalk:  
Convert east side of Yosemite Street to pick-up/drop-off area.
- 4 Mid-block crosswalk on Yosemite Avenue:  
Install offset crosswalk with ADA-compliant curb ramps and street lighting.
- 5 Sonoma Avenue at Yosemite Street:  
Install compact roundabout.
- 6 Sonoma Avenue between Yosemite Street and Mescal Street:  
Install slotted speed humps. Install centerline diverters or turtles to prevent U-turns.
- 7 Neil Park:  
Repave and widen existing paths. Install curb ramps at path entrances.

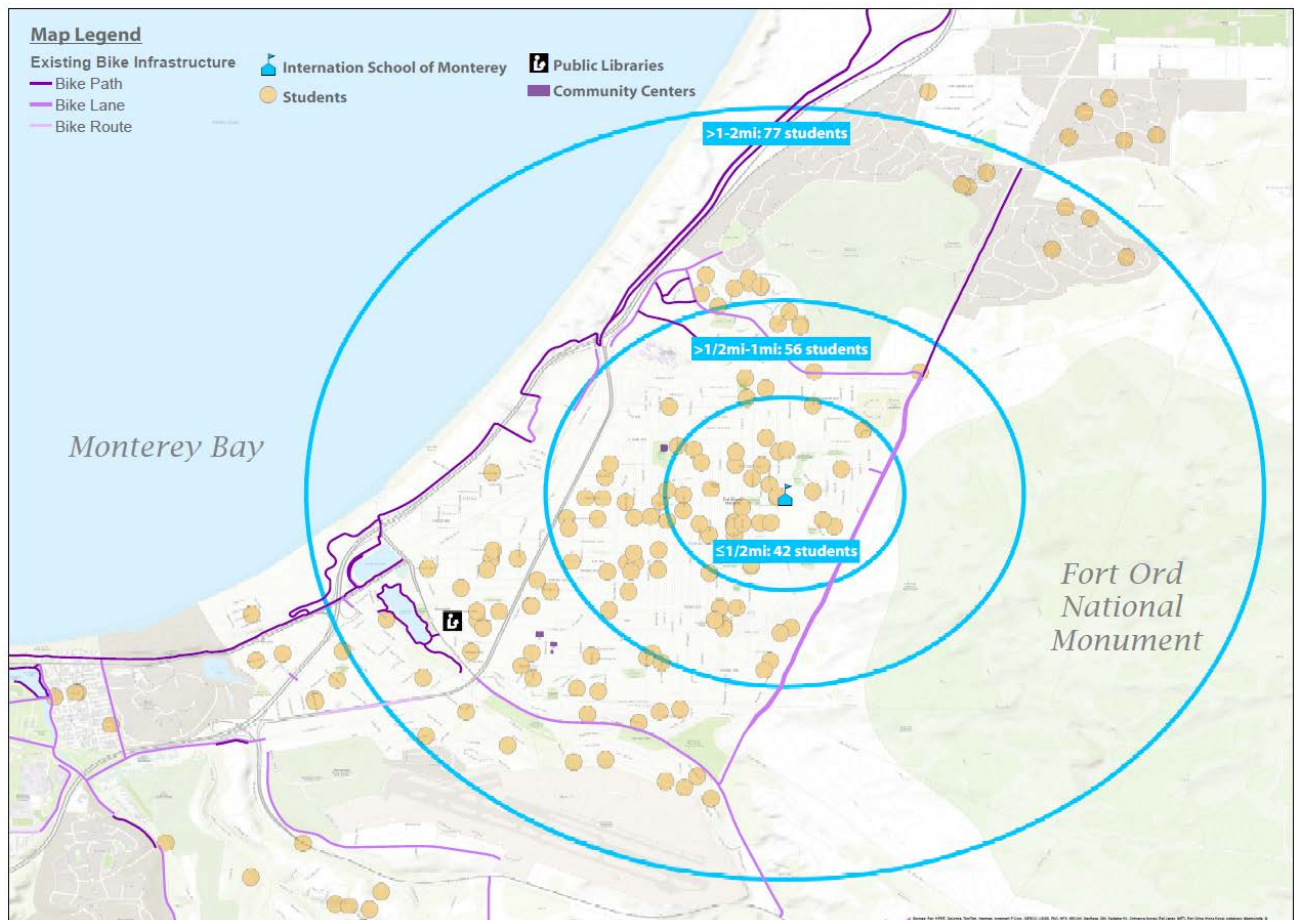




## International School of Monterey (ISM)

ISM is located in central Seaside near the Broadway Avenue corridor. ISM is a charter school and draws students from throughout the Monterey Peninsula (see Map **x**).

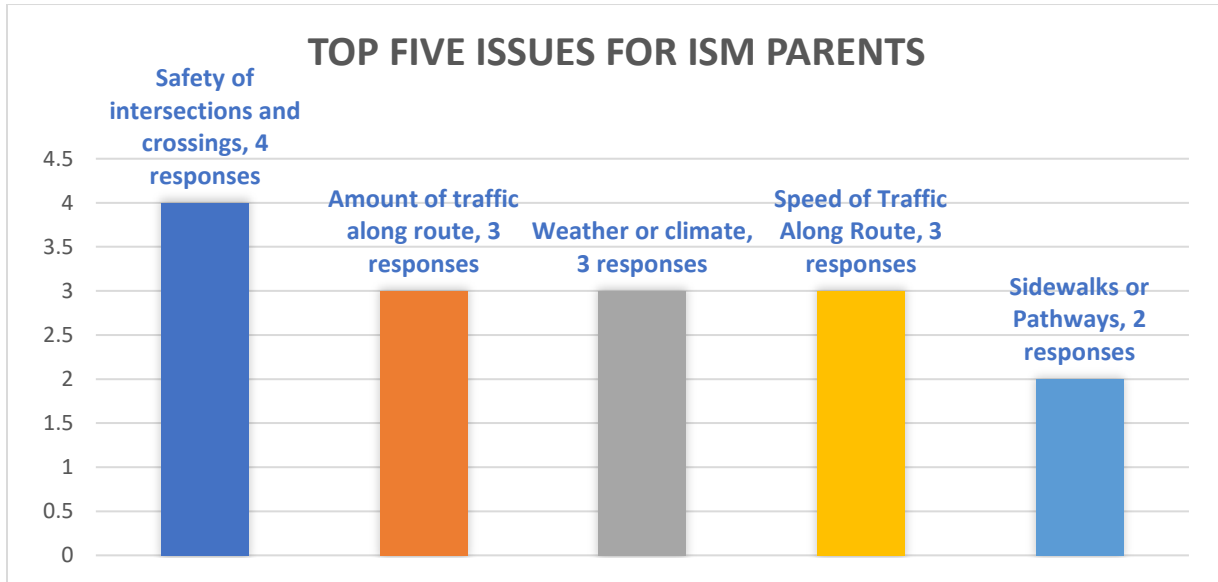
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-8          | 419                | 23.4%                                     | 24.8%                                               | N/A                                       |



## Parent Survey

ISM parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in October of 2018, and four surveys were received. The full survey report is in Appendix **x**.

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below. Please note the small number of survey responses.



## Existing Infrastructure Conditions

### Motorist Conditions

- o ISM has a long drop-off loop and small parking lot. Parking spaces in the loop are reserved for staff parking. Drop-off takes place adjacent to the school in the drop-off loop as well as in the parking lot. The drop off loop is congested before and after school
- o Yosemite Street near ISM is very congested before and after school
- o The intersection of Broadway Avenue and Yosemite Street is congested before and after school with school traffic for both Martin Luther King Jr. School of the Arts and ISM
- o Some drop-off occurs on Westminster Court, which is congested before and after school
- o Some drop-off occurs on San Pablo Avenue where paths through Stuart Park lead to the school campus

## Pedestrian Conditions

- o There are complete sidewalks on both sides of Yosemite Street, Mingo Avenue, San Pablo Avenue, and other roadways near the school
- o There are high-visibility yellow crosswalks on all legs of the intersections of Yosemite Street and Mingo Avenue, Yosemite Street and Broadway Avenue, and Yosemite Street and San Pablo Avenue. There are also high-visibility yellow crosswalks across Yosemite Street at Westminster Court and across San Pablo Avenue at Mescal Street
- o There are missing curb ramps on school campus at the entrance to the parking lot as well as at the school driveway exit, on Yosemite Street at Westminster Court, and on San Pablo Avenue at Mescal Street
- o There are pedestrian paths to campus from the end of Westminster Court and from San Pablo Avenue through Stuart Park. There is also a gate to campus at the end of Miguel Court that was closed at the time of the audit

## Bicycling Conditions

- o There are no bicycle facilities on Yosemite Street or other roadways near the school

## Recommended Infrastructure Improvements around International School of Monterey

The following table lists recommendations for ISM, and Map X below shows their location in relation to the school.

| Location                       | Issue                                                                                                   | Recommendation                                                                                     | Timeframe (short/med/long term) |
|--------------------------------|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------|
| School parking lot             | Parking lot is chaotic during drop-off and pick-up.                                                     | Make staff parking only. Install right-turn only sign and arrow at parking lot exit.               | Short                           |
| School drop-off loop - Phase 1 | Converting parking spaces in loop to student drop-off allows students to be dropped off at the sidewalk | Convert staff parking to loading during pick-up/drop-off times and visitor parking off-peak times. | Short                           |



|                                                       |                                                                                             |                                                                                                                                                                        |        |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| School drop-off loop - Phase 2                        | Missing curb ramps. Families walking up grassy area to campus.                              | Install curb ramps at school driveway entrance and exit. Install ADA compliant path between Yosemite Street and school that connects with crosswalk in drop-off loop.  | Long   |
| Yosemite Street at Westminster Court                  | Missing curb ramps                                                                          | Install ADA-compliant curb ramps on both sides of crosswalk                                                                                                            | Medium |
| Path between Westminster Court at Stuart Park path    | Bollard obstructs bike access                                                               | Remove bollard on east end of path                                                                                                                                     | Short  |
| San Pablo Avenue at Mescal Street                     | Sidewalk ends in drain. Heavy traffic congestion near school and low pedestrian visibility. | Shift existing crosswalk across San Pablo Avenue/Mescal Street northwest to avoid drain. Install curb extensions on both sides of crosswalk and landing on south side. | Medium |
| Pedestrian bridge between Stuart and Cunningham Parks | Heavy traffic on Yosemite Street in front of school                                         | Promote pedestrian bridge as alternate drop-off location                                                                                                               | Short  |
| Pedestrian bridge between Stuart and Cunningham Parks | Concern from parents about student safety on bridge                                         | Replace bridge with design that allows greater visibility onto/from bridge. Upgrade to be ADA-compliant                                                                | Long   |
| Lincoln Cunningham Park paths                         | Paths are in poor condition. No curb ramps at entrances.                                    | Repave and widen existing paths. Install curb ramps at path entrances.                                                                                                 | Medium |
| Path between Stuart Park and school                   | Path is not ADA compliant. Missing curb ramps at entrances.                                 | Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours                                                                     | Medium |

|                                                            |                                                                                                                                 |                                                                                                                |        |
|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|--------|
| Yosemite Street at Mingo Avenue                            | Heavy traffic congestion near school and low pedestrian visibility.                                                             | Install curb extensions on all crosswalk legs                                                                  | Medium |
| Portola Leslie Park entrance from Yosemite Street          | Steep ramp                                                                                                                      | Upgrade ramp to be ADA-compliant                                                                               | Medium |
| Yosemite Street between Mingo Avenue and Westminster Court | 'No Left Turns' sign is not always followed. Cars parked near school loop exit obstruct visibility for drivers leaving the loop | Add centerline diverters to prevent left turns into or out of school drop-off loop. Daylight school loop exit. | Short  |
|                                                            |                                                                                                                                 | See Citywide recommendations for Yosemite                                                                      |        |

# International School of Monterey SRTS Recommendations Map

## Recommendations



- 1** School parking lot:  
Make staff parking only. Install right-turn only sign and arrow at parking lot exit.
- 2** School drop-off loop - Phase 1:  
Convert staff parking to loading during pick-up/drop-off times and visitor parking off-peak times. Phase 2: Install curb ramps at school driveway entrance and exit. Install ADA compliant path between Yosemite Street and school that connects with crosswalk in dropoff loop.
- 3** Yosemite Street at Westminister Court:  
Install ADA-compliant curb ramps on both sides of crosswalk.
- 4** Path between Westminister Court at Stuart Park path:  
Remove bollard on east end of path.
- 5** San Pablo Avenue at Mescal Street:  
Shift existing crosswalk across San Pablo Avenue/Mescal Street northwest to avoid drain. Install curb extensions on both sides of crosswalk and landing on south side.
- 6** Pedestrian bridge between Stuart and Cunningham Parks:  
Promote pedestrian bridge as alternate drop-off location. Replace bridge with design that allows greater visibility onto/from bridge. Upgrade to be ADA-compliant.
- 7** Lincoln Cunningham Park paths:  
Repave and widen existing paths. Install curb ramps at path entrances.
- 8** Path between Stuart Park and school:  
Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours.
- 9** Yosemite Street at Mingo Avenue:  
Install curb extensions on all crosswalk legs.
- 10** Portola Leslie Park entrance from Yosemite Street:  
Upgrade ramp to be ADA-compliant.
- 11** Yosemite Street between Mingo Avenue and Westminister Court:  
Add centerline diverters to prevent left turns into or out of school drop-off loop. Daylight school loop exit.



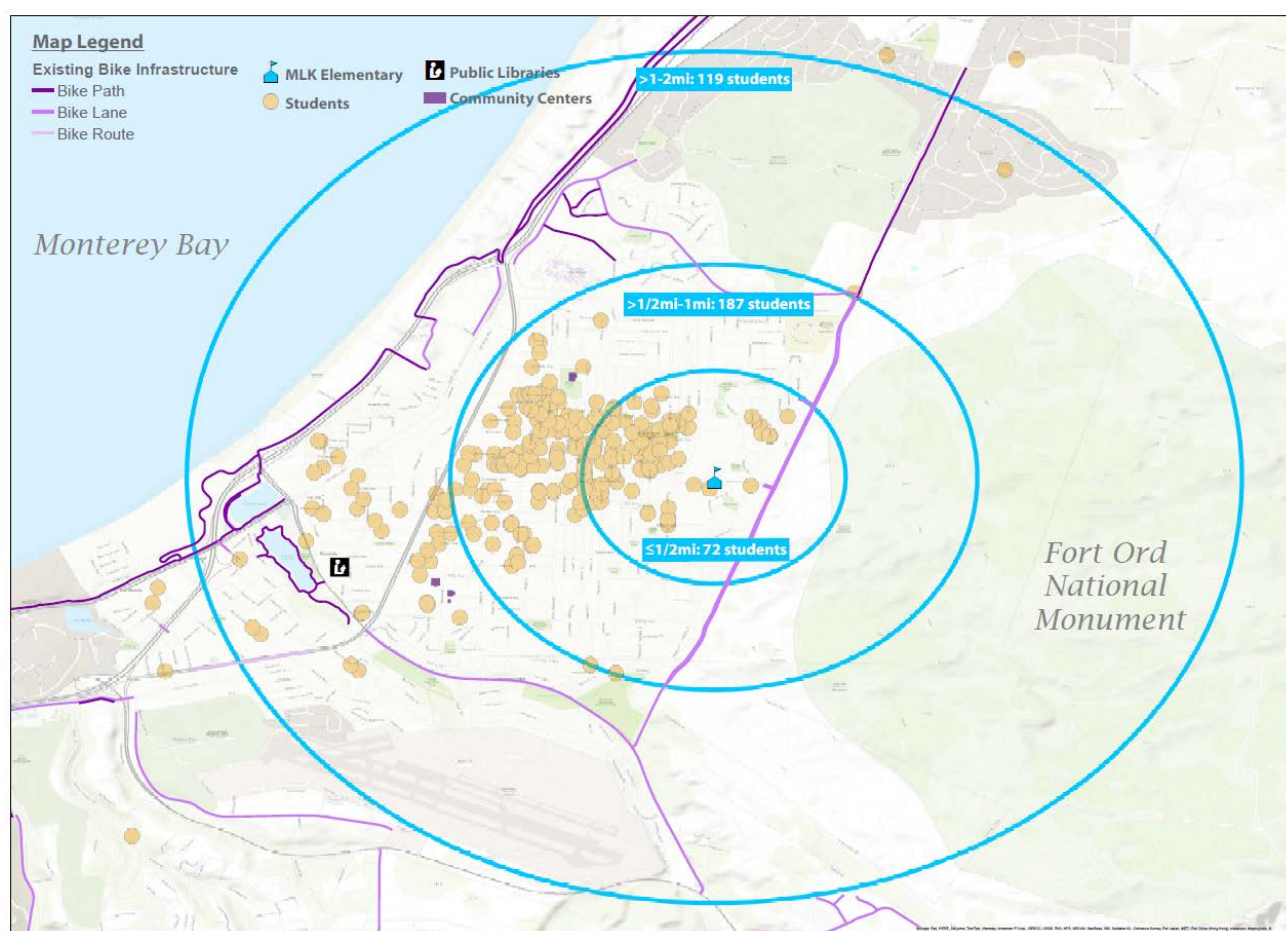
250 ft 500 ft



## Martin Luther King Jr. School of the Arts

Martin Luther King Jr. School of the Arts (MLK) is located in central Seaside along the Broadway Avenue corridor. Most MLK students live in the surrounding neighborhoods, though the majority of students live more than ½ mile from the school (see Map [x](#)).

| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-5          | 402                | 64.4%                                     | 88.6%                                               | 14%                                       |

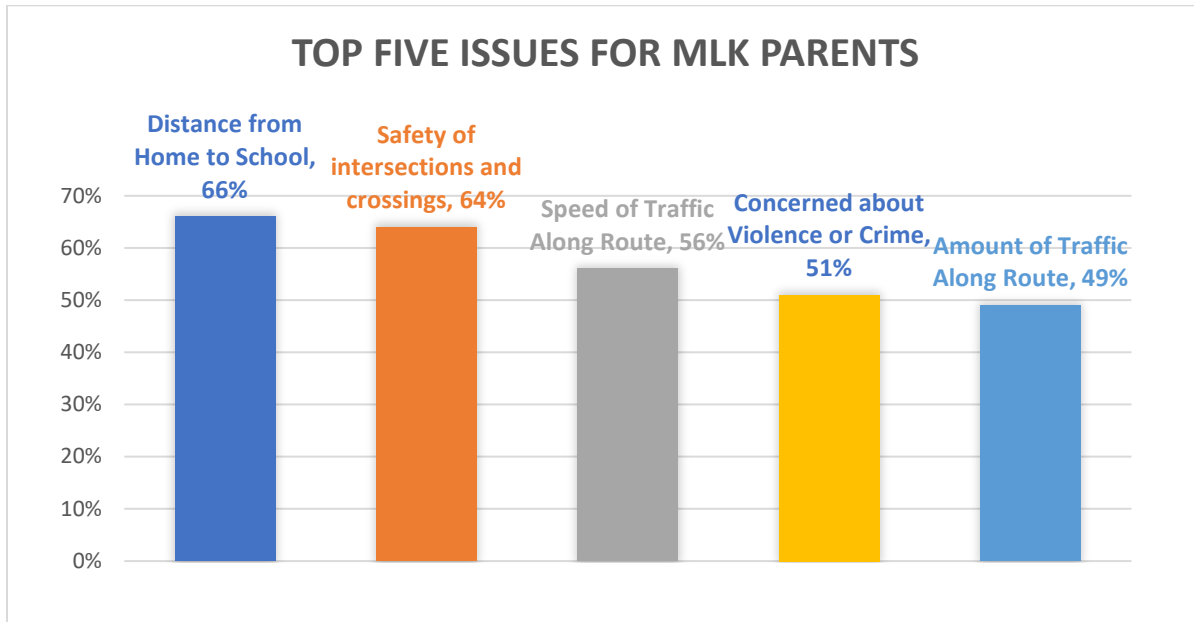


### Parent Survey

MLK parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 164 surveys were received. The full survey report is in Appendix [x](#).



The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o Broadway Avenue is a four-lane roadway with parking on both sides of the street. Most families live west of the school campus, and drivers coming from the west must make an unprotected left turn to reach the school parking lot
- o Drop-off occurs in the school parking lot and on both sides of Broadway Avenue. Left turns are restricted out of the school parking lot
- o Broadway Avenue and the intersection of Broadway Avenue and Yosemite Street are congested before and after school

### Pedestrian Conditions

- o There are complete sidewalks on Broadway Avenue, Yosemite Street, and other roadways near the school
- o There are high-visibility yellow crosswalks at all legs of the intersection of Broadway Avenue and Yosemite Street. The intersection is large and has long pedestrian crossing distances

- o There are no marked crosswalks on Broadway Avenue between Yosemite Street and General Jim Moore Boulevard
- o There are pedestrian pathways to campus from Yosemite Street near Mingo Avenue, as well as from Mescal Street and Marietta Street. The gates to school were not open at the time of the audit

#### Bicycling Conditions

- o There are no bicycle facilities on Broadway Avenue or other residential roadways near the school. There are Class II bike lanes on General Jim Moore Boulevard between Plumas Avenue and Coe Avenue

#### Recommended Infrastructure Improvements around MLK

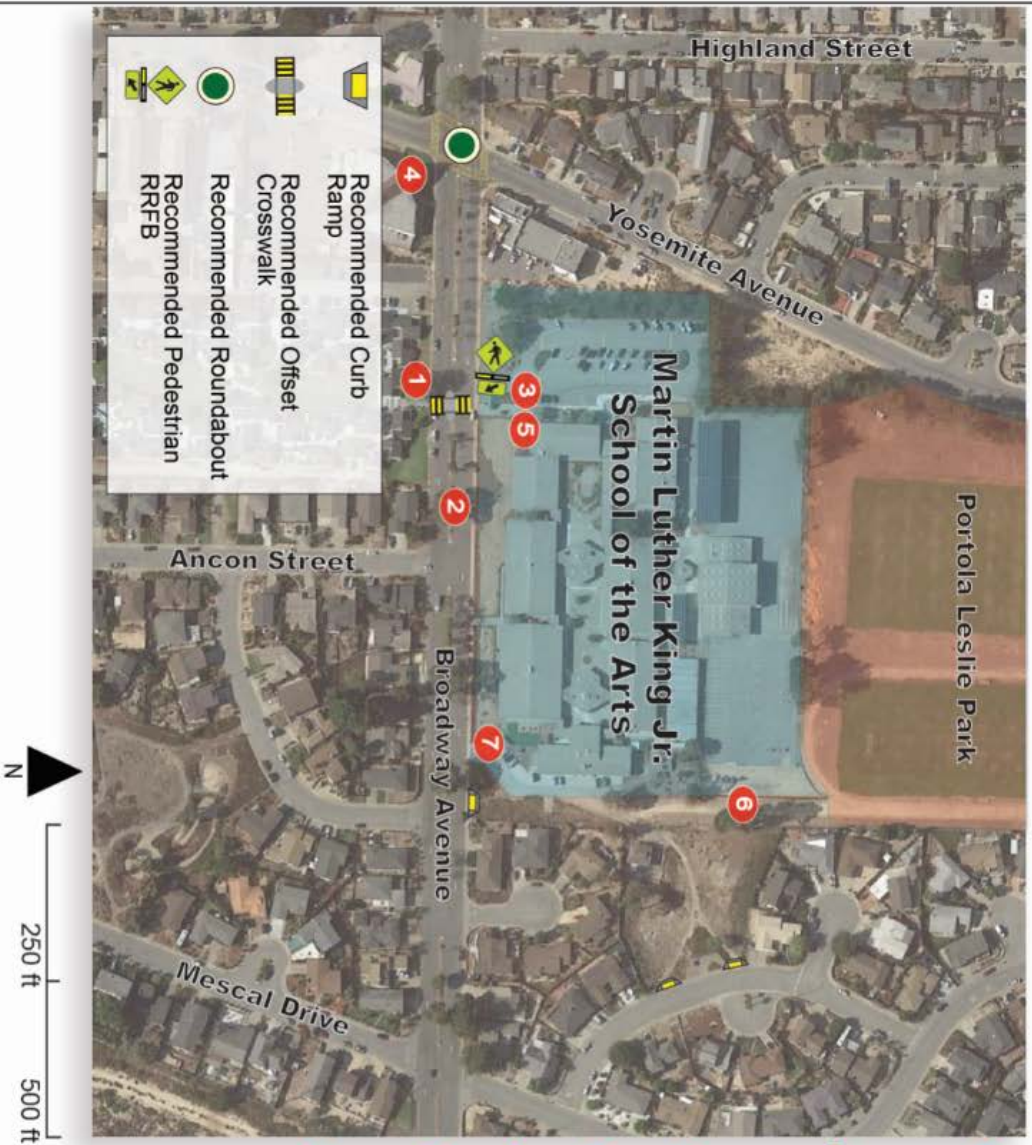
The following table lists recommendations for MLK, and Map X below shows their location in relation to the school.

| Location                                         | Issue                                                                                                                                       | Recommendation                                                                                                                                                                                                                           | Timeframe (short/med/long term) |
|--------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Broadway Avenue east of school driveway entrance | No marked crosswalk on Broadway Avenue between Yosemite Street and General Jim Moore Boulevard. Families crossing without marked crosswalk. | Install high-visibility offset crosswalk across Broadway Avenue and lengthen/widen center median to serve as pedestrian refuge island. Install curb extensions on both sides of crosswalk and install rectangular rapid flashing beacon. | Medium                          |
| Broadway Avenue between Ancon and Yosemite       | If a road diet is installed, need to resolve congestion caused by drivers waiting to enter school parking lot                               | Explore options to accommodate parent travel into school parking lot; either install left turn pocket that is long enough to accommodate school queue or install roundabout at Broadway/Ancon and prevent left turns into school.        | Long                            |
| School driveway entrance                         | Cars parked next to school driveway obstruct visibility for drivers leaving school                                                          | Install standard driveway approach. Install red curb striping on both sides to daylight intersection.                                                                                                                                    | Medium                          |

|                                            |                                                                                                                                                                          |                                                                                                                                                       |        |
|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Broadway Avenue at Yosemite Street         | If a road diet is installed, need a way to move traffic more efficiently through this intersection. Long crossing distances, drivers do not always yield to pedestrians. | Study roundabout at this intersection. If not feasible, install curb extensions on all corners of intersection                                        | Medium |
| School entrance                            | No path for families with wheelchairs or strollers to enter school                                                                                                       | Install ADA-compliant ramp from Broadway Avenue to school entrance                                                                                    | Medium |
| Portola Leslie Park path                   | Paths are in poor condition. No curb ramps at entrances.                                                                                                                 | Upgrade to be ADA-compliant. Open gates outside school hours. Extend path to Broadway, east of school driveway. Install curb ramps at path entrances. | Medium |
| Sidewalk on west side of staff parking lot | Bollard blocks sidewalk access                                                                                                                                           | Remove bollard blocking sidewalk access                                                                                                               | Short  |
|                                            |                                                                                                                                                                          | See Citywide recommendations for Broadway and Yosemite                                                                                                |        |



# Martin Luther King Jr. School of the Arts SRTS Recommendations Map



## Recommendations

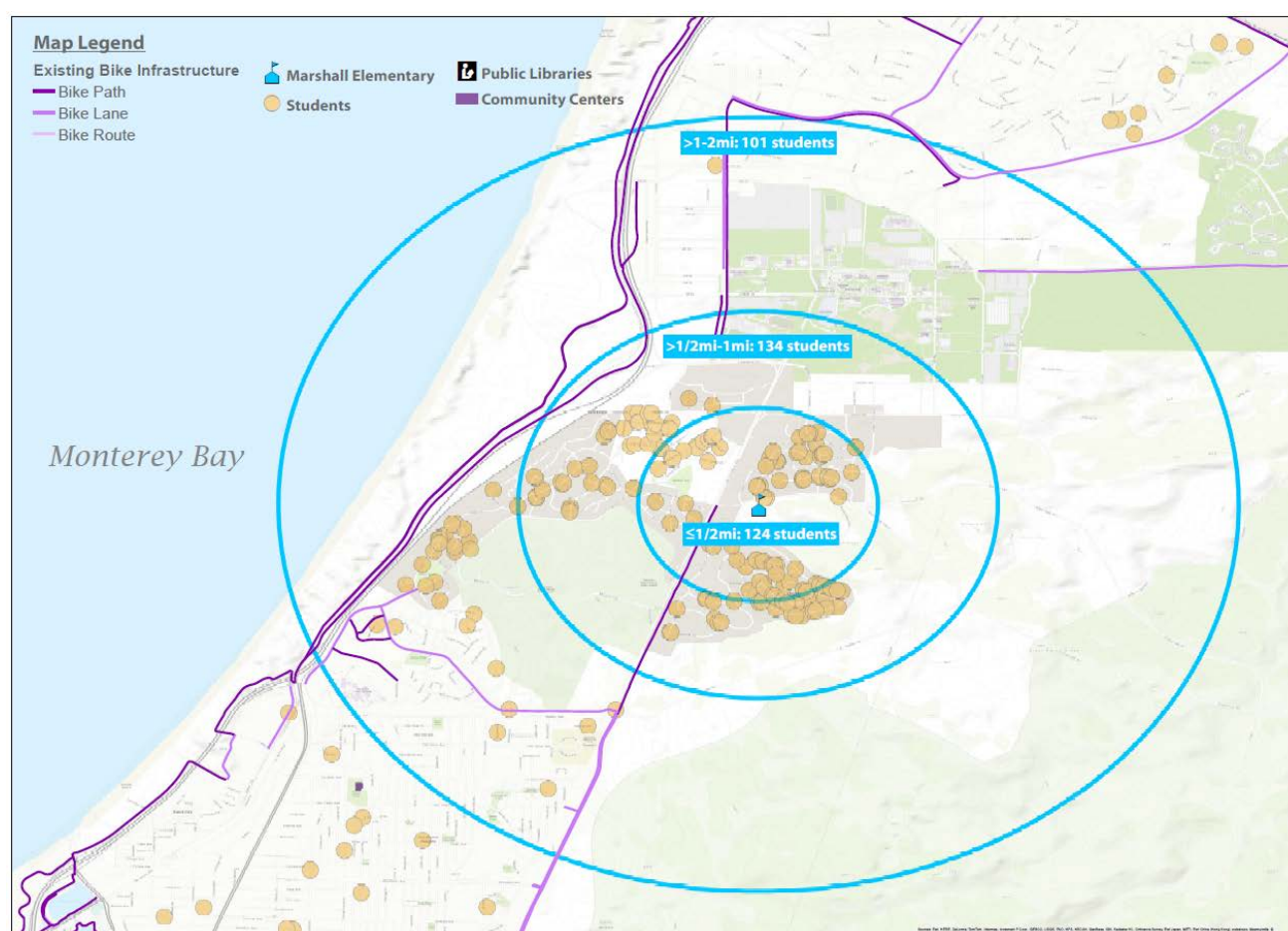
- 1** Broadway Avenue east of school driveway entrance:  
Install high-visibility offset crosswalk across Broadway Avenue and lengthen/widen center median to serve as pedestrian refuge island. Install curb extensions on both sides of crosswalk and install RRB.
- 2** Broadway Avenue between Ancon and Yosemite:  
Explore options to accommodate parent travel into school parking lot; either install left turn pocket that is long enough to accommodate school queue, or install roundabout at Broadway/Ancon and prevent left turns into school.
- 3** School driveway entrance:  
Install standard driveway approach. Install red curb striping on both sides to daylight intersection.
- 4** Broadway Avenue at Yosemite Street:  
Study roundabout at this intersection. If not feasible, install curb extensions on all corners of intersection.
- 5** School entrance:  
Install ADA-compliant ramp from Broadway Avenue to school entrance.
- 6** Portola Leslie Park path:  
Upgrade to be ADA-compliant. Open gates outside school hours. Extend path to Broadway, east of school driveway. Install curb ramps at path entrances.
- 7** Sidewalk on west side of staff parking lot:  
Remove bollard blocking sidewalk access.



## Marshall Elementary

Marshall Elementary is located in northern Seaside. About half of Marshall students live within one mile of the school and the remaining students come from Marina and central Seaside (see Map [x](#)).

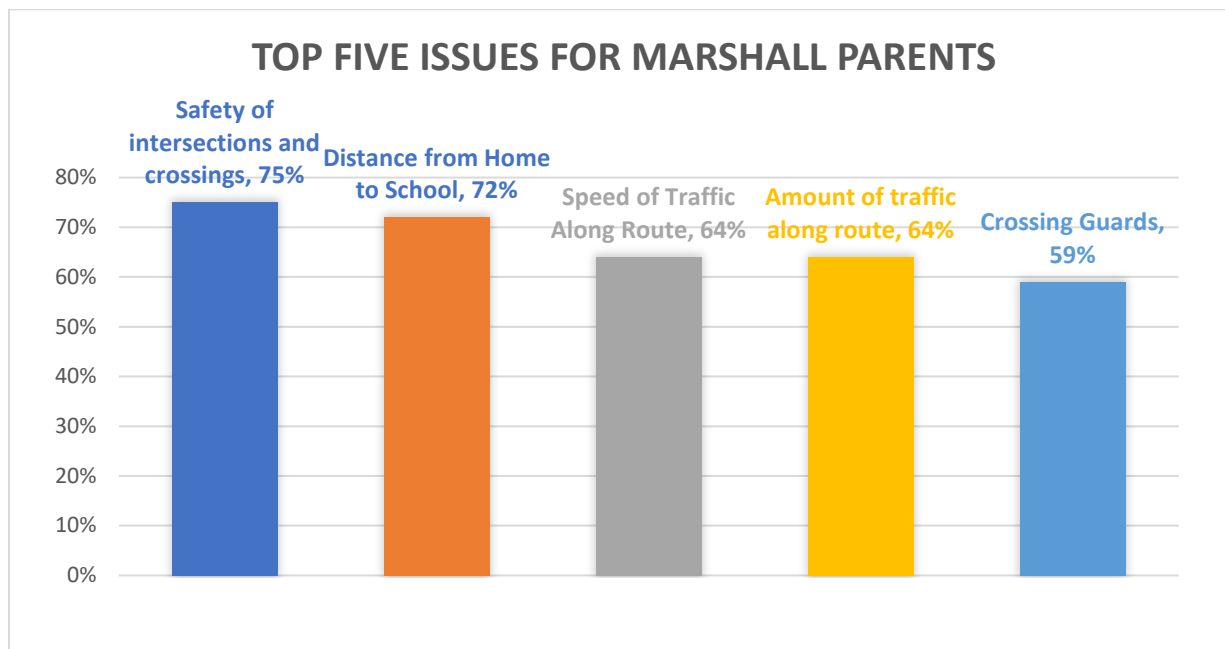
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-5          | 519                | 49.7%                                     | 41.2%                                               | 28%                                       |



## Parent Survey

Marshall parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 285 surveys were received. The full survey report is in Appendix [x](#).

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o Marshall Elementary is located on Normandy Road, a two-lane roadway which is heavily congested before and after school. There is no parking on most of Normandy Road between General Jim Moore Boulevard and the school driveway entrance
- o The intersection of General Jim Moore Boulevard is also congested during the school drop-off period, particularly the northbound right turn lane and the southbound left turn lane
- o Most drop-off takes place in the school parking lot, which has recently been upgraded to install a center sidewalk that allows two lanes of drop-off
- o Some drop-off also occurs on Chapel Drive and in the church parking lot

### Pedestrian Conditions

- o There is complete sidewalk on the north side of Normandy Road between General Jim Moore Boulevard and Parker Flats Cut-off Road. On the south side of Normandy Road there is a sidewalk that is set back from the street between

General Jim Moore Boulevard and Chapel Drive. There is no sidewalk on the south side of Normandy Road between Chapel Drive and the school, but there is an informal dirt path that is heavily used by pedestrians

- o There is sidewalk on the east side of Chapel Drive between Normandy Road and Chapel Road, as well as on the east/south side of Carentan Road between Normandy Road and Nijmegen Road
- o There are high-visibility yellow crosswalks on two legs of the intersection of Normandy Road and Carentan Road in front of the school, as well as on three legs of the intersection of Normandy Road and General Jim Moore Boulevard
- o There is a high-visibility yellow crosswalk across Chapel Drive at Normandy road, and a transverse crosswalk across Chapel Drive at the Porter Youth Center Driveway
- o There is a paved pedestrian pathway that connects Normandy Road and Ardennes Circle. The pavement is damaged in some areas and disappears into sand at the end of the trail

#### Bicycling Conditions

- o There are no bicycle facilities on Normandy Road or other residential roadways near the school
- o There is a Class 1 multi-use path on the east side of General Jim Moore Boulevard between Normandy Road and Coe Avenue and Class II bike lanes south of Coe Avenue. There are no bicycle facilities on General Jim Moore Boulevard north of Normandy Road



## Recommended Infrastructure Improvements around Marshall Elementary

The following table lists recommendations for Marshall, and Map X below shows their location in relation to the school.

| Location                                                                        | Issue                                                                                          | Recommendation                                                                                                           | Timeframe<br>(short/med/<br>long term) |
|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| Dirt south of Normandy Road between existing trail and school driveway entrance | Missing sidewalk, no bicycle facilities                                                        | Install trail/pathway                                                                                                    | Long                                   |
| Normandy Road between school driveway exit and Parker Flats Cut Off             | Missing sidewalk, no bicycle facilities                                                        | Install trail/pathway on south side of Normandy Road                                                                     | Long                                   |
| School driveway entrance                                                        | Cars parked to intersection block pedestrian visibility                                        | Install curb extension on western side to prevent parked cars. Consider bus turning radius in design                     | Medium                                 |
| Normandy Road between General Jim Moore Boulevard and school driveway entrance  | Sidewalk is heavily used by pedestrians and bicyclists, no bicycle facilities on Normandy Road | Widen sidewalk on north side of Normandy Road to 10' multi-use path                                                      | Medium                                 |
| Normandy Road between school driveway entrance and Parker Flats Cut Off Road    | Speeding traffic, no bicycle facilities                                                        | Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school | Medium                                 |
| General Jim Moore Boulevard at Normandy Road                                    | Missing curb ramp                                                                              | Install ramp from trail along General Jim Moore Boulevard onto Normandy Road                                             | Medium                                 |
| General Jim Moore Boulevard trail                                               | Path to school for bicyclists is unclear                                                       | Install wayfinding northbound to show access to school                                                                   | Short                                  |

|                                              |                                                                                                                                          |                                                                                                                                             |        |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Normandy Road at Carentan Road               | Missing curb ramp                                                                                                                        | Install ADA-compliant curb ramp at northwest corner of intersection                                                                         | Medium |
| Normandy Road at Chapel Drive                | Heavy traffic congestion makes pedestrians less visible. Missing curb ramps.                                                             | Install raised crosswalk and ADA-compliant curb ramps                                                                                       | Medium |
| Chapel Drive                                 | Missing sidewalk                                                                                                                         | Close sidewalk gaps on west side between church driveway and Normandy Road.                                                                 | Long   |
| Chapel Road at Chapel Drive                  | Missing curb ramps, no marked crosswalk                                                                                                  | Install ADA-compliant curb ramps and high-visibility crosswalk across Chapel Road                                                           | Medium |
| General Jim Moore Boulevard at Normandy Road | Heavy pedestrian, bicycle and vehicle traffic through the intersection. Conflicts between people walking and biking and turning vehicles | Install protected intersection with leading pedestrian intervals. Install sign indicating that cyclists should use pedestrian signal phase. | Long   |
| Ardennes Circle at end of school pathway     | Crosswalk is non-standard                                                                                                                | Upgrade crosswalk to standard high-visibility                                                                                               | Short  |
| Path from Ardennes Circle to Normandy        | Path is in poor condition                                                                                                                | Repave trail                                                                                                                                | Medium |
| General                                      | Heavy traffic congestion. Drivers cross double yellow line to pass school queue.                                                         | Initiate larger discussion on traffic and enforcement issues around Marshall campus                                                         | Short  |



# George Marshall Elementary School SRTS Recommendations Map



## Recommendations

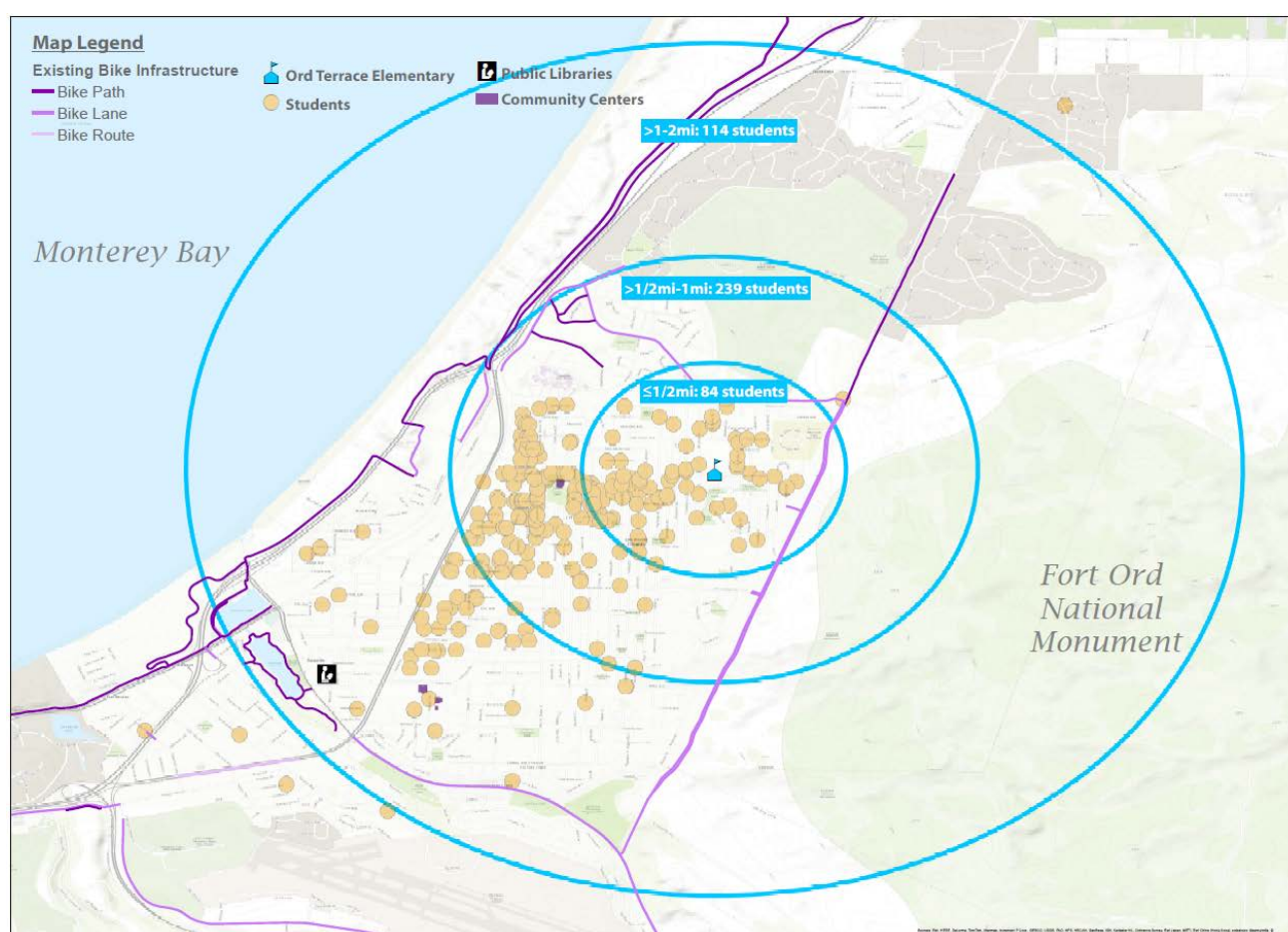
- 1 DIRT south of Normandy Road between existing trail and school driveway entrance.  
Install trail/pathway.
- 2 Normandy Road between school driveway exit and Parker Flats Cut Off.  
Install trail/pathway on south side of Normandy Road.
- 3 School driveway entrance:  
Install curb extension on western side to prevent parked cars.
- 4 Normandy Road between General Jim Moore Boulevard and school driveway entrance:  
Widen sidewalk on north side of Normandy Road to 10' multi-use path.
- 5 Normandy Road between school driveway entrance and Parker Flats Cut Off Road:  
Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school.
- 6 General Jim Moore Boulevard at Normandy Road:  
Install ramp from trail along General Jim Moore Boulevard onto Normandy Road.
- 7 General Jim Moore Boulevard trail:  
Install wayfinding northbound to show access to school.
- 8 Normandy Road at Carentan Road:  
Install ADA-compliant curb ramp at northwest corner of intersection.
- 9 Normandy Road at Chapel Drive:  
Install raised crosswalk and ADA-compliant curb ramps.
- 10 Chapel Drive:  
Close sidewalk gaps on west side between church driveway and Normandy Road.
- 11 Chapel Road at Chapel Drive:  
Install ADA-compliant curb ramps and high-visibility crosswalk across Chapel Road.
- 12 General Jim Moore Boulevard at Normandy Road:  
Install protected intersection with leading pedestrian intervals. Install sign indicating that cyclists should use pedestrian signal phase.
- 13 Ardennes Circle at end of school pathway:  
Upgrade crosswalk to standard high-visibility.
- 14 Path from Ardennes Circle to Normandy:  
Repave trail.
- 15 General:  
Initiate larger discussion on traffic and enforcement issues around Marshall campus.



## Ord Terrace Elementary

Ord Terrace Elementary is located at the northeastern end of the main residential area of Seaside, between Ord Grove Avenue and LaSalle Avenue. Ord Terrace draws students from the surrounding neighborhood and throughout Seaside (see Map [x](#)).

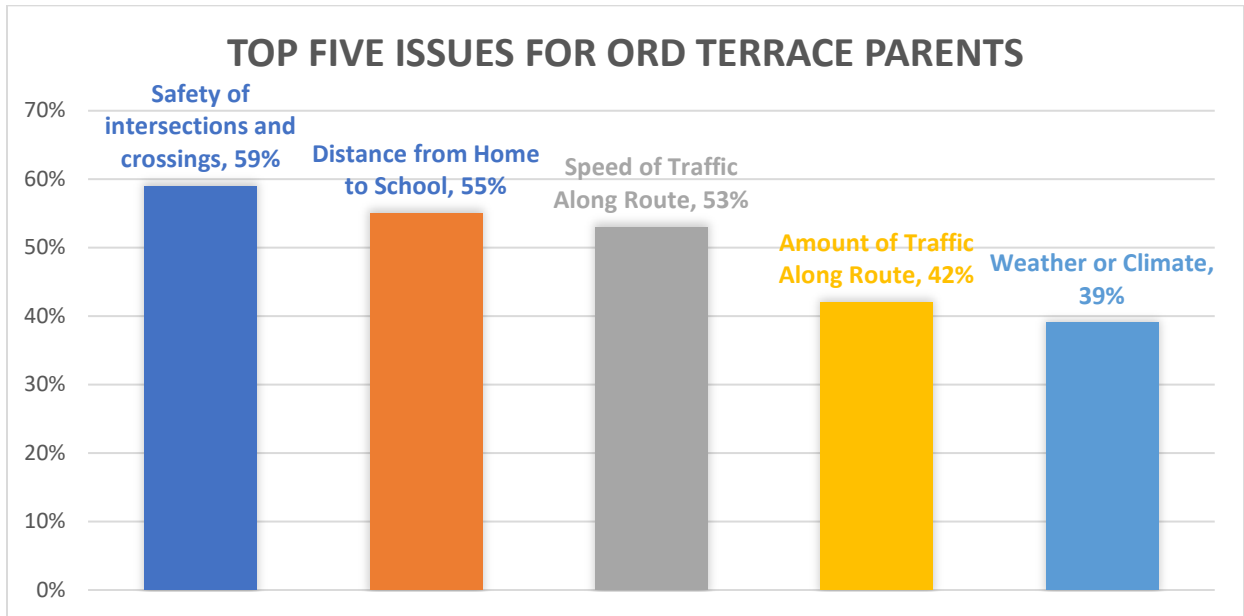
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-5          | 487                | 65.9%                                     | 92.8%                                               | 23%                                       |



## Parent Survey

Ord Terrace parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 174 surveys were received. The full survey report is in Appendix [x](#).

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o Ord Terrace is located on LaSalle Avenue, which is a residential two-lane roadway. La Salle Avenue is congested before and after school
- o The school is located at the crest of a hill, and visibility is limited for drivers traveling east towards the school
- o There is no school drop-off loop at Ord Terrace and student drop-off is not allowed in the two parking lots, which are reserved for staff parking. There is angled parking in front of the school that is designated for short-term parent parking and a drop-off lane with painted white curb along the school frontage
- o Student drop-off takes place along the school frontage and on LaSalle Avenue, as well as on Mariposa Avenue, Lindberg Court, and other streets near the school. The school places cones along the centerline on LaSalle Avenue to discourage U-turns
- o There is a loading zone on Ord Grove Avenue adjacent to the back entrance to the school campus

## Pedestrian Conditions

- o There are continuous sidewalks on LaSalle Avenue, Ord Grove Avenue, and other roadways near the school. There is a sidewalk gap on Mariposa Street at LaSalle Avenue
- o There are high-visibility yellow crosswalks on all legs of the intersection of LaSalle Avenue and Yosemite Street, as well as across Mariposa Street at LaSalle Avenue, across LaSalle Avenue at Lindberg Court, across both legs of Lincoln Street and across LaSalle Avenue at Lincoln Street. On the back side of campus there are high-visibility yellow crosswalks on two legs of the intersection of Ord Grove Avenue and Lincoln Street, on two legs of the intersection of Ord Grove Avenue and Buchanan Street, and across Ord Grove Avenue at Mariposa Street and Yosemite Street. Crosswalks are faded in some locations
- o The crosswalk across LaSalle Avenue at Lindberg Court is controlled by a crossing guard. Students participating in the AAA Safety Patrol program help to direct pedestrian traffic at the intersection of Ord Grove Avenue and Buchanan Street
- o There are paths through Lincoln Cunningham Park and Soliz Park that provide off-street routes to school. Many of these paths are in poor condition
- o There are stairs that provide an alternate entrance to campus from Ord Grove Avenue. There is not an ADA-accessible entrance at this location

## Bicycling Conditions

- o There are no bicycle facilities on LaSalle Avenue, Ord Grove Avenue, or other residential roadways near the school. The nearest bicycle facilities are Class II bike lanes on General Jim Moore Boulevard



## Recommended Infrastructure Improvements around Ord Terrace Elementary

The following table lists recommendations for Ord Terrace, and Map **X** below shows their location in relation to the school.

| Location                                                      | Issue                                                                                                                                                                                                    | Recommendation                                                                                                                                                                                                                                                                                                                                     | Timeframe<br>(short/med/<br>long term) |
|---------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| La Salle Avenue at Lindberg Court                             | Heavy traffic congestion near school and low pedestrian visibility. Drivers frequently make U-turns after dropping off students                                                                          | Install curb extensions on both ends of crosswalk and southeastern corner. Add high visibility crosswalk across Lindberg Court. Reconfigure crosswalk across LaSalle as offset crosswalk. Install median on either side of Lindberg Court to east/west of school driveway entrances, with median serving as pedestrian refuge island at crosswalk. | Medium                                 |
| Diagonal parking spaces on La Salle Avenue in front of school | Angled parking is too wide to accommodate median.                                                                                                                                                        | Install wheel stops in parking spaces. Angle parking spaces at 45 degrees to accommodate center median. Move accessible parking onto campus closer to school entrance.                                                                                                                                                                             | Short                                  |
| La Salle Avenue at Lincoln Street (east)                      | Heavy traffic congestion near school and limited pedestrian visibility. Goal is to direct pedestrians to cross at Lindberg Court, which has a crossing guard and is recommended for safety improvements. | Install curb extensions on both legs of crosswalk. Remove crosswalk across La Salle and restripe crosswalk across Lincoln.                                                                                                                                                                                                                         | Medium                                 |
| Western school driveway (east side of driveway)               | School driveway is wide and has no marked crosswalk.                                                                                                                                                     | Install curb extension to roadway drain in order to narrow entrance/exit. Consider delivery truck turning radius in design. Install high visibility crosswalk across school driveway                                                                                                                                                               | Medium                                 |

|                                                       |                                                                                                                                  |                                                                                                                                                          |        |
|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Loading zone on La Salle Avenue                       | Drivers frequently make U-turns after dropping off students. A wider sidewalk limits space for U-turns.                          | Widen sidewalk on north side between Lincoln and western school driveway. Add signage and striping in roadway to demarcate loading zone.                 | Medium |
| Lincoln Street at Ord Grove Avenue                    | Low pedestrian visibility                                                                                                        | Install curb extensions on all crosswalk legs. Design southwest corner to accommodate driveway                                                           | Medium |
| Ord Grove Avenue at Buchanan Street                   | Low pedestrian visibility                                                                                                        | Install curb extensions on all crosswalk legs                                                                                                            | Medium |
| Ord Grove Avenue in loading zone near Buchanan Street | Missing school signage.                                                                                                          | Install loading zone (R25C(CA)) signs.                                                                                                                   | Short  |
| Yosemite Street at La Salle Avenue                    | Crosswalks faded. Difficult for drivers turning left from Yosemite Street to LaSalle Avenue to see pedestrians waiting to cross. | Update high visibility crosswalks. Install curb extension on southeast corner. Update STOP bars/STOP legends. Install new curb ramps at northern corners | Medium |
| Mariposa Street at LaSalle Avenue                     | Missing sidewalk.                                                                                                                | Fill sidewalk gaps                                                                                                                                       | Medium |
|                                                       |                                                                                                                                  | See Citywide recommendations for La Salle, Ord Grove, Yosemite                                                                                           |        |



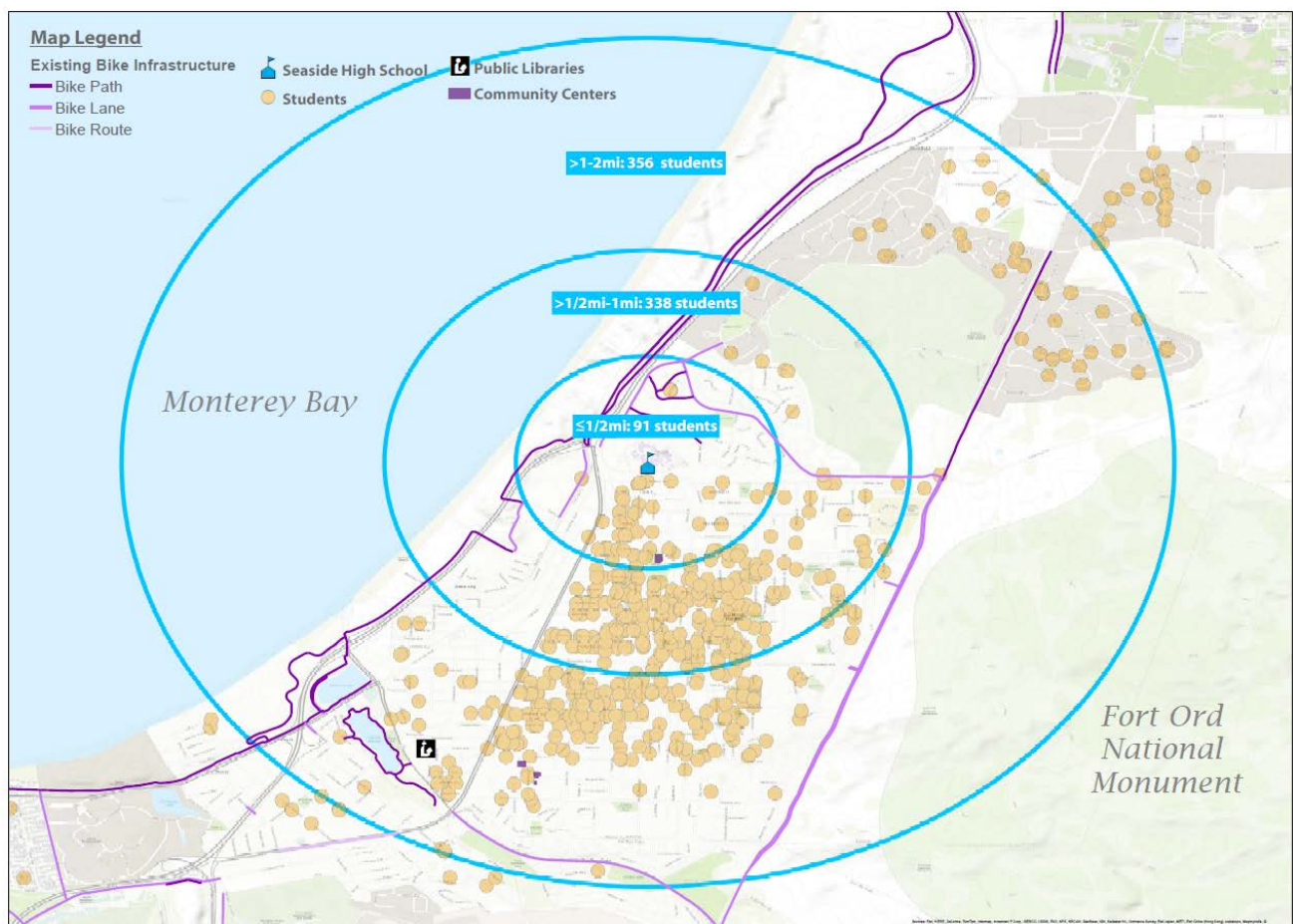
# Ord Terrace Elementary School SRTS Recommendations Map



## Seaside High

Seaside High is located at the northwestern end of the main residential area of Seaside, near Fremont Boulevard and Highway 1. Seaside High students come from throughout Seaside and Del Rey Oaks (see Map [x](#)).

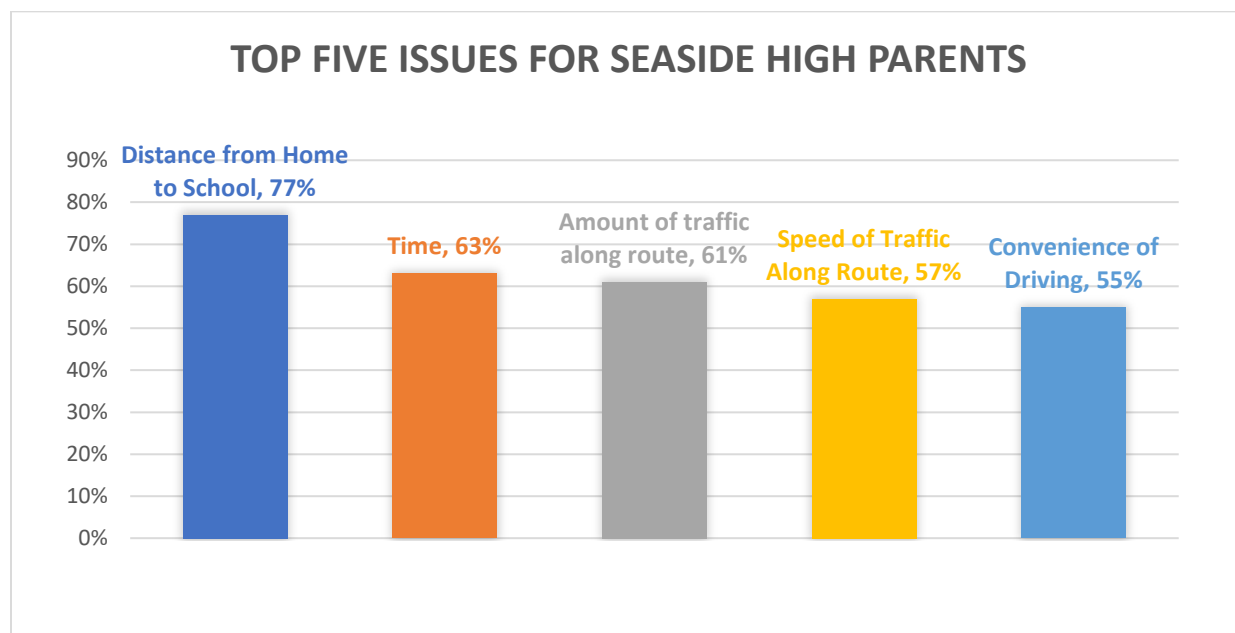
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| 9-12         | 1121               | 38.3%                                     | 68.7%                                               | 30%                                       |



## Parent Survey

Seaside High parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 164 surveys were received. The full survey report is in Appendix [X](#).

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o There are two roadway entrances to Seaside High, one from Noche Buena Street and one from Ord Avenue, off Monterey Road
- o There is a gate at the intersection of Ord Avenue and Noche Buena Street that prevents drivers from turning left from Noche Buena Street to Ord Avenue. There is a road around the perimeter of the school that provides a connection between Ord Avenue and Noche Buena Street
- o Noche Buena Street and Military Avenue are extremely congested before school. School traffic from Seaside High and Seaside Middle combine on Military Avenue, along with commuter traffic
- o There are two drop-off loops on the Seaside High campus, one to the west closer to Noche Buena Street and one to the east
- o The student parking lot is accessible from Ord Avenue. The intersection of Ord Avenue, Monterey Road, Fremont Boulevard, and Highway 1 is very congested before school



## Pedestrian Conditions

- o There are complete sidewalks on Noche Buena Street, Military Avenue, and other residential roadways near the school. In some locations, sidewalks are obstructed by vegetation or parked cars
- o There are high-visibility yellow crosswalks on all legs of the intersection of Noche Buena Street at San Pablo Avenue, LaSalle Avenue, and Ord Grove Avenue. There are also high-visibility yellow crosswalks on two legs of the intersection of Noche Buena Street at Playa Avenue, across La Jolla Avenue at Noche Buena Street, and across both legs of Military Avenue at Noche Buena Street
- o There is a high-visibility crosswalk on the school campus on the western leg of the intersection of Ord Avenue and Noche Buena Street
- o There is an informal dirt pathway on the east side of Fremont Boulevard between Military Avenue and Monterey Road, and on Monterey Road between Fremont Boulevard and Ord Avenue
- o There are transverse crosswalks across the southern legs of the intersections of Monterey Road and California Avenue and Fremont Boulevard. These are large intersections with long crossing distances
- o There is a high-visibility yellow crosswalk across Ord Avenue at Monterey Road. The crosswalk is set back from the intersection and connects to stairs that lead to the school campus. The path to school from the top of the stairs is unpaved
- o There are no sidewalks on Ord Avenue
- o There are informal dirt paths that connect to the school campus from the north

## Bicycling Conditions

- o There are no bicycle facilities on Noche Buena Street, Ord Avenue, or other residential roadways near the school. The nearest bicycle facilities are Class II bike lanes on Monterey Road between Fremont Boulevard and Buna Road, and on California Avenue between Playa Avenue and Monterey Road

## Recommended Infrastructure Improvements around Seaside High

The following table lists recommendations for Seaside High, and Map  below shows their location in relation to the school.

| Location                                  | Issue                                                                                                                                  | Recommendation                                                                                                                                                                                                                                                                                                                                                                               | Timeframe<br>(short/med/<br>long term) |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| Highway 1/Monterey Road/Fremont Boulevard | Challenging intersection for pedestrians, including long crossing distances, long wait times, and missing sidewalk.                    | Study opportunities for bicycle and pedestrian improvements in future regional intersection project, including high visibility yellow crosswalks, curb extensions to shorten crossing distances on Fremont Boulevard, leading pedestrian intervals, offset crosswalks, school signage, pedestrian pathway on south side of intersection, pedestrian median islands, and reduced lane widths. | Long                                   |
| Ord Avenue stairs onto school             | Students use dirt path to reach campus. No ADA accessible ramp.                                                                        | Formalize path from top of stairs onto campus. Install ADA accessible ramp next to stairway.                                                                                                                                                                                                                                                                                                 | Medium                                 |
| Ord Avenue at Monterey Road               | Missing sidewalk. Crosswalk is set back from intersection. No pedestrian landing on east side of Ord Avenue.                           | Install sidewalk on south side of Monterey Road between Ord Avenue and Fremont Boulevard. Move crosswalk across Ord Ave. to intersection. Install landing on east side of Ord Avenue between new crosswalk and stairs. Install curb extension on west side of crosswalk.                                                                                                                     | Long                                   |
| Ord Avenue at Noche Buena                 | Traffic is congested entering the school. No sidewalk on east side of street - students currently cross Noche Buena mid-block to reach | Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Ave.                                                                                                                                                                                                                                                                                                          | Long                                   |

|                                                             |                                                                                                                    |                                                                                                                                                                                                                                                                                                                  |        |
|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
|                                                             | sidewalk on west side                                                                                              |                                                                                                                                                                                                                                                                                                                  |        |
| Ord Avenue on school campus                                 | No safe path for students entering campus from the east. Traffic is complicated by presence of two drop-off loops. | Install raised crosswalk and stop/yield signs east of the first school drop-off loop. Allow bus access only to eastern drop-off loop and restrict parent entry. Install sidewalk on south side of Ord Avenue between Noche Buena and new crosswalk. Formalize pathway from north side of Ord Avenue into campus. | Long   |
| Noche Buena at Military Avenue                              | Low pedestrian visibility.                                                                                         | Install curb extensions on all corners to shorten crossing distance across Military Avenue                                                                                                                                                                                                                       | Medium |
| Ord Grove Avenue at Noche Buena Street                      | Low pedestrian visibility.                                                                                         | Install curb extensions on all corners to shorten crossing distance across Ord Grove Avenue                                                                                                                                                                                                                      | Medium |
| Noche Buena Street at La Salle Avenue                       | Low pedestrian visibility.                                                                                         | Install curb extensions on all corners                                                                                                                                                                                                                                                                           | Medium |
| Fremont Boulevard between Monterey Road and Military Avenue | Dirt pathway, no sidewalk.                                                                                         | Formalize path to Class I facility between Military Avenue and Monterey Road                                                                                                                                                                                                                                     | Medium |
|                                                             |                                                                                                                    | See Citywide recommendations for Military, Noche Buena and Ord Grove                                                                                                                                                                                                                                             |        |



# Seaside High School SRTS Recommendations Map

## Recommendations



- 1 Highway 1/Monterey Road/Fremont Boulevard:  
Study opportunities for bicycle and pedestrian improvements in future regional intersection project, including: high visibility yellow crosswalks, curb extensions to shorten crossing distances on Fremont Boulevard, leading pedestrian intervals, offset crosswalks, school signage, pedestrian pathway on south side of intersection, provide pedestrian median islands, and reduced lane widths.
- 2 Ord Avenue stairs onto school:  
Formalize path from top of stairs onto campus. Install ADA accessible ramp next to stairway.
- 3 Ord Avenue at Monterey Road:  
Install sidewalk on south side of Monterey Road between Ord Avenue and Fremont Boulevard. Move crosswalk across Ord Avenue to intersection. Install landing on east side of Ord Avenue between new crosswalk and stairs. Install curb extension on west side of crosswalk.
- 4 Ord Avenue at Noche Buena:  
Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Ave.
- 5 Ord Avenue on school campus:  
Install raised crosswalk and stop/yield signs east of the first school dropoff loop. Allow bus access only to eastern drop-off loop and restrict parent entry. Install sidewalk on south side of Ord Avenue between Noche Buena and new crosswalk. Formalize pathway from north side of Ord Avenue into campus.
- 6 Noche Buena at Military Avenue:  
Install curb extensions on all corners to shorten crossing distance across Military Avenue.
- 7 Ord Grove Avenue at Noche Buena Street:  
Install curb extensions on all corners to shorten crossing distance across Ord Grove Avenue.
- 8 Noche Buena Street at La Salle Avenue:  
Install curb extensions on all corners.
- 9 Fremont Boulevard between Monterey Road and Military Avenue:  
Formalize path to Class 1 facility between Military Avenue and Monterey Road.

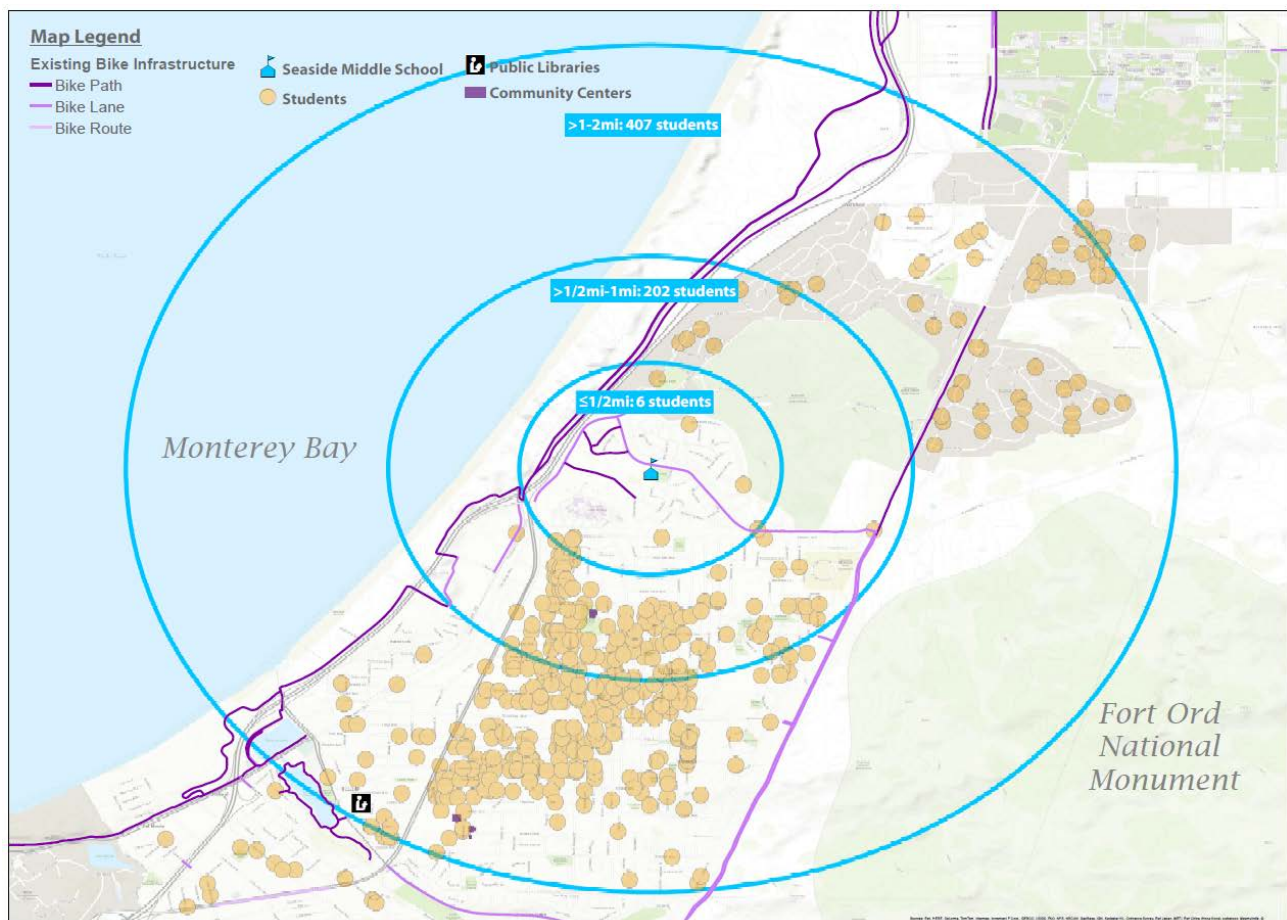
250 ft 500 ft



## Seaside Middle

Seaside Middle is located at the northwestern end of the main residential area of Seaside and draws students from throughout the city (see Map **x**).

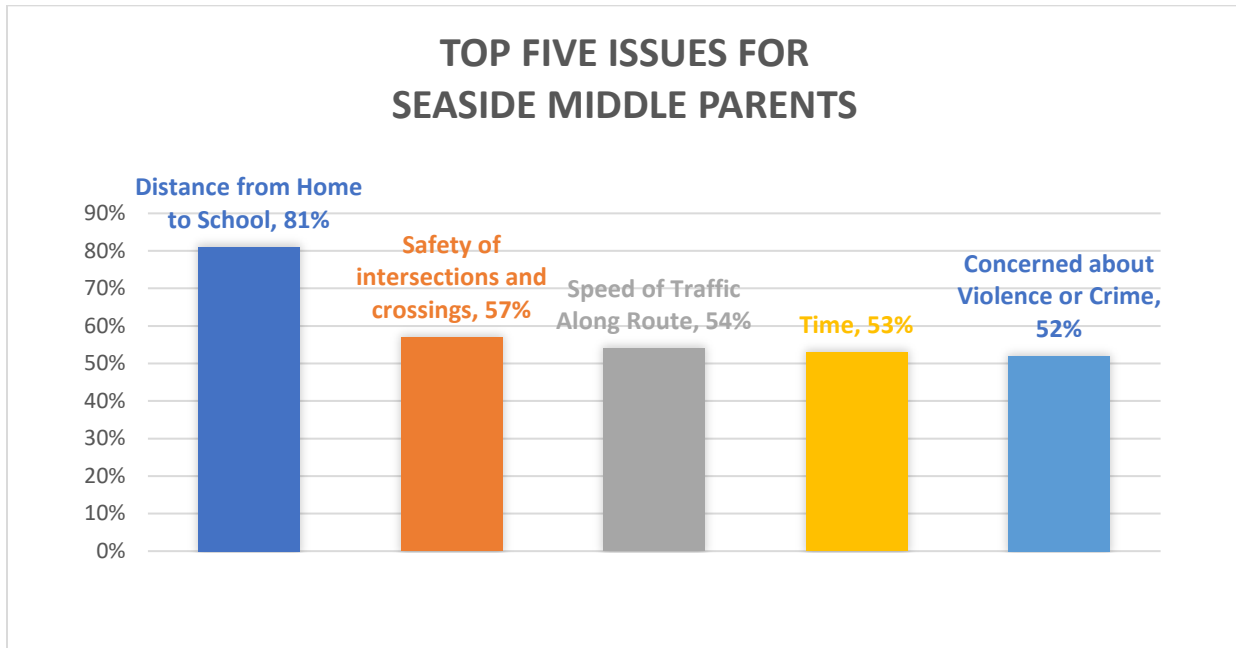
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| 6-8          | 827                | 25.2%                                     | 89.4%                                               | 14%                                       |



## Parent Survey

Seaside Middle parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 188 surveys were received. The full survey report is in Appendix **x**.

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Existing Infrastructure Conditions

#### Motorist Conditions

- o Seaside Middle is located on Coe Avenue and is physically separated from the main residential areas of Seaside. The two options for accessing Seaside Middle School by car are General Jim Moore Boulevard from the east or Coe Avenue/Monterey Road from the west
- o This configuration leads to heavy school drop-off traffic on Coe Avenue and at the intersection of Coe Avenue and General Jim Moore Boulevard
- o The school drop-off loop is heavily congested before and after school
- o School drop-off also takes place on Military Avenue and Peralta Avenue. There is a gate that blocks vehicle traffic at the end of Peralta Avenue, which connects to the residential areas of Seaside. This area is congested before and after school
- o There is a second school driveway on the west side of campus that is designated for bus drop-off only

## Pedestrian Conditions

- o There is continuous sidewalk on the north side of Coe Avenue, as well as on Military Avenue, Peralta Avenue, and other residential roadways south of the school. There is continuous sidewalk on both sides of General Jim Moore Boulevard near the school
- o There are yellow high-visibility crosswalks across both school driveway entrances and across Coe Avenue at Peralta Avenue
- o Most students live south of the school, and most pedestrians walk to school through the gate on Peralta Avenue. The crosswalk across Coe Avenue at Peralta Avenue is heavily used by pedestrians
- o There are transverse crosswalks at the intersection of Coe Avenue and General Jim Moore Boulevard
- o There are several informal dirt paths between Coe Avenue and the school that are used by students to get to school

## Bicycling Conditions

- o There are Class II bike lanes on Coe Avenue between General Jim Moore Boulevard and Monterey Road
- o There are Class II bike lanes on General Jim Moore Boulevard between the Seaside City limits and Coe Avenue, and a Class I facility on the east side of General Jim Moore Boulevard between Coe Avenue and Normandy Road



## Recommended Infrastructure Improvements around Seaside Middle

The following table lists recommendations for Seaside Middle, and Map **X** below shows their location in relation to the school.

| Location                                                                                                   | Issue                                                                                                       | Recommendation                                                                                                                                                                                                            | Timeframe<br>(short/med/<br>long term) |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| South side of school between drop-off driveway and Coe Avenue (approximately 350 feet north of Coe Avenue) | Students use dirt paths to reach campus                                                                     | Upgrade informal pathway to Class I facility                                                                                                                                                                              | Medium                                 |
| School parking lot                                                                                         | Missing curb ramps. Signage does not meet current standards.                                                | Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign to be MUTCD-compliant                                                                              | Medium                                 |
| School campus                                                                                              | Current drop-off loop is very congested and inefficient.                                                    | Create new roadway adjacent to school buildings to connect school driveway with bus drop-off area, with new drop-off area adjacent to school buildings. Restrict current drop-off loop to bus drop-off and staff parking. | Long                                   |
| Coe Avenue at Paralta Avenue                                                                               | Intersection is inefficient, with drivers unable to cross due to continuous stream of pedestrians crossing. | Consider roundabout. Use crossing guard to control the flow of pedestrian and vehicle traffic.                                                                                                                            | Long                                   |
| Coe Avenue at Paralta Avenue                                                                               | Bollard blocks bicycle and pedestrian access.                                                               | Remove bollard to allow for easier bike and pedestrian access.                                                                                                                                                            | Short                                  |
| Coe Avenue between Dahlia Drive and General                                                                | Cars encroaching in eastbound bike lane as they wait to enter school.                                       | Remove bike lane from south side of road. Install two-way separated bikeway on north side of road                                                                                                                         | Long                                   |

|                                   |                                                                                                                                                                                                                      |                                                                                                                         |        |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|--------|
| Jim Moore Boulevard               |                                                                                                                                                                                                                      |                                                                                                                         |        |
| Military Avenue at Peralta Avenue | Substantial drop-off traffic on Military Avenue and Peralta Avenue, conditions are chaotic. The goal of this recommendations is to direct traffic into one direction so that drop-off movements are more consistent. | Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.                               | Medium |
| Peralta Avenue at Coe Avenue      | Drivers drop off students in dead-end portion of Peralta Avenue, which creates hazardous conditions.                                                                                                                 | Block Peralta Avenue north of Military Avenue. Install landscaped trail that allows for emergency access to Coe Avenue. | Medium |
|                                   |                                                                                                                                                                                                                      | See Citywide recommendations for Military                                                                               |        |



# Seaside Middle School SRTS Recommendations Map



## Recommendations

- 1 South side of school between drop-off driveway and Coe Avenue (approximately 350 feet north of Coe Avenue). Upgrade informal pathway to Class I facility.
- 2 School parking lot. Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign to be MUTCD-compliant.
- 3 School campus. Create new roadway adjacent to school buildings to connect school driveway with bus drop-off area, with new drop-off area adjacent to school buildings. Restrict current drop-off loop to bus drop-off and staff parking.
- 4 Coe Avenue at Peralta Avenue. Consider roundabout.
- 5 Coe Avenue at Peralta Avenue. Remove bollard to allow for easier bike/pedestrian access.
- 6 Coe Avenue between Dahlia Drive and General Jim Moore Boulevard. Remove bike lane from south side of road. Install two-way separated bikeway on north side of road.
- 7 Military Avenue at Peralta Avenue. Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.
- 8 Peralta at Coe Avenue. Block Peralta Avenue north of Military Avenue. Install landscaped trail that allows for emergency access to Coe Avenue.

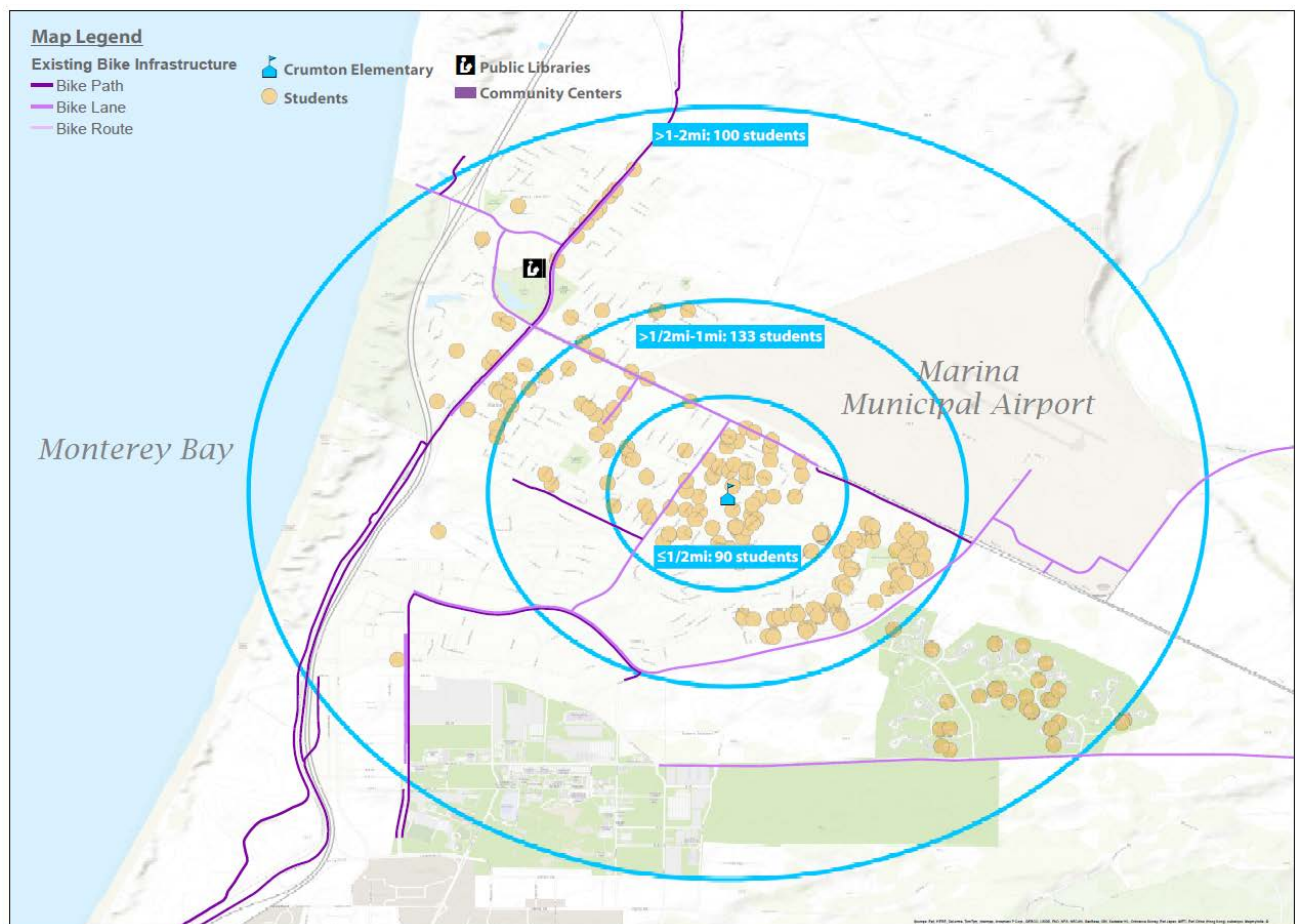


## City of Marina

### **Crumpton Elementary**

Crumpton is located in central Marina and draws most of students from the surrounding neighborhoods. Some students live east of the campus in Preston Park and the neighborhood south of Imjin Parkway (see Map **x**).

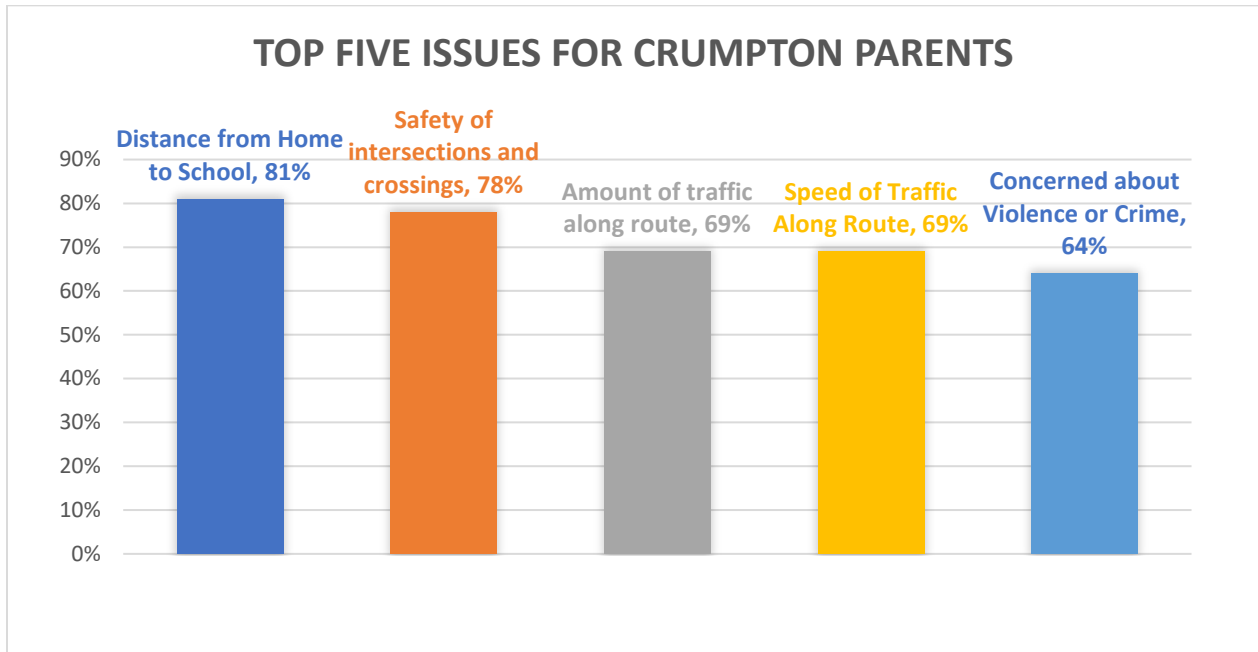
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-5          | 444                | 50.2%                                     | 63.3%                                               | 12%                                       |



### Parent Survey

Crumpton parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 181 surveys were received. The full survey report is in Appendix **x**.

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Existing Infrastructure Conditions

#### Motorist Conditions

- o Crumpton Elementary is located on Carmel Avenue, a residential two-lane roadway with parking on both sides of the street
- o There is a small school drop-off loop that is heavily congested before school. A red curb separates the drop-off lane from the parking area
- o There is a larger parking lot on the west side of campus that is designated for staff parking only
- o Left turns out of the school drop-off loop are prohibited
- o The parking area on Carmel Avenue east of the school driveway exit is designated for bus drop-off

#### Pedestrian Conditions

- o There are continuous sidewalks on both sides of Carmel Avenue between California Avenue and Bayer Street. There are intermittent sidewalk gaps on Carmel Avenue west of California Avenue

- o There are yellow transverse crosswalks on two legs of the intersections of Carmel Avenue and Carmelo Circle and Carmel Avenue and Lynscott Drive
- o There are high-visibility yellow crosswalks on all legs of the intersection of Carmel Avenue and California Avenue
- o There is a pedestrian pathway to the back of campus from Phillips Circle

#### Bicycling Conditions

- o There are no bicycle facilities on Carmel Avenue or other roads near the school
- o There are Class II bicycle lanes on California Avenue between Reservation Road and Imjin Road

#### Recommended Infrastructure Improvements around Crumpton Elementary

The following table lists recommendations for Crumpton, and Map X below shows their location in relation to the school.

| Location                           | Issue                                                                                                            | Recommendation                                                                                                                                      | Timeframe (short/med/long term) |
|------------------------------------|------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Carmel Avenue at Lynscott Drive    | Speeding on Lynscott Drive. Drivers do not stop for pedestrians waiting to cross.                                | Install curb extensions on northern corners of intersection. Upgrade crosswalks to high visibility                                                  | Medium                          |
| School drop-off loop entrance      | Drivers waiting to enter school loop block traffic through the intersection of Carmel Avenue and Carmelo Circle. | Reconfigure drop-off loop so that entrance aligns with Carmelo Circle intersection. Install ADA-compliant curb ramps at driveway entrance.          | Long                            |
| School drop-off loop exit          | Missing curb ramps. Some drivers enter the loop through the exit driveway.                                       | Install ADA-compliant ramps and DO NOT ENTER signs at driveway exit                                                                                 | Medium                          |
| Carmel Avenue at California Avenue | Long crossing distances, hotspot for bicycle and pedestrian collisions.                                          | Study options to install roundabout or curb extensions on all corners of intersection. Reduce to one vehicle lane for each leg of the intersection. | Long                            |

|                                                              |                                                         |                                                                                                                                                        |        |
|--------------------------------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Carmel Avenue at Carmelo Circle                              | Heavy traffic congestion and low pedestrian visibility. | Install curb extensions on all crosswalk legs. Upgrade crosswalks to high visibility                                                                   | Short  |
| Carmel Avenue between school drop-off loop entrance and exit | Bushes obstruct drop-off in front of school.            | Remove bushes and replace with wider sidewalk to allow for drop off on street                                                                          | Medium |
| School drop-off loop landscaping                             | No path for pedestrians from front of school.           | Install ADA-compliant pathway from street to ADA crosswalk in drop-off loop. May require removal of handicapped parking spaces - look into relocating. | Medium |
| Epiphany Lutheran & Episcopal Church                         | Heavy traffic congestion near school.                   | Encourage church as formal drop-off location                                                                                                           | Short  |
| Lynscott Drive between Reservation Road and Carmel Avenue    | Secondary route to school.                              | Study feasibility of Safe Routes to Schools Connector treatments                                                                                       | Medium |
| Salinas Avenue between Reservation Road and Carmel Avenue    | No dedicated bicycle facilities.                        | Add Class I facility as part of future reconstruction project.                                                                                         | Long   |
| Phillips Circle                                              | Difficult to access path with bike or stroller.         | Install accessible ramp at entrance to path to school                                                                                                  | Medium |



# Crumpton Elementary School SRTS Recommendations Map

## Recommendations



- 1** Carmel Avenue at Lynscoff Drive:  
Install curb extensions on northern corners of intersection. Upgrade crosswalks to high visibility.
- 2** School drop-off loop entrance:  
Reconfigure dropoff loop so that entrance aligns with Carmelo Circle intersection. Install ADA-compliant curb ramps at driveway entrance.
- 3** School drop-off loop exit:  
Install ADA-compliant ramps and DO NOT ENTER signs at driveway exit.
- 4** Carmel Avenue at California Avenue:  
Study options to install roundabout or curb extensions on all corners of intersection. Reduce to one vehicle lane for each leg of the intersection.
- 5** Carmel Avenue at Carmelo Circle:  
Install curb extensions on all crosswalk legs. Upgrade crosswalks to high visibility.
- 6** Carmel Avenue between school drop-off loop entrance and exit:  
Remove bushes and replace with wider sidewalk to allow for drop off on street.
- 7** School drop-off loop landscaping:  
Install ADA-compliant pathway from street to ADA crosswalk in drop-off loop. May require removal of handicapped parking spaces - look into relocating.
- 8** Epiphany Lutheran & Episcopal Church:  
Encourage church as formal drop-off location.
- 9** Lynscoff Drive between Reservation Road and Carmel Avenue:  
Study feasibility of Safe Routes to Schools Connector treatments.
- 10** Salinas Avenue between Reservation Road and Carmel Avenue:  
Add Class I facility as part of future reconstruction project.
- 11** Phillips Circle:  
Install accessible ramp at entrance to path to school.

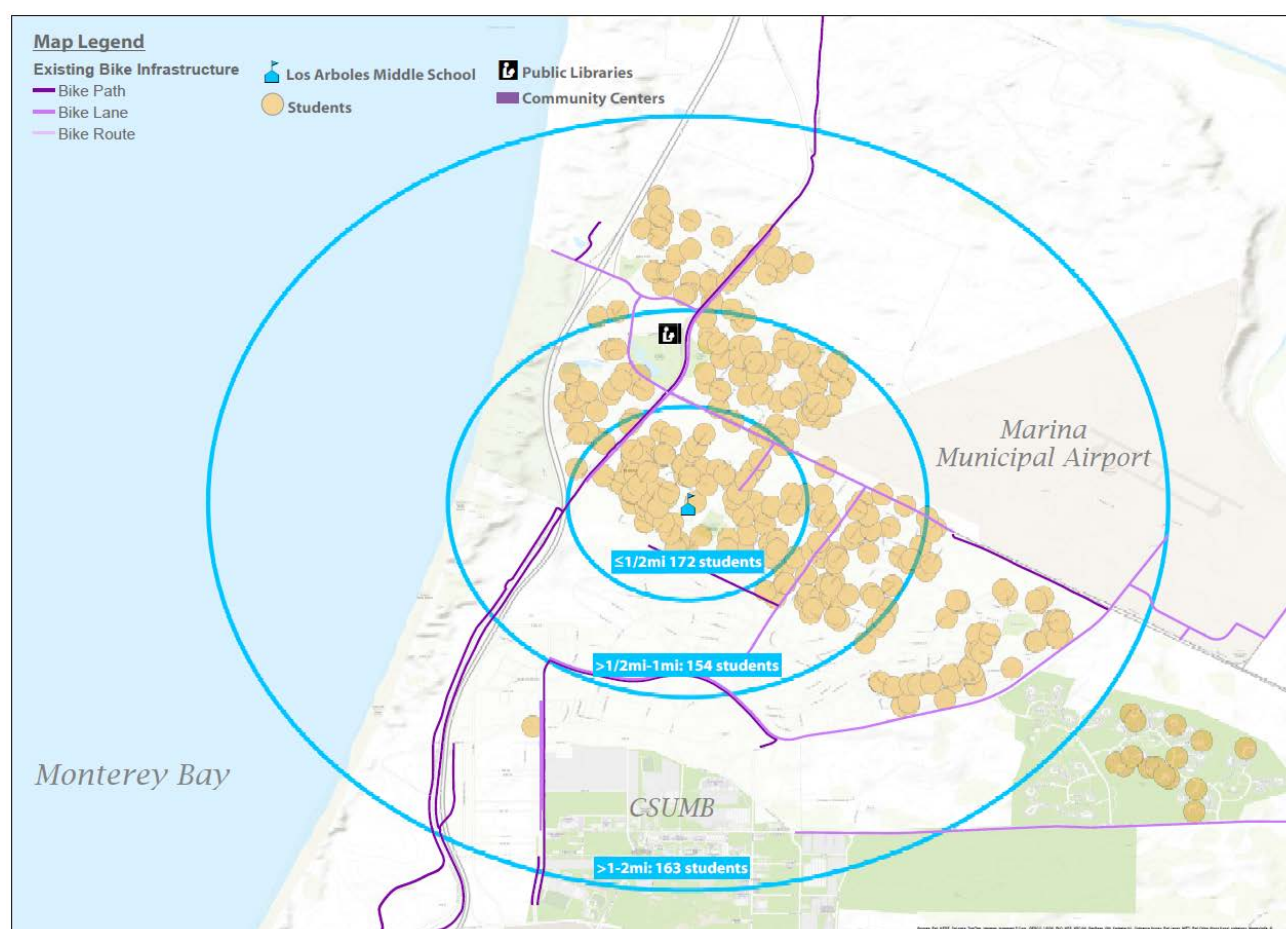




## Los Arboles Middle

Los Arboles Middle School is located in central Marina. Los Arboles draws students from throughout the city of Marina, with most students living within one mile of the school (see Map **x**).

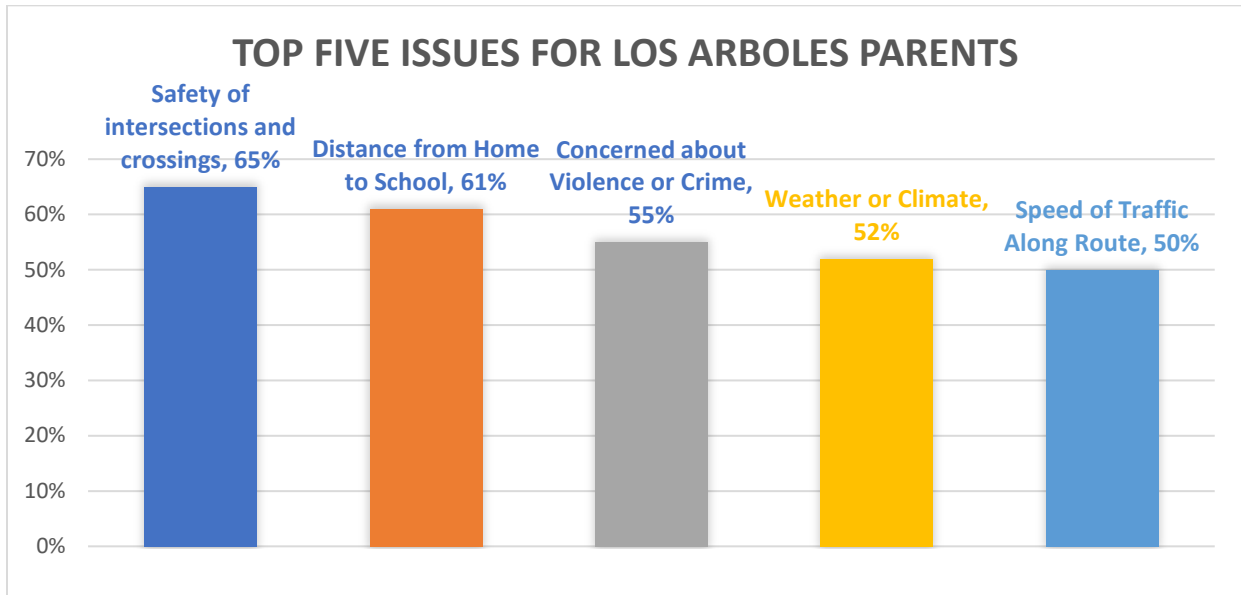
| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| 6-8          | 568                | 57.4%                                     | 70.4%                                               | 31%                                       |



## Parent Survey

Los Arboles parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 142 surveys were received. The full survey report is in Appendix **x**.

The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o Los Arboles is located on Hillcrest Avenue, a two-lane residential roadway with parking on both sides of the street. Hillcrest Avenue is congested before school
- o Los Arboles has a small school parking lot with gates at the entrance and exit. The school policy is to close the gates before school and prohibit parent drop-off in the parking lot
- o Like many schools in Marina and Seaside, the morning sun creates visibility issues for eastbound traffic at certain times of the year
- o There is a church across the street from Los Arboles where drivers frequently drop off students
- o There is a bus drop-off area on Hillcrest Avenue to the west of the school driveway entrance

### Pedestrian Conditions

- o There are complete sidewalks on both sides of Hillcrest Avenue. There are areas of missing sidewalk on Reindollar Avenue and Zanetta Drive near the school

- o There are yellow high-visibility crosswalks on all legs of the intersection of Crescent Avenue and Hillcrest Avenue and on two legs of the intersection of Reindollar Avenue and Crescent Street. There are yellow crosswalks on all legs of the intersection of Hillcrest Avenue at Vaughn Avenue and Hillcrest Avenue at Zanetta Drive, as well as across Reindollar Avenue at Talcott Avenue and Vaughn Avenue
- o There are two pedestrian pathways to campus from Reindollar Avenue, one paved and one unpaved. The paved pathway is damaged in some places

#### Bicycling Conditions

- o There are no bicycle facilities on Hillcrest Avenue, Reindollar Avenue, or other roadways near the school

#### Recommended Infrastructure Improvements around Los Arboles Middle

The following table lists recommendations for Los Arboles, and Map  below shows their location in relation to the school.

| Location                                                   | Issue                                                                                              | Recommendation                                                                                                                                             | Timeframe<br>(short/med/<br>long term) |
|------------------------------------------------------------|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| Path between campus and Reindollar Avenue                  | Pathway damaged.                                                                                   | Expand and repair pathway to the west of tennis courts.                                                                                                    | Medium                                 |
| School driveway exit                                       | Low-visibility crosswalk, missing curb ramp.                                                       | Upgrade crosswalk to high visibility. Install ADA-compliant curb ramp on western crosswalk leg.                                                            | Medium                                 |
| School driveway entrance                                   | Low-visibility crosswalk, drivers drop off students outside school gate.                           | Install curb extensions to shorten crossing distance and install high-visibility crosswalk. Move gate closer to Hillcrest to prevent drop-off in driveway  | Medium                                 |
| Hillcrest Avenue between school driveway entrance and exit | Frequent student drop-off in church parking lot. Students cross street without a marked crosswalk. | Install ADA-compliant and high-visibility raised crossing with rectangular rapid flashing beacon. Install curb extensions on either side of new crosswalk. | Medium                                 |

|                                                            |                                                         |                                                                                                                            |        |
|------------------------------------------------------------|---------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------|
| Zanetta Drive at Hillcrest Avenue                          | Low pedestrian visibility.                              | Install curb extensions.<br>Upgrade crosswalks to high visibility                                                          | Medium |
| Vaughan Avenue at Hillcrest Avenue                         | Heavy traffic congestion and low pedestrian visibility. | Install curb extensions.<br>Upgrade crosswalks to high visibility                                                          | Medium |
| School                                                     | Bike parking is not secure.                             | Upgrade bike racks and move onto campus                                                                                    | Short  |
| Hillcrest Avenue west of school driveway entrance          | Bus drop-off area is longer than needed.                | Shorten bus drop-off area to create more space for parent drop-off                                                         | Short  |
| Talcott Avenue at Reindollar Avenue                        | Limited pedestrian visibility.                          | Install curb extensions.<br>Upgrade crosswalk to high visibility                                                           | Medium |
| Zanetta Drive at Reindollar Avenue                         | Limited pedestrian visibility.                          | Install curb extensions. Install high-visibility crosswalks across Zanetta Drive and at least one across Reindollar Avenue | Medium |
| Vaughan Avenue between Carmel Avenue and Reindollar Avenue | Main route to school.                                   | Study feasibility of Safe Routes to Schools Corridor treatments                                                            | Medium |
| Zanetta between Reindollar and Hillcrest                   | Missing sidewalk.                                       | Fill sidewalk gaps                                                                                                         | Long   |



# Los Arboles Middle School SRTS Recommendations Map



## Recommendations

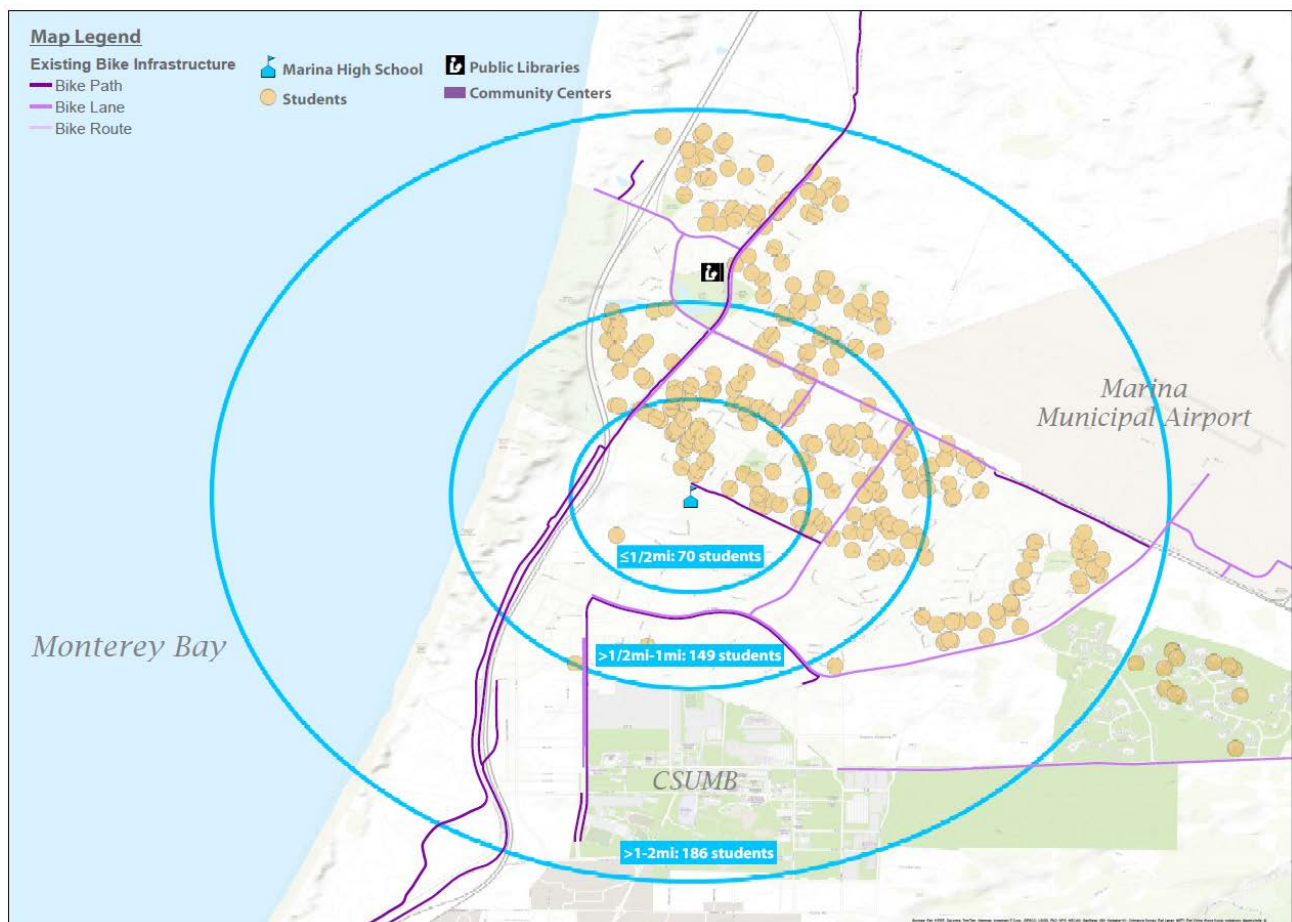
- 1** Path between campus and Reindollar Avenue:  
Expand and repair pathway to the west of tennis courts.
- 2** School driveway exit:  
Upgrade crosswalk to high visibility. Install ADA-compliant curb ramp on western crosswalk (eg.
- 3** School driveway entrance:  
Install curb extensions to shorten crossing distance and install high-visibility crosswalk. Move gate closer to Hillcrest to prevent dropoff in driveway.
- 4** Hillcrest Avenue between school driveway entrance and exit:  
Install ADA-compliant and high-visibility raised crossing with rectangular rapid flashing beacon. Install curb extensions on either side of new crosswalk.
- 5** Zanetta Drive at Hillcrest Avenue:  
Install curb extensions. Upgrade crosswalks to high visibility.
- 6** School:  
Upgrade bike racks and move onto campus.
- 7** Hillcrest Avenue west of school driveway entrance:  
Shorten bus drop-off area to create more space for parent dropoff.
- 8** Talcott Avenue at Reindollar Avenue:  
Install curb extensions. Upgrade crosswalk to high visibility.
- 9** Zanetta Drive at Reindollar Avenue  
Install curb extensions. Install high-visibility crosswalks across Zanetta Drive and at least one across Reindollar Avenue.
- 10** Vaughan Avenue between Carmel Avenue and Reindollar Avenue:  
Study feasibility of Safe Routes to Schools Corridor treatments.
- 11** Zanetta between Reindollar and Hillcrest:  
Fill sidewalk gaps.



## Marina High

Marina High is located in central Marina and draws students from throughout the city (see Map [x](#)).

| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| 9-12         | 584                | 37.5%                                     | 62.3%                                               | 28%                                       |

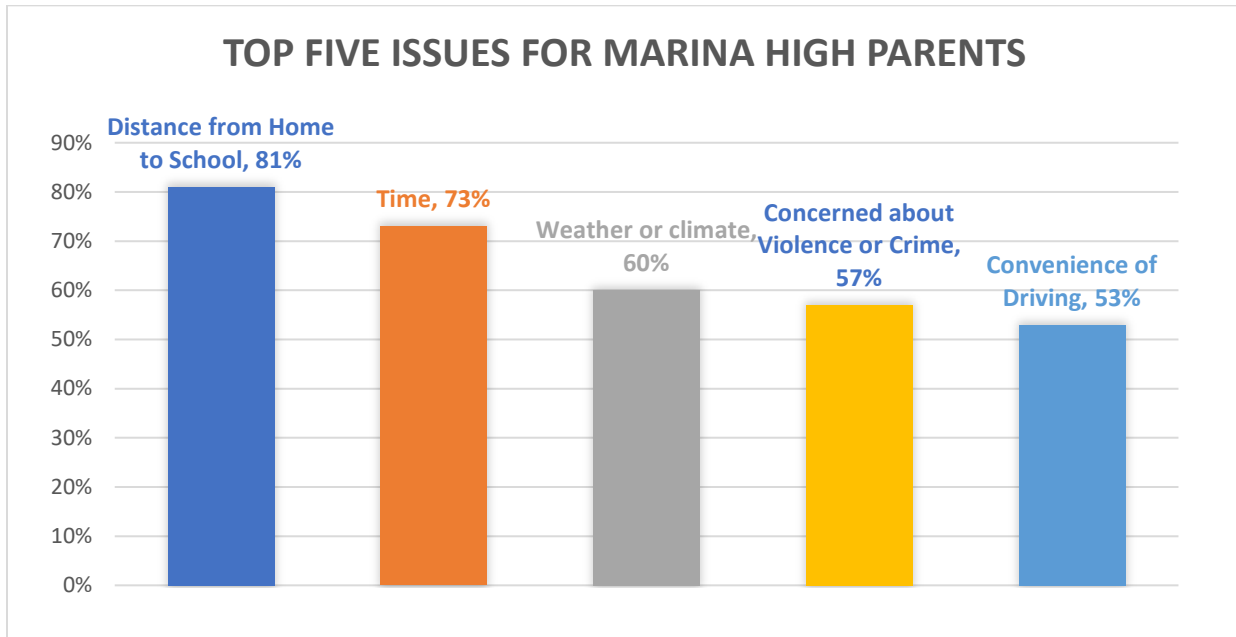


## Parent Survey

Marina High parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 235 surveys were received. The full survey report is in Appendix [x](#).



The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



### Existing Infrastructure Conditions

#### Motorist Conditions

- o Marina High is located on Patton Parkway at the south end of central Marina. Most school traffic comes from the north through Crescent Street and California Avenue. Crescent Street and Patton Parkway are congested before school
- o Since the school audit, the City of Marina has installed all-way stop signs at the intersection of Patton Parkway and Crescent Street, which has helped to reduce congestion and increase pedestrian safety
- o The school is also accessible from the south via 3<sup>rd</sup> Avenue and Rendova Road. This route is less utilized since fewer students live south of the school
- o There is a small drop-off loop on the school campus. Parents also drop off students next to the preschool that is located on the school campus
- o The parking lot at the north end of the campus is designated for student parking

## Pedestrian Conditions

- o There is continuous sidewalk on the south side of Patton Parkway and a Class I multi-use path on the north side. There is a small sidewalk gap on the school campus between Patton Parkway and the school
- o There is continuous sidewalk on Crescent Street. There is intermittent sidewalk on Reindollar Avenue, with several sidewalk gaps near the intersection of Reindollar Avenue and Crescent Street
- o There are yellow high-visibility crosswalks on two legs of the intersection of Patton Parkway and Crescent Street which have recently been installed by the City of Marina
- o There is a yellow high-visibility crosswalk across Patton Parkway at the school driveway entrance and a yellow transverse crosswalk on the school campus at the entrance to the student parking lot
- o There are yellow high-visibility crosswalks on two legs of the intersection of Reindollar Avenue and Crescent Street, and across Reindollar Avenue at Vaughn Avenue
- o There is a pedestrian pathway from Grant Street to Patton Parkway that is currently closed
- o There are continuous sidewalks on both sides of Rendova Avenue and 3<sup>rd</sup> Avenue. Sidewalks are in poor condition in some locations or obstructed by sand or vegetation

## Bicycling Conditions

- o The Class I multi-use path on the north side of Patton Parkway is usable for students walking and biking
- o There are Class II bike lanes on California Avenue between Imjin Parkway and Reservation Road
- o There is a Class I multi-use path as well as Class II bike lanes on Imjin Parkway between 2<sup>nd</sup> Avenue and Imjin Road
- o There are no bicycle facilities on residential roadways north of the school

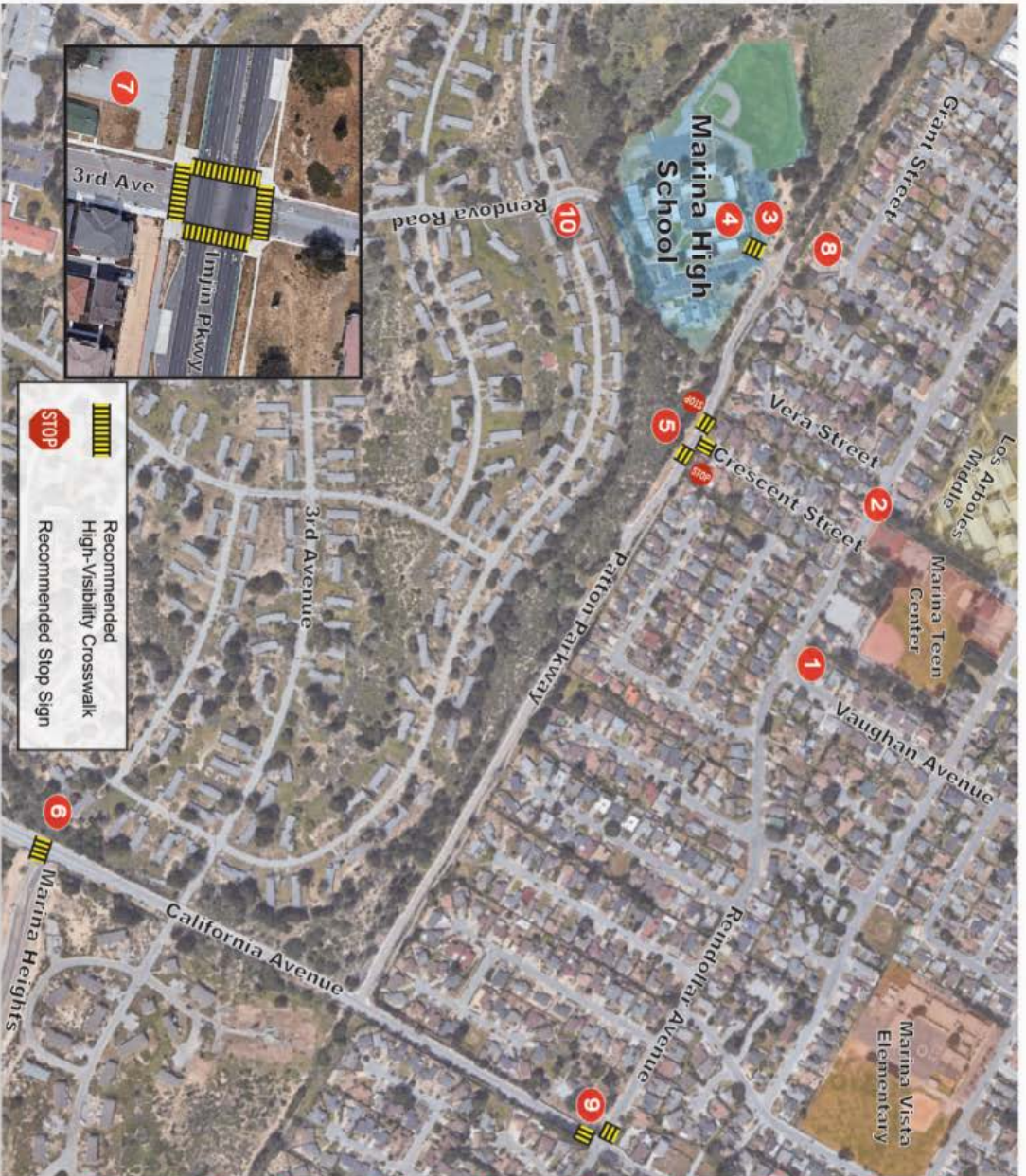
## Recommended Infrastructure Improvements around Marina High

The following table lists recommendations for Marina High, and Map X below shows their location in relation to the school.

| Location                                                     | Issue                                                                                                                         | Recommendation                                                                        | Timeframe (short/med/long term) |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------|
| Reindollar Avenue between Crescent Street and Vaughan Avenue | Missing sidewalk                                                                                                              | Install sidewalk on north side of street                                              | Long                            |
| Reindollar Avenue between Vera Lane and Vaughan Avenue       | Missing sidewalk                                                                                                              | Fill sidewalk gaps on south side of the street                                        | Long                            |
| School driveway entrance from Patton Parkway                 | Low pedestrian visibility                                                                                                     | Convert crosswalk to high visibility                                                  | Short                           |
| School parking lot near entrance from Patton Parkway         | Missing sidewalk                                                                                                              | Install sidewalk to close gap between crosswalk and existing sidewalk                 | Medium                          |
| Patton Parkway at Crescent Street                            | Inefficient intersection, traffic congestion                                                                                  | Install all-way stop signs. Upgrade crosswalks to high visibility (installed in 2019) | Short                           |
| California Avenue at Marina Heights Drive                    | No sidewalk on south side of California Avenue, and no marked crosswalk to enable pedestrians to reach sidewalk on north side | Install high-visibility crossing across California Avenue                             | Short                           |
| 3rd Avenue and Imjin Parkway                                 | Large intersection, route to school for students in Dunes housing development                                                 | Include high visibility crosswalks and curb extensions in future signal project.      | Medium                          |
| Grant Street pathway                                         | Few routes to campus, traffic funneled to Crescent Street                                                                     | Open gate to allow access. Install pedestrian lighting along pathway                  | Medium                          |
| California Avenue at Reindollar Avenue                       | No marked crossing                                                                                                            | Install high-visibility crossing across California and one leg                        | Medium                          |

|              |                                              |                                                                                      |        |
|--------------|----------------------------------------------|--------------------------------------------------------------------------------------|--------|
|              |                                              | of Reindollar. Consider curb extensions to shorten crossing distance.                |        |
| Rendova Road | Fencing damaged, debris obstructing sidewalk | Improve/repair fencing along roadway and keep sidewalks clear of sand and vegetation | Medium |

# Marina High School SRTS Recommendations Map



## Recommendations

- 1 **Reindollar Avenue between Crescent Street and Vaughan Avenue:**  
Install sidewalk on north side of street.
- 2 **Reindollar Avenue between Vera Lane and Vaughan Avenue:**  
Fill sidewalk gaps on south side of the street.
- 3 **School driveway entrance from Patton Parkway:**  
Convert crosswalk to high visibility.
- 4 **School parking lot near entrance from Patton Parkway:**  
Install sidewalk to close gap between crosswalk and existing sidewalk.
- 5 **Patton Parkway at Crescent Street:**  
Install all-way stop signs. Upgrade crosswalks to high visibility.
- 6 **California Avenue at Marina Heights Drive:**  
Install high-visibility crossing across California.
- 7 **3rd Street and Imjin Parkway:**  
Include high visibility crosswalks and curb extensions in future signal project.
- 8 **Grant Street pathway:**  
Open gate to allow access. Install pedestrian lighting along pathway.
- 9 **California Avenue at Reindollar Avenue:**  
Install high-visibility crossing across California and one leg of Reindollar. Consider curb extensions to shorten crossing distance.
- 10 **Rendova Road:**  
Improve/repair fencing along roadway and keep sidewalks clear of sand and vegetation.

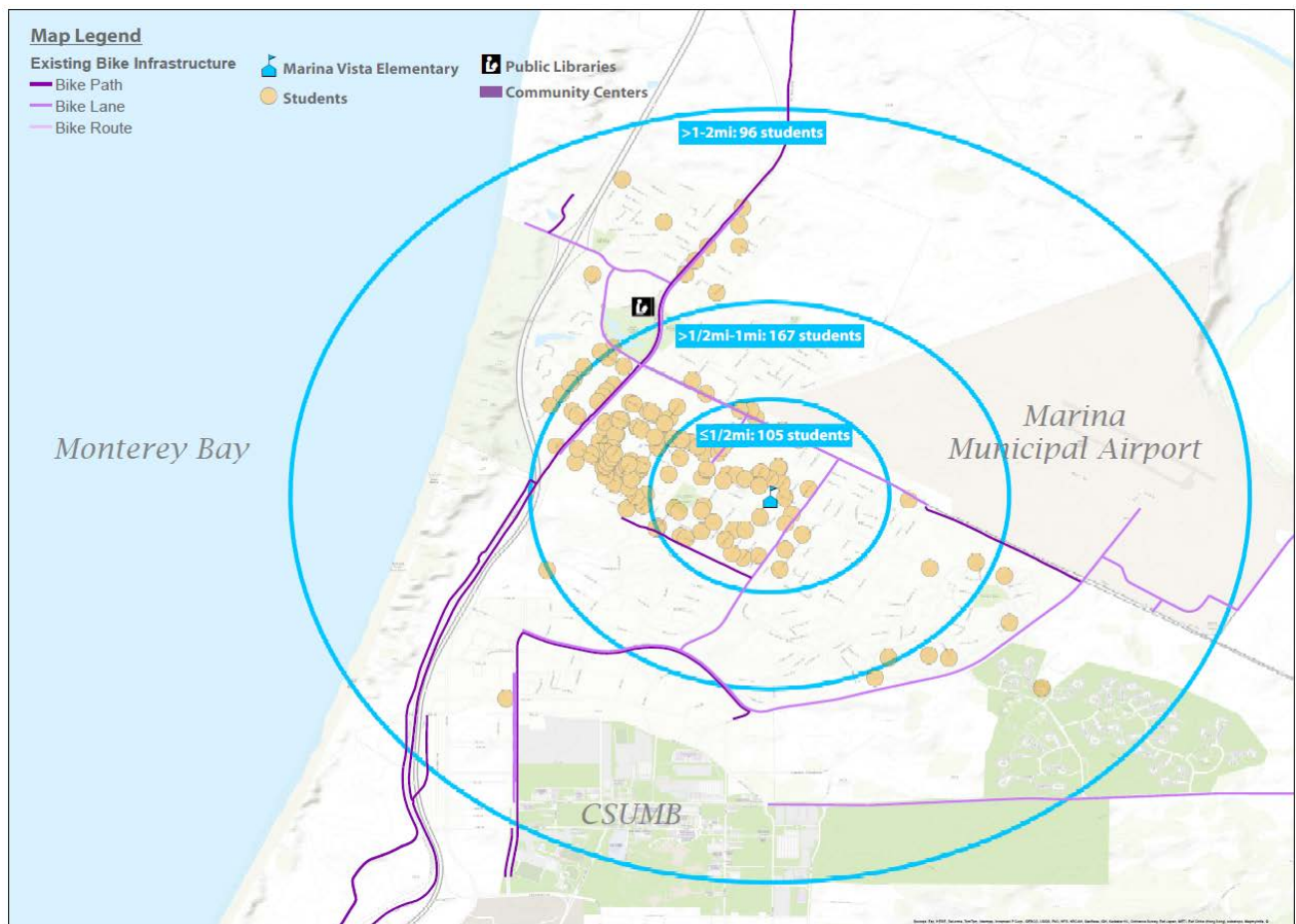




## Marina Vista Elementary

Marina Vista is located in central Marina and draws students from the surrounding neighborhoods. Most students live within one mile of the school (see Map **x**).

| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-5          | 448                | 60.7%                                     | 87.7%                                               | 32%                                       |

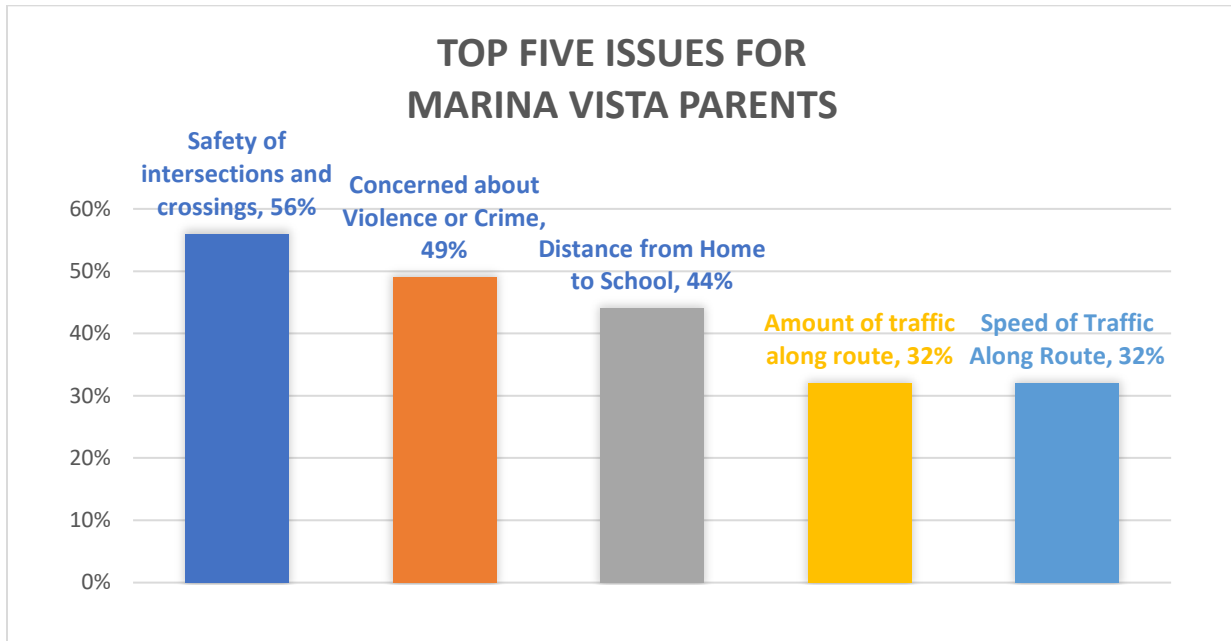


## Parent Survey

Marina Vista parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 54 surveys were received. The full survey report is in Appendix **x**.



The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o Marina Vista is located on Carmel Avenue, a two-lane residential roadway with parking on both sides of the street. Carmel Avenue is congested before and after school
- o There is a drop-off loop and visitor parking spaces on the Marina Vista campus. There are several speed bumps within the drop-off loop
- o There is a staff parking lot on the west side of the school campus
- o School bus pick-up and drop-off take place on Carmel Avenue east of the school driveway exit
- o At the intersection of Carmel Avenue and Pleasant Circle, the stop sign for eastbound traffic is located at the school driveway exit rather than at the intersection

### Pedestrian Conditions

- o There are intermittent sidewalk gaps on Carmel Avenue west of the school. There is a landscaped median and no sidewalk adjacent to the school parking lot

- o There are yellow crosswalks on all legs of the intersections of Carmel Avenue and Everett Circle, Pleasant Circle, and California Avenue. There are high-visibility yellow crosswalks across Redwood Circle and Redwood Drive at Carmel Avenue
- o There is a pedestrian ramp from Carmel Avenue into the school parking lot on the west side of campus. The ramp is steep and in poor condition, and there is no sidewalk in the school parking lot to connect the ramp to the front of school
- o There are missing curb ramps at many of the intersections on Carmel Avenue surrounding the school

#### Bicycling Conditions

- o There are no bicycle facilities on Carmel Avenue or other roadways surrounding the school
- o The nearest bicycle facilities are Class II bike lanes on California Avenue

## Recommended Infrastructure Improvements around Marina Vista Elementary

The following table lists recommendations for Marina Vista, and Map **X** below shows their location in relation to the school.

| <b>Location</b>                    | <b>Issue</b>                                                                                                                                                                                                        | <b>Recommendation</b>                                                                                                                                                                                                                                                                                          | <b>Timeframe<br/>(short/med/<br/>long term)</b> |
|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| Bus drop-off area on Carmel Avenue | Current location obstructs visibility for drivers leaving school parking lot                                                                                                                                        | Move to east of western crosswalk at Pleasant Circle/Carmel Avenue intersection                                                                                                                                                                                                                                | Medium                                          |
| Carmel Avenue at Pleasant Circle   | Heavy traffic congestion near school and low pedestrian visibility. Special education buses need to get students onto campus as quickly as possible – a new gate would make the new bus drop-off location workable. | Install curb extensions and upgrade crosswalk across Pleasant Circle to high-visibility. Remove eastern crosswalk across Carmel to allow bus drop-off closer to school. Install gate into school campus adjacent to bus drop-off area. Install wider sidewalk on north side of Carmel east of Pleasant Circle. | Medium                                          |
| Carmel Avenue at Everett Circle    | Heavy traffic congestion near school and low pedestrian visibility.                                                                                                                                                 | Install curb extensions and upgrade crosswalk across Everett Circle to high-visibility                                                                                                                                                                                                                         | Medium                                          |
| Carmel Avenue at Nicklas Lane      | Drivers frequently drop off students on Nicklas Lane and cross Carmel Avenue without a marked crosswalk.                                                                                                            | Install high-visibility crosswalk across Nicklas Lane. Install high-visibility raised crosswalk with rectangular rapid flashing beacon across Carmel Avenue on eastern side of Nicklas. Align new crosswalk with existing crosswalk in school parking lot if possible.                                         | Medium                                          |
| Carmel Avenue at Redwood Drive     | Heavy traffic congestion near school and low pedestrian visibility.                                                                                                                                                 | Install curb extensions on all four corners of intersection. Reduce to one vehicle lane for each leg of intersection.                                                                                                                                                                                          | Medium                                          |
| Carmel Avenue at Vaughan Avenue    | Heavy traffic congestion near school and low pedestrian visibility.                                                                                                                                                 | Install curb extensions and install high-visibility crosswalk across Vaughan Avenue                                                                                                                                                                                                                            | Medium                                          |

|                                                                 |                                                                                                                                                               |                                                                                                                                                                                                                                                                                                     |        |
|-----------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Carmel Avenue between sidewalk end and school driveway entrance | Ramp on west side of campus is steep and damaged. The current path to campus from the ramp is unmarked, and pedestrians are hidden by parked cars.            | Install ADA-compliant ramp into school parking lot. Close parking spaces on western side of school by staff parking entrance. Install high-visibility raised crosswalk from ramp to sidewalk in front of school. Locate crosswalk so as to minimize conflict with staff entering staff parking lot. | Medium |
| Carmel Avenue between sidewalk end and school driveway exit     | Missing sidewalk in front of school                                                                                                                           | Convert landscaping to sidewalk                                                                                                                                                                                                                                                                     | Medium |
| Nicklas Lane                                                    | Missing sidewalk                                                                                                                                              | Install missing sidewalk                                                                                                                                                                                                                                                                            | Long   |
| School driveway exit                                            | Cars parked near driveway exit obstruct visibility for drivers leaving school parking lot. Eastbound stop sign is set back from Pleasant Circle intersection. | Install curb extensions on both sides of driveway to prevent drivers from parking in existing red zone and narrow driveway. Move existing stop sign to Pleasant Circle intersection and install Keep Clear markings across school driveway.                                                         | Medium |

# Marina Vista Elementary School SRTS Recommendations Map

## Recommendations



Recommended  
High-Visibility Crosswalk

Recommended Curb  
Ramps

Recommended Pedestrian  
Beacon

250 ft 500 ft



- 1** Bus drop-off area on Carmel Avenue:  
Move to east of western crosswalk at Pleasant Circle/Carmel Avenue intersection.
- 2** Carmel Avenue at Pleasant Circle:  
Install curb extensions and upgrade crosswalk across Pleasant Circle to high-visibility. Remove eastern crosswalk across Carmel to allow bus dropoff closer to school. Install gate into school campus adjacent to bus dropoff area. Install wider sidewalk on north side of Carmel east of Pleasant Circle.
- 3** Carmel Avenue at Everett Circle/Drive:  
Install curb extensions and upgrade crosswalk across Everett Circle to high-visibility.
- 4** Carmel Avenue at Nicklas Lane:  
Install high-visibility crosswalk across Nicklas Lane. Install high-visibility raised crosswalk with RRFB across Carmel Avenue on eastern side of Nicklas. Align new crosswalk with existing crosswalk in school parking lot if possible.
- 5** Carmel Avenue at Redwood Circle/Drive:  
Install curb extensions on all four corners of intersection. Reduce to one vehicle lane for each leg of intersection.
- 6** Carmel Avenue at Vaughan Avenue:  
Install curb extensions and install high-visibility crosswalk across Vaughan Avenue.
- 7** Carmel Avenue between sidewalk end and school driveway entrance:  
Install ADA-compliant ramp into school parking lot. Close parking spaces on western side of school by staff parking entrance. Install high-visibility raised crosswalk from ramp to sidewalk in front of school. Locate crosswalk so as to minimize conflict with staff entering staff parking lot.
- 8** Carmel Avenue between sidewalk end and school driveway exit:  
Convert landscaping to sidewalk.
- 9** Nicklas Lane  
Install missing sidewalk.
- 10** School driveway exit:  
Install curb extensions on both sides of driveway to prevent drivers from parking in existing red zone and narrow driveway. Move existing stop sign to Pleasant Circle intersection and install Keep Clear markings across school driveway.

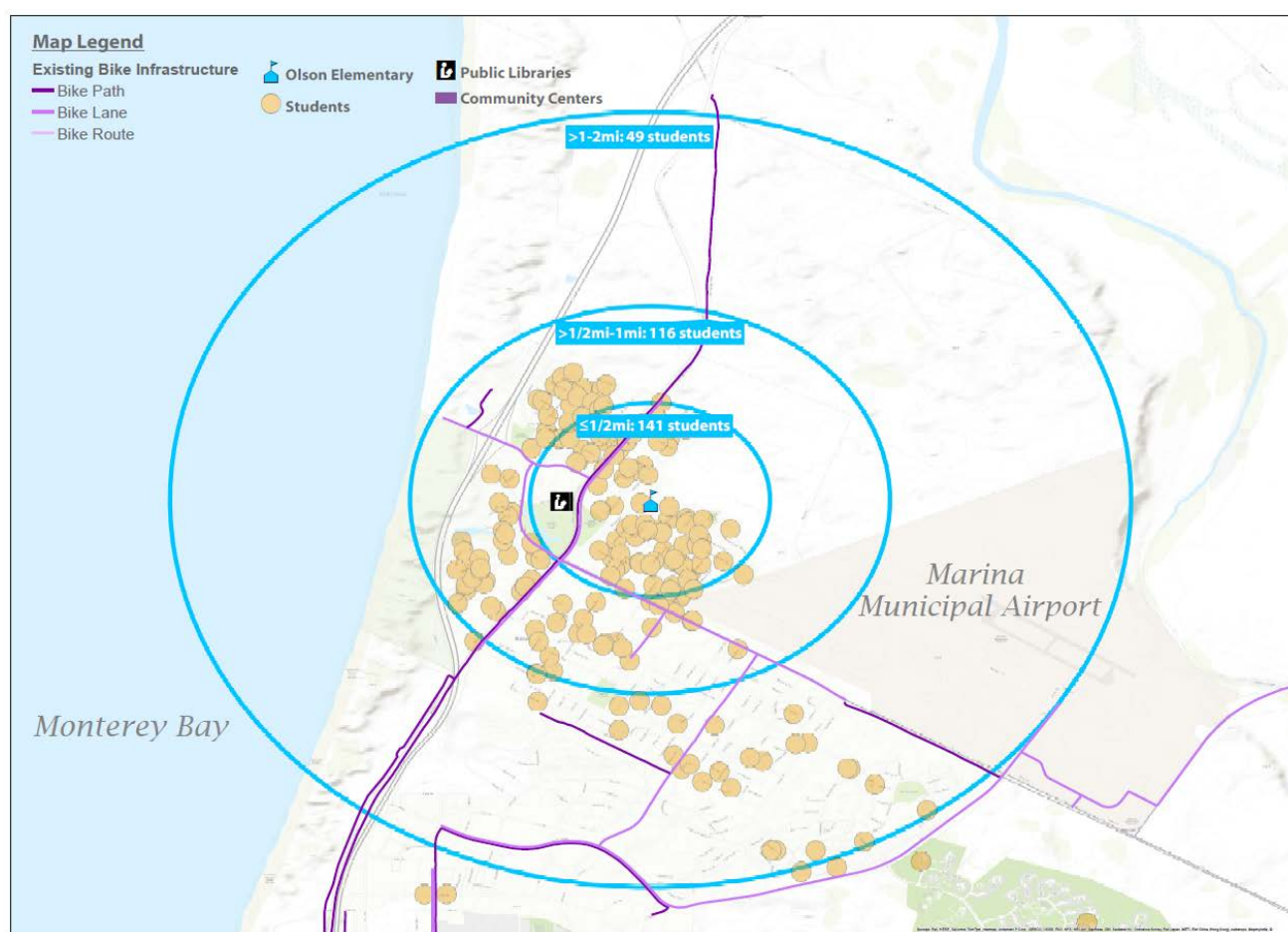




## Olson Elementary

Olson is located at the northern edge of Marina and draws most students from the surrounding neighborhoods. Some students must cross the major roadway corridors of Reservation Road and Del Monte Boulevard to reach the school (see Map [x](#)).

| Grade Levels | Number of Students | Students Residing within 1 mile of school | % of students who qualify for Free or Reduced Meals | % of students using active transportation |
|--------------|--------------------|-------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| K-5          | 360                | 71.4%                                     | 62.2%                                               | 18%                                       |

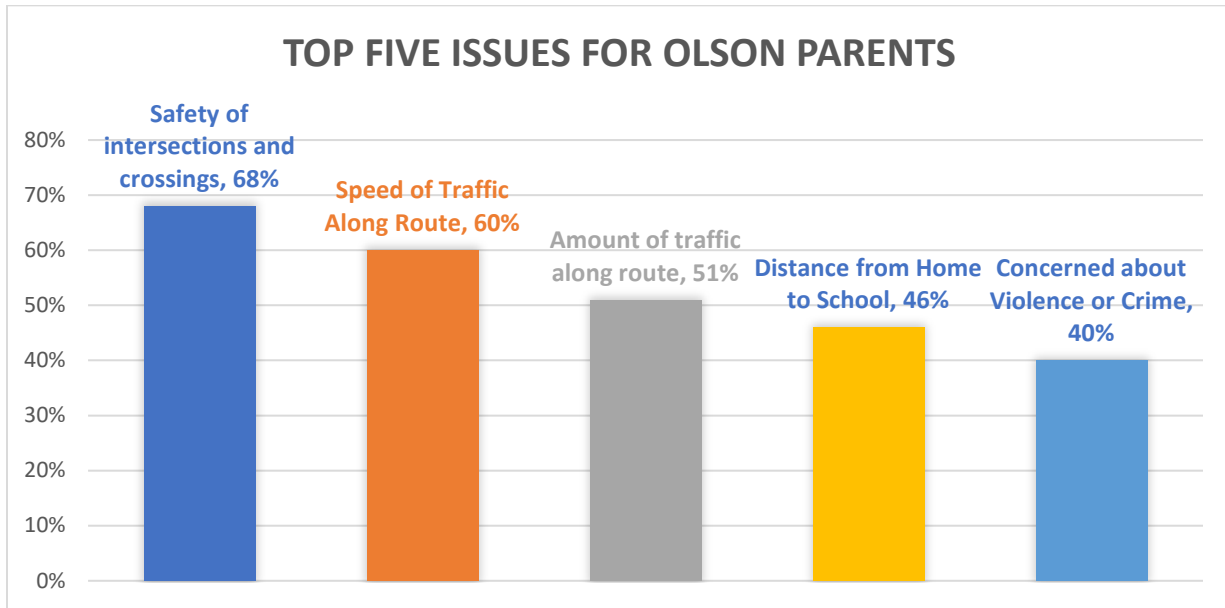


## Parent Survey

Olson parents were asked to complete a bilingual paper survey about their attitudes towards walking and biking to school in August of 2018, and 105 surveys were received. The full survey report is in Appendix [x](#).



The survey asked parents to select the most important issues that affect their decision on whether to allow their child to walk or bike to school. The top five issues for parents whose students do not currently walk or bike to school are listed in the graph below.



## Existing Infrastructure Conditions

### Motorist Conditions

- o Olson Elementary is located on Beach Road, a two-lane residential roadway with parking on both sides of the street. Beach Road is very congested before and after school
- o There is a drop-off area and small parking lot on the school campus. There is a parking lot on the west side of campus that is reserved for staff parking. Left turns are prohibited out of the school parking lot
- o Like many schools in Marina and Seaside, the morning sun creates visibility issues for eastbound traffic at certain times of the year
- o Bus drop-off takes place on Beach Road east of Melanie Road, adjacent to the school campus

### Pedestrian Conditions

- o There are sidewalks on both sides of Beach Road near the school. There are several sidewalk gaps on the south side of Beach Road between Del Monte Boulevard and Fitzgerald Court

- o There is no sidewalk on the north side of Beach Road between the Methodist Church and DeForest Road. Sidewalks cannot be installed in this location because there is a row of heritage trees that cannot be removed
- o There is a high-visibility yellow crosswalk across Beach Road to the west of the school driveway entrance, and another across Fitzgerald Court at Beach Road
- o There are yellow crosswalks on all legs of the intersection of Beach Road and Melanie Road
- o There are missing curb ramps at many intersections surrounding the school
- o There is a pedestrian pathway to the school campus from Michael Drive

#### Bicycling Conditions

- o There are no bicycle facilities on Beach Road or other residential roadways near the school
- o The nearest bicycle facility is the Monterey Peninsula Recreation Trail adjacent to Del Monte Boulevard

#### Recommended Infrastructure Improvements around Olson Elementary

The following table lists recommendations for Olson, and Map X below shows their location in relation to the school.

| Location                                            | Issue                                                                                                              | Recommendation                                                                                                                                   | Timeframe (short/med/long term) |
|-----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Beach Road at Melanie Road                          | Heavy traffic congestion near school, low pedestrian visibility.                                                   | Install curb extensions on all legs of crosswalk. Upgrade crosswalks to high-visibility                                                          | Medium                          |
| School drop-off loop                                | Drop-off loop is congested before and after school.                                                                | Reconfigure to have two drop-off lanes with center sidewalk space                                                                                | Long                            |
| Mid-block crossing on Beach Road in front of school | Current crossing placement encourages families to cross through school parking lot. Limited pedestrian visibility. | Move crossing east of school driveway, avoiding residential driveway. Upgrade to raised crosswalk and install rectangular rapid flashing beacons | Medium                          |
| School campus east of Melanie Road                  | Important for special education students to enter campus quickly.                                                  | Install gate into school campus adjacent to bus drop-off area                                                                                    | Medium                          |

|                                                           |                                                                                                    |                                                                                                                                          |        |
|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Beach Road at Fitzgerald Circle                           | Low pedestrian visibility.                                                                         | Install curb extensions.<br>Consider high visibility raised crosswalk across Beach Road                                                  | Medium |
| Beach Road at Villa Circle                                | Low pedestrian visibility.                                                                         | Install curb extensions and high-visibility crosswalk across Villa Circle                                                                | Medium |
| Beach Road between Cordoza and Del Monte Boulevard        | Dirt pathway and narrow sidewalk on north side of Beach Road.                                      | Install Class I facility on north side of roadway.                                                                                       | Long   |
| Beach Road between Del Monte and DeForest                 | Main route to school.                                                                              | Study feasibility of Safe Routes to Schools Corridor treatments                                                                          | Medium |
| Beach Road at DeForest Road                               | Drivers speed through turn from Beach Road to DeForest Road, may not see pedestrians in crosswalk. | Study options for curb extension or median at southwest corner of intersection to slow right-turning traffic                             | Medium |
| Melanie Road at Susan Avenue                              | Low pedestrian visibility.                                                                         | Install curb extensions and high-visibility crosswalk across Susan Avenue.<br>Consider drainage on south side of intersection in design. | Medium |
| North side of Beach Road between school grounds and trail | Missing sidewalk.                                                                                  | Include sidewalk and path as part of future development                                                                                  | Long   |
| Melanie Road between Beach Road and Peninsula Drive       | Main route to school.                                                                              | Study feasibility of Safe Routes to Schools Connector treatments                                                                         | Medium |
| Beach Road between Del Monte and Fitzgerald               | Missing sidewalk                                                                                   | Fill sidewalk gaps                                                                                                                       | Long   |
| Marina United Methodist Church                            | Heavy traffic congestion near school                                                               | Work with church to explore parking lot as alternate drop-off area                                                                       | Short  |

|                                   |                                                             |                                                                                                                                                                    |        |
|-----------------------------------|-------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Michael Drive at McCulloch Circle | Frequent drop-off location, low pedestrian visibility       | Install high-visibility crosswalk at south leg of intersection. Consider curb extension on east end of crosswalk. Install curb extension on west end of crosswalk. | Medium |
| Beach Road at Michael Drive       | Low pedestrian visibility.                                  | Install high-visibility crosswalk across Michael Drive with curb extensions on both sides                                                                          | Medium |
| Michelle Court                    | No direct route to school for students at north end of city | Study options to construct sidewalk and path between Michelle Court and school campus as part of future development or FORTAG                                      | Long   |

# Lone Olson Elementary School SRTS Recommendations Map

## Recommendations



- 1** Beach Road at Melanie Road:  
Install curb extensions on all legs of crosswalk. Upgrade crosswalks to high-visibility.
- 2** School drop-off loop:  
Reconfigure to have two drop-off lanes with center sidewalk space.
- 3** Mid-block crossing on Beach Road in front of school:  
Move crossing east of school driveway, avoiding residential driveway. Upgrade to raised crosswalk and install rectangular rapid flashing beacons.
- 4** School campus east of Melanie Road:  
Install gate into school campus adjacent to bus drop-off area.
- 5** Marina United Methodist Church:  
Work with church to explore parking lot as alternate drop-off area.
- 6** Michael Drive at McCulloch Circle:  
Install high-visibility crosswalk at south leg of intersection. Consider curb extension on east end of crosswalk. Install curb extension on west end of crosswalk.
- 7** Beach Road at Fitzgerald Circle:  
Install curb extensions. Consider high-visibility raised crosswalk across Beach Road.
- 8** Beach Road at Villa Circle:  
Install curb extensions and high-visibility crosswalk across Villa Circle.
- 9** Beach Road between Cordoza and Del Monte Boulevard:  
Install Class I facility on north side of roadway.
- 10** Beach Road between Del Monte and DeForest:  
Study feasibility of Safe Routes to Schools Corridor treatments.
- 11** North side of Beach Road between school grounds and trail:  
Include sidewalk and path as part of future development.
- 12** Beach Road at DeForest Road:  
Study options for curb extension or median at southwest corner of intersection to slow right-turning traffic.
- 13** Melanie Road at Susan Avenue:  
Install curb extensions and high-visibility crosswalk across Susan Avenue. Consider drainage on south side of intersection in design.
- 14** Melanie Road between Beach Road and Peninsula Drive:  
Study feasibility of Safe Routes to Schools Connector treatments.
- 15** Beach Road at Michael Drive:  
Install high-visibility crosswalk across Michael Drive with curb extensions on both sides.
- 16** Michelle Court:  
Study options to construct sidewalk and path between Michelle Court and school campus as part of future development or FORTAG.
- 17** Beach Road between Del Monte and Fitzgerald:  
Fill sidewalk gaps.

## Chapter 4: Citywide Recommendations

The infrastructure recommendations in this Plan are broken into two categories: citywide recommendations, which serve multiple schools or address larger corridor-wide issues, and school-specific recommendations, which address the area immediately around each school. Citywide recommendations can be found below, and school-specific recommendations are contained in Chapter Four.

### Safe Routes to School Corridors

Key routes to school within Seaside and Marina have been identified as Safe Routes to Schools Corridors and Connectors. The recommendation for these roadways is to study options for improvements that would reduce traffic speeds and volumes, create safe and convenient crossings for people walking and biking, and raise the visibility of students walking and bicycling. Wayfinding would be included to direct students to Safe Routes to Schools Corridors and let drivers know to expect pedestrians and bicyclists. Safe Routes to Schools Corridors are direct routes to schools and are higher priority for improvements, and Safe Routes to Schools Connectors are routes through the city that link to the Safe Routes to Schools Corridors.

### Seaside Citywide Recommendations:

| Location                                                                                   | Recommendation                                                                                                                                                                                    | Timeframe<br>(Short/Medium/<br>Long term) |
|--------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| 2nd Avenue between Gigling Road and existing Class I path just north of Lightfighter Drive | Install Class I shared-use path                                                                                                                                                                   | Medium                                    |
| All schools                                                                                | Install Secure Bike Parking                                                                                                                                                                       | Short                                     |
| All schools                                                                                | Where feasible, reduce speed limit around schools                                                                                                                                                 | Medium                                    |
| All schools                                                                                | Conduct comprehensive school signage inventory and install missing signage. Upgrade stop signs near schools to flashing stop signs. Ensure that sign placement maintains ADA access on sidewalks. | Medium                                    |
| All schools                                                                                | Review ADA accessibility guidelines and construct accessible paths between public right-of-way and school entrances where needed                                                                  | Long                                      |
| All schools                                                                                | Install RRFBs at all uncontrolled crosswalks near schools. Add curb extensions and/or center medians at all offset crosswalks.                                                                    | Medium                                    |



|                                                                        |                                                                                                                                                                                                                                           |        |
|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
|                                                                        |                                                                                                                                                                                                                                           |        |
| Broadway Avenue/Obama Way east of Fremont Boulevard                    | Road diet to install protected bikeways or buffered bike lanes. Install protected bikeway on north side of Broadway between Yosemite and Mescal. Study feasibility of Safe Routes to Schools Corridor treatments, especially near school. | Long   |
| Chapel Drive between Normandy Road and Gigling Road                    | Construct FORTAG major spur trail in utility right of way adjacent to Chapel Drive. Consider possible fire station project in final design.                                                                                               | Long   |
| East Seaside between Highland Elementary and Ord Terrace Elementary    | Explore feasibility of pathway connecting Highland Elementary and Ord Terrace Elementary on City parks, school property and public roadways                                                                                               | Medium |
| Fremont Boulevard between Military Avenue and Canyon Del Rey Boulevard | Study options for 2-way landscaped bikeway in median. If not feasible, install Class II bike lanes and a buffer where possible.                                                                                                           | Long   |
| General Jim Moore Boulevard between Divarty Street and Normandy Road   | Install Class I shared-use path                                                                                                                                                                                                           | Long   |
| Gigling Road between 6th Division Road and 7th Avenue                  | Install Class II bike lanes between 6th Division Road and General Jim Moore, and Class IV bike facility on south side of Gigling Road between General Jim Moore and 7th Avenue.                                                           | Medium |
| Gigling Road between General Jim Moore and 7th Avenue                  | Install trail crossing at Gigling Road at terminus of FORTAG trail. Construct meandering trail on north side of Gigling Road, per Campus Town development plans.                                                                          | Long   |
| Kimball Avenue between Fremont Boulevard and Mescal Street             | Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.                                                                                                                                                  | Medium |
| LaSalle Avenue                                                         | Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.                                                                                                                                                  | Medium |
| Mescal Street/Plumas Avenue between Hilby Avenue and Tweed Street      | Install separated bikeway. Install sidewalks to close sidewalk gaps                                                                                                                                                                       | Long   |
| Military Avenue                                                        | Study feasibility of Safe Routes to Schools Connector treatments, especially near school.                                                                                                                                                 | Medium |
| Mingo Avenue between Noche Buena and Yosemite                          | Study feasibility of Safe Routes to Schools Connector treatments, especially near school.                                                                                                                                                 | Medium |
| Monterey Road between Buna Road and 6th Division Road                  | Install Class II bike lanes                                                                                                                                                                                                               | Long   |

|                                                                         |                                                                                                                                                           |        |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Noche Buena Street near Seaside High and Del Rey Woods Elementary       | Study feasibility of Safe Routes to Schools Corridor treatments near schools.                                                                             | Medium |
| Ord Grove Avenue + Hacienda Street                                      | Study feasibility of Safe Routes to Schools Connector treatments, especially near school.                                                                 | Medium |
| Parker Flats Cut Off Road between Gigling Road and Normandy Road        | Study traffic volumes and consider removing center line and installing advisory bike lanes.                                                               | Medium |
| Sonoma Avenue from Mescal to Canyon Del Rey                             | Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.                                                                  | Medium |
| Waring Street + Flores Street between Plumas Avenue and Military Avenue | Study feasibility of Safe Routes to Schools Connector treatments, especially near school.                                                                 | Medium |
| Yosemite Street between Military Avenue and Hilby Avenue                | Study feasibility of Safe Routes to Schools Corridor treatments, especially near school. Explore converting Yosemite to 1-way between Mingo and La Salle. | Medium |

### Marina Citywide Recommendations:

| Location                                              | Recommendation                                                                                                                                                        | Time Frame (Short/Medium/Long term) |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| All schools                                           | Install Secure Bike Parking                                                                                                                                           | Short                               |
| All schools                                           | Change speed limits to 15 mph around schools                                                                                                                          | Short                               |
| All schools                                           | Conduct comprehensive school signage inventory and install missing signage. Ensure that sign placement maintains ADA access on sidewalks.                             | Short                               |
| All schools                                           | Review ADA accessibility guidelines and construct accessible paths between public right-of-way and school entrances where needed                                      | Long                                |
| California Ave between Windsor Court and Tamara Court | Install Class IV separated bikeway. If infeasible, install Class II bike lanes. Would require parking removal or removal of center turn lane north of Carmel Avenue.  | Medium                              |
| Carmel Avenue                                         | Improve lighting and install missing sidewalks. Widen sidewalks as feasible. Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools | Long                                |
| Carmel Avenue at Crescent Avenue                      | Install curb extension at northwest corner of intersection to slow right turns.                                                                                       | Medium                              |

|                                                                      |                                                                                                                                    |        |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|--------|
| De Forest Road                                                       | Study feasibility of Safe Routes to Schools Connector treatments, especially near schools                                          | Medium |
| DeForest Road at Reservation                                         | Study intersection improvements including high visibility crosswalks, pedestrian refuge islands, and leading pedestrian intervals. | Medium |
| Del Monte Boulevard at Palm Avenue                                   | Conduct collision analysis to identify bicycle and pedestrian crossing improvements                                                | Medium |
| Hillcrest Avenue                                                     | Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools                                           | Medium |
| Patton Parkway between Patton Parkway and Del Monte                  | Install Class I or Class II bike facility as part of Patton Parkway Extension project                                              | Long   |
| Reindollar (California to Eddy, Vera to Vaughn, Del Monte to Sunset) | Fill sidewalk gaps                                                                                                                 | Long   |
| Reindollar Avenue, Bostick Avenue and Bayer Street                   | Study feasibility of Safe Routes to Schools Connector treatments, especially near schools                                          | Medium |
| Palm Avenue between Lake Drive and Marina Drive                      | Fill sidewalk gaps                                                                                                                 | Long   |
| Cordoza Avenue                                                       | Study feasibility of Safe Routes to Schools Connector treatments                                                                   | Medium |
| Crescent Street + Avenue                                             | Study feasibility of traffic calming measures and Safe Routes to Schools Connector treatments                                      | Medium |
| Zanetta Drive                                                        | Study feasibility of Safe Routes to Schools Connector treatments                                                                   | Medium |
| Vaughn Avenue                                                        | Study feasibility of Safe Routes to Schools Connector treatments                                                                   | Medium |
| California Avenue                                                    | Study feasibility of Safe Routes to Schools Connector treatments                                                                   | Medium |

## **Chapter 5: Non-Infrastructure Recommendations**

The project recommendations listed in the School Profiles section (Chapter 3) address Engineering, the first of the six E's. The remaining E's – Education, Encouragement, Enforcement, Evaluation and Equity – are equally as important to increase active transportation trips to school. The recommendations below are for all school sites and are divided by implementing agency as well as by the six E's. In some cases, recommendations are listed under multiple organizations that could take the lead on implementation. Non-infrastructure recommendations that target an individual school site are included in the School Profiles section.

### **Transportation Agency for Monterey County (TAMC)**

#### **Education**

- Install traffic gardens at elementary schools and Lincoln-Cunningham Park
- Promote TAMC program that allows citizens to report sidewalk and bicycle facility hazards

#### **Encouragement**

- Work with schools to develop SchoolPool carpooling programs, with incentives for participation including priority parking spaces and drop-off lane

### **Monterey Peninsula Unified School District**

#### **Education**

- Incorporate traffic safety into school curriculum
- Work with TAMC and other Safe Routes to School partners to provide bicycle and pedestrian safety rodeos at every elementary school

#### **Encouragement**

- Adopt a district-wide policy supporting active transportation projects and programs
- Orientation for principals and school staff on Safe Routes to Schools (SRTS) programs and best practices
- Where a bus stop for one school is near another school, relocate bus stop or adjust pickup times to avoid impacting school congestion

- Promote events that encourage active transportation such as Walk to School Day and Bike to School Day

#### **Enforcement**

- Reassess crossing guard funding structure to allow at least one crossing guard per school for both morning drop-off and afternoon release times, and/or develop volunteer crossing guard program to recruit and incentivize volunteers

### Cities of Marina and Seaside: Public Works and Police Departments

#### **Education**

- Run a citywide traffic safety education campaign, such as Street Smarts, that includes information on how to use new infrastructure such as roundabouts and sharrows

#### **Enforcement**

- Targeted traffic enforcement near schools at start of school year
- Train police officers to teach traffic safety and accurately report collisions involving bicyclists or pedestrians
- City of Marina: Clarify municipal code to forbid parking on curb returns

### School Sites

#### **Education**

- Distribute traffic circulation plan and bike and pedestrian safety information to parents at the beginning of school year through all possible communication channels (email, handouts, PeachJar, parent meetings, Back to School Nights etc.)
- Hold school safety assemblies for students at the beginning of the school year to go over safe walking, biking and driving practices
- Pass out bike maps, resource list and bike cage info to students every fall and conduct annual bike safety clinics
- Develop curriculum that teaches students about the climate impacts of transportation, transportation infrastructure, and the built environment

- For high school students, promote bus routes for school transportation, develop carpool incentive programs and offer bike maintenance courses through ROP program
- For high school students, expand Health Leadership Groups to include active transportation issues, such as conducting student bike/ped counts, active transportation projects and providing SRTS support for younger students

### **Encouragement**

- Designate administrative staff person as SRTS contact at each school
- Host biannual bike/walk to school day events
- Develop walking/rolling school bus programs with incentives for participation
- Develop SchoolPool carpooling programs with incentives for participation, including priority parking spaces and drop-off lane
- Establish and encourage use of Park and Walk/Ride locations
- Promote and incentivize middle/high school bike clubs, mountain bike clubs and skateboard clubs
- Promote and incentivize family walking and biking groups to encourage more eyes on the street
- Stagger school start times for schools within two blocks of each other (Marshall and Dual Language Academy, King Elementary and ISM)
- Adjust school delivery times to avoid drop-off period

### **Enforcement**

- When possible, have teachers or volunteers help with traffic control in school parking lots 15 minutes before and after school (Marshall Elementary is a model)
- Pursue AAA school safety patrol programs (Highland Elementary is a model)

## **Non-Profits and Monterey County Health Department**

### **Education**

- Develop programs and events to provide parents/guardians with traffic safety education:
  - Community traffic safety education events on weekends
  - Traffic safety messaging at existing parent meetings/events, such as Back to School Night and spring open houses



- Traffic safety education staff at schools during drop-off offering safety education
- Pedestrian safety trainings held during after-school programs, such as the Boys & Girls Club
- Pedestrian safety education training for 2<sup>nd</sup> graders, including classroom education and on black top and/or neighborhood walking instructions
- Bicycle safety education training for 5<sup>th</sup> graders, including classroom education and on bike safety rodeos taught by certified safety instructors
- Develop vertical education program that has specific safety messaging for every grade level
- Pass out bike maps, resource list and bike cage info to students every fall and conduct annual bike safety clinics
- Develop curriculum that teaches students about the climate impacts of transportation, transportation infrastructure and the built environment
- For high school students, promote bus routes for school transportation, develop carpool incentive programs and offer bike maintenance courses through ROP program
- For high school students, expand Health Leadership Groups to include active transportation issues, such as conducting student bike/ped counts, active transportation projects and providing SRTS support for younger students
- Promote TAMC program that allows citizens to report sidewalk hazards

### **Encouragement**

- Orientation for principals and school staff on Safe Routes to Schools (SRTS) programs and best practices
- Develop year-round walking/rolling school bus programs with incentives for participation
- Develop walking/rolling school bus toolkit and training presentation for parent volunteers
- Develop SchoolPool carpooling programs, with incentives for participation including priority parking spaces and drop-off lane
- Consider program to provide free MST bus passes to students
- Offer middle/high school bike clubs, mountain bike clubs and skateboard clubs
- Coordinate family walking and biking groups to encourage more eyes on the street

- Develop and promote Earn-A-Bike or Bike Loan programs, where students earn a bike by riding frequently or through perfect attendance

#### **Enforcement**

- Develop annual crossing guard training program (Marina Police Department has offered to help with this)

#### **Equity**

- Consider language accessibility in program development and emphasize the relationship between health and active transportation in all program messaging
- Provide bilingual materials and staff for all programs

#### **Monterey-Salinas Transit**

- Consider program to provide free MST bus passes to students

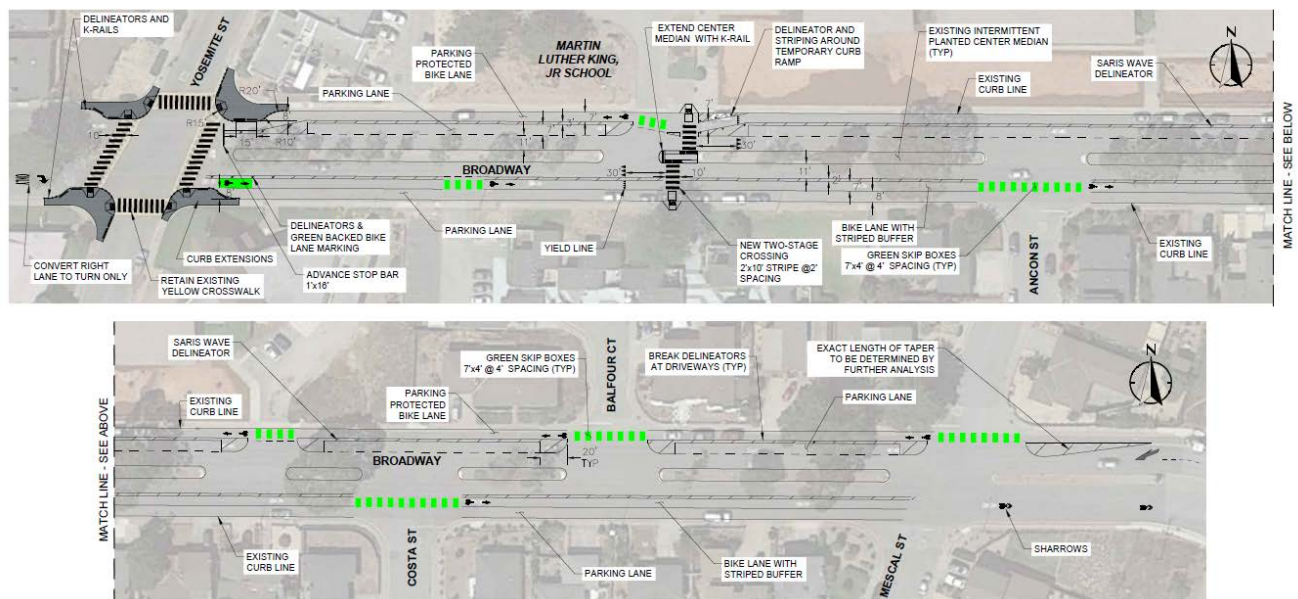
## Chapter 6: Safe Streets Demonstrations

In May of 2019, the planning team hosted two events to demonstrate several of the recommendations from the Safe Routes to Schools Plan. The goal of the safe streets demonstrations was to see how the recommendations worked in practice and to get feedback from the community on whether the recommendations should be made permanent.

### Seaside Demonstration

The Seaside demonstration took place on Broadway Avenue from May 1<sup>st</sup> – May 13<sup>th</sup>, 2019. The demonstration was installed between Yosemite Avenue and Mescal Street in front of Martin Luther King Jr. School of the Arts (MLK). During the demonstration, Broadway Avenue was reduced from four travel lanes to two. A temporary parking-protected bike lane was installed on the north side of the street as well as a buffered bike lane on the south side, curb extensions at the intersection of Broadway Avenue and Yosemite Street, and an offset crosswalk across Broadway Avenue at the school driveway.

### Demonstration Plans Near Martin Luther King Junior School of the Arts



Source: Alta Planning + Design, 2019

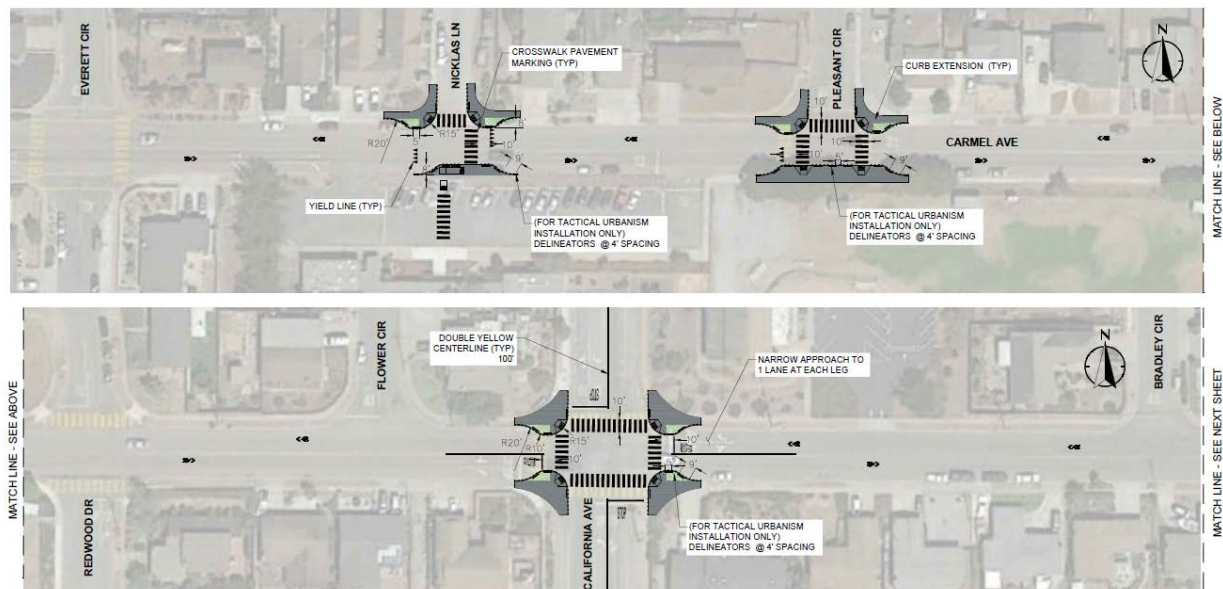
These changes were designed to address safety concerns along the Broadway Avenue corridor, including high traffic speeds, the lack of designated bicycle facilities, and pedestrian safety at the intersection of Broadway Avenue and Yosemite Street. The planning team also observed students and families crossing Broadway Avenue in front

of the school without a marked crosswalk, and the temporary crosswalk was installed to give pedestrians a safe place to cross. The treatments included in the safe streets demonstration were designed to work together—the reduction from four travel lanes to two provided space for bicycle lanes and helped to lower traffic speeds, which made the new offset crosswalk safer.

## Marina Demonstration

The Marina demonstration took place on Carmel Avenue in Marina from May 14<sup>th</sup> – May 30<sup>th</sup>, 2019. The demonstration was installed between Nicklas Lane and Lynscott Drive in front of Marina Vista Elementary and Crumpton Elementary. During the demonstration, a temporary crosswalk was installed across Carmel at Nicklas Lane and the crosswalks near Crumpton Elementary were upgraded to high visibility. Temporary curb extensions were installed on Carmel at the intersections of Nicklas Lane, the Marina Vista school driveway exit, Pleasant Circle, California Avenue, Carmelo Circle, the Crumpton school driveway exit, and Lynscott Drive. The intersection of Carmel and California was reduced to one lane at each intersection approach.

## Demonstration Plans Near Marina Vista Elementary



Source: Alta Planning + Design, 2019

## Demonstration Plans Near Crumpton Elementary



Source: Alta Planning + Design, 2019

These treatments were designed to slow traffic speeds on Carmel Avenue, increase the visibility of pedestrians, and to provide a safe crossing of Carmel Avenue in front of Marina Vista Elementary. The Marina demonstration did not include new bike facilities, though sharrows were installed along Carmel Avenue. One goal of the temporary curb extensions was to slow traffic and create a more comfortable environment for bicycling.

### Outreach Methods

Public input was a key measure of success for the demonstrations. A survey was developed that asked participants about their experience with various elements of the demonstrations and whether they would like to see the changes made permanent. Overall, 292 surveys were received from participants in the Seaside and Marina demonstration events.

The planning team worked to inform the community about the demonstrations and collect their feedback through the following outreach methods:

- Presentations to the Seaside City Council, Marina City Council, Seaside Traffic Advisory Committee, Marina Public Works Commission, Transportation Agency for Monterey County Bicycle and Pedestrian Facilities Advisory Committee, and Monterey Peninsula Unified School District Board
- Project posters and fliers posted at businesses throughout Seaside and Marina
- Press coverage in the Monterey Herald, Monterey Weekly, and KION news
- Banners announcing the demonstrations were installed in front of MLK, Marina Vista, and Crumpton, including an invitation to take the survey and the survey link

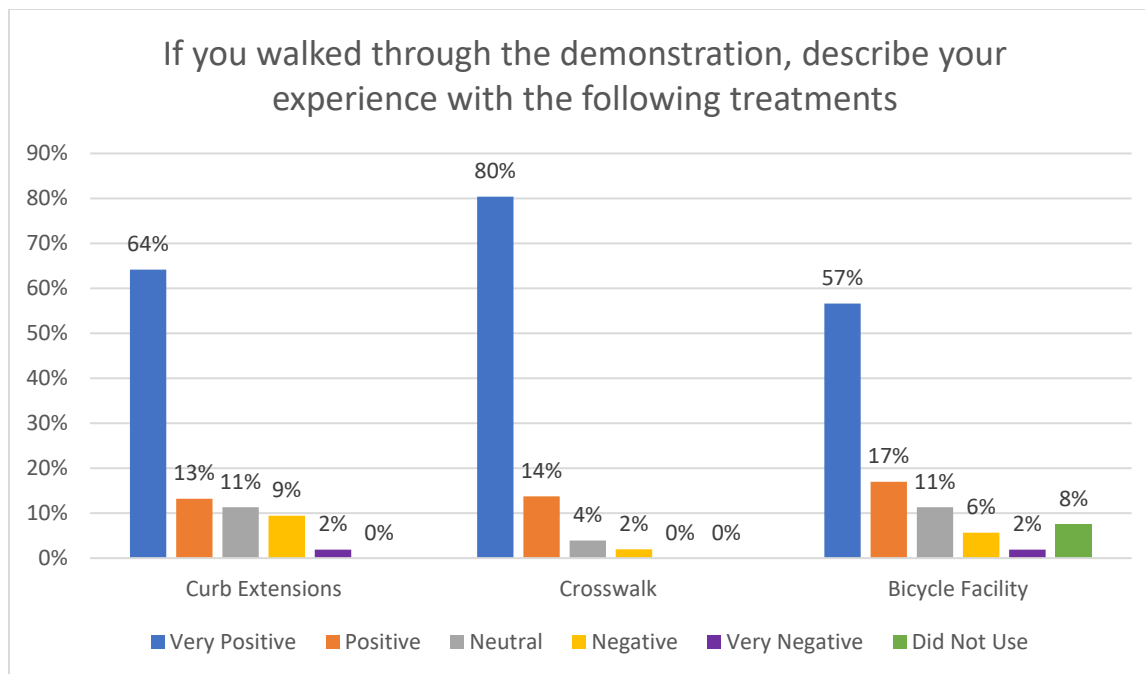
- Fliers were dropped off to neighbors on Broadway Avenue and Carmel Avenue the week before the demonstration that included project information and the survey link
- Announcements of the upcoming demonstration at meetings and community gatherings held at neighboring schools (Marina Vista, Olson, Crumpton)
- Project information and flier sent out through engaged parents (PTA)
- Project information with the survey link was posted to the Safe Routes to Schools Plan website and City of Seaside website, posted on Facebook, and emailed out to 130+ contacts on the Safe Routes to Schools Plan contact list
- The survey link was sent to parents at each school via Parentsquare and social media multiple times before, during and after the demonstration
- Staff was on-site on the first day of each demonstration before and after school to explain the project to parents and hand out surveys
- The Transportation Agency for Monterey County hosted Bike and Walk to School Days at MLK, Marina Vista, and Crumpton during the demonstrations. The events included a booth where staff conducted outreach and handed out surveys
- Boxes of pre-stamped surveys were installed on Broadway Avenue and Carmel Avenue during the demonstration
- Surveys were distributed to neighbors along the Broadway Avenue and Carmel Avenue corridors, and to Villa Del Monte residents in Seaside
- Staff conducted final outreach to parents on the last day of each demonstration, handing out surveys and informing them that the demonstration was ending

### **Data Analysis - Seaside**

The planning team received 119 survey responses for the Seaside demonstrations through a combination of 73 electronic and 46 hard-copy surveys.

The majority of respondents (83) experienced the demonstration event by car, with 58 respondents walking and 27 using the demonstration on bike (respondents could select more than one mode). Of the respondents who walked through the demonstration, a strong majority had a 'Very Positive' experience with the temporary curb extensions, offset crosswalk, and bicycle facilities. The offset crosswalk was the most popular feature among this group, with 94% of respondents reporting a positive or very positive experience. 85% of respondents said that the changes made walking on Broadway more comfortable, while 11% disagreed and 4% felt there was no change.

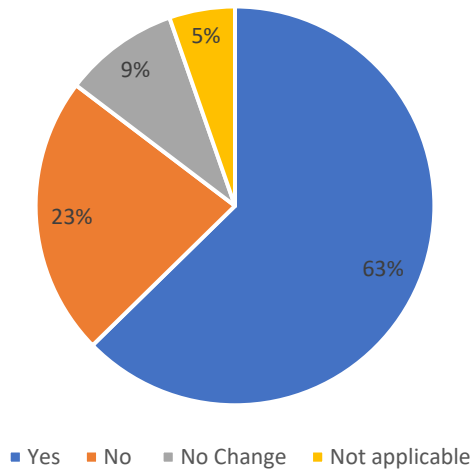




Fewer respondents experienced the event on bicycle but their response to the demonstration was overwhelmingly positive. Of the 27 respondents who biked through the demonstration, 84% had a positive or very positive experience with the bicycle facilities. 81% had a positive or very positive experience with the curb extensions and 85% had a positive or very positive experience with the crosswalks. 81% of respondents said that the temporary improvements made bicycling feel more comfortable.

81% of respondents experienced the demonstration by car. Of this group, 58% had a positive or very positive experience with the curb extensions, while 26% had a negative or very negative experience. The crosswalk was again the most popular improvement, with 74% of respondents reporting a positive or very positive experience. Just under half of respondents had a positive or very positive experience with the bicycle facilities. The majority of respondents said that the temporary improvements made people walking or biking more visible, while 23% disagreed and 9% saw no change. When asked if the temporary improvements made people biking and walking more predictable, 58% said yes, 33% said no, and 7% reported no change.

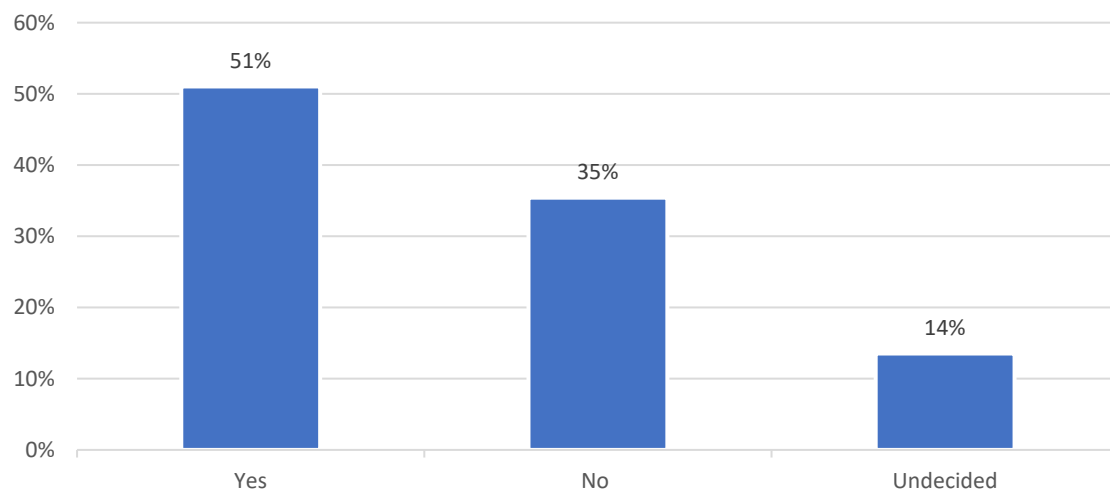
When driving, do the temporary improvements make people walking or bicycling more visible?



A majority of respondents (62%) said that the demonstration was easy to navigate and understand. When asked what made the treatments confusing, the top two responses were the challenges with identifying the new lane lines and general confusion about the meaning of the purple paint, wave delineators, etc. Drivers questioned whether bike lanes on Broadway Avenue were necessary, since they did not see high volumes of bicyclists using the street.

Just over half of respondents would like to see the temporary improvements made permanent, with 35% saying no and 14% undecided.

Would you like to see the temporary improvements made permanent?



36% of respondents said they were likely to use the facility on foot if it became permanent and 27% would definitely use it. 37% were either not likely or not at all likely to use the facility on foot. Just under half of respondents (47%) said they were either likely to or would definitely use the facility on bike, with 53% saying they were either not likely or not at all likely to use it. This is an increase from the number of respondents who said they had biked through the demonstration and could indicate an increased interest in biking if there were dedicated bicycle facilities on Broadway Avenue. The majority of respondents (73%) said they were likely to or would definitely use the facility in a car if it became permanent, while 26% said they were either not likely or not at all likely to drive through the demonstration.

When asked what respondents' favorite thing about the demonstration was, increased safety was the top response (13 comments) followed by the high-visibility crosswalks (9 comments). Other common responses were the vibrant colors and the bicycle lanes.

When asked what they would change about the demonstration, 13 respondents said that they wouldn't change anything. Five respondents wanted to remove the bike lane, particularly the parking-protected bike lane that some felt put parking spots in the middle of the street. Several respondents wanted to see a passing lane added so that through traffic could pass drivers waiting to enter the school parking lot.

Finally, respondents were asked if they had any other comments they wished to share. 10 people were happy about the demonstration. One respondent wrote, "I like the physical separation for the bikes—it is not safe with the regular bike lane." 12 people did not see the need for the demonstration—for example, "I do not think that making Broadway one lane each way is a good idea. It is a main street. Not too many bikes."

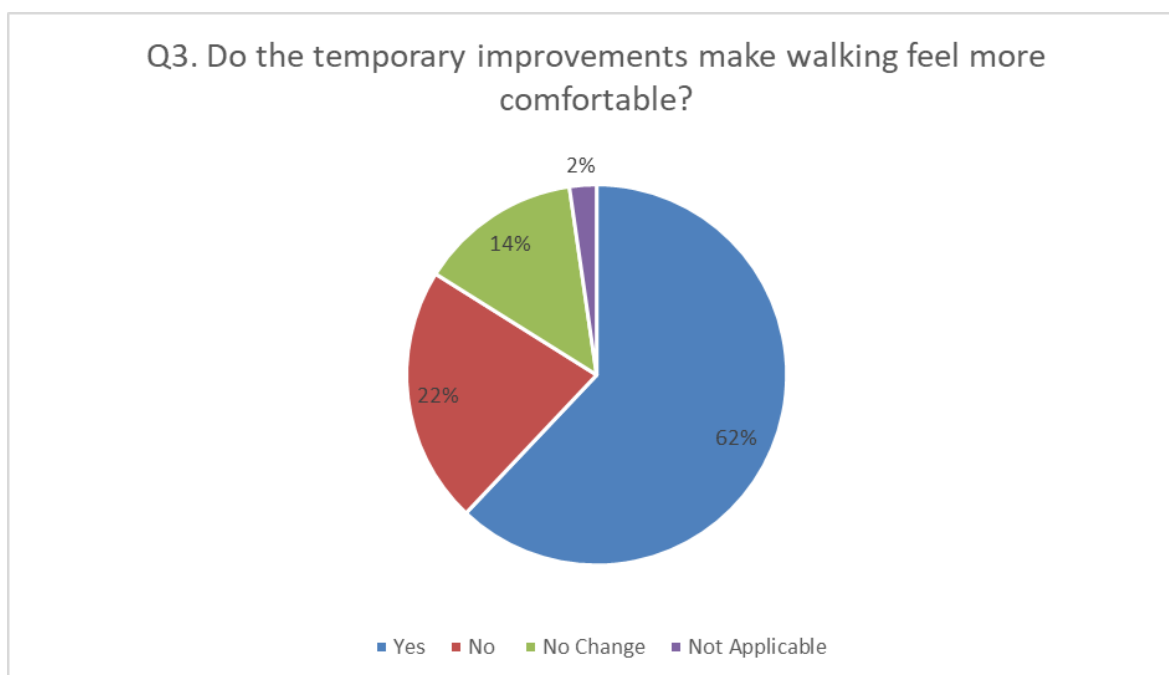
### **Respondent Demographics**

62% of respondents were parents of students at MLK Elementary or the International School of Monterey, and 3% of respondents had students at Highland Elementary, which is located a few blocks south of the demonstration site. 35% of respondents did not have children at a local school. 86% of respondents reported living at a zip code in Seaside, with 8% of respondents living in Marina and the remaining 8% coming from Del Rey Oaks, Monterey or Pebble Beach. The most commonly reported age group among respondents was 36-50 (36%), with 33% of respondents aged 19-35 and 29% of respondents aged 51 or over. Only two respondents were under 18. 65% of respondents were female, and the most commonly reported race was Hispanic/Latinx (44%). 29% of respondents were White/Caucasian, 6% were of mixed ethnicity, 5% were African American, and 4% were Asian or Asian American.

## Data Analysis – Marina

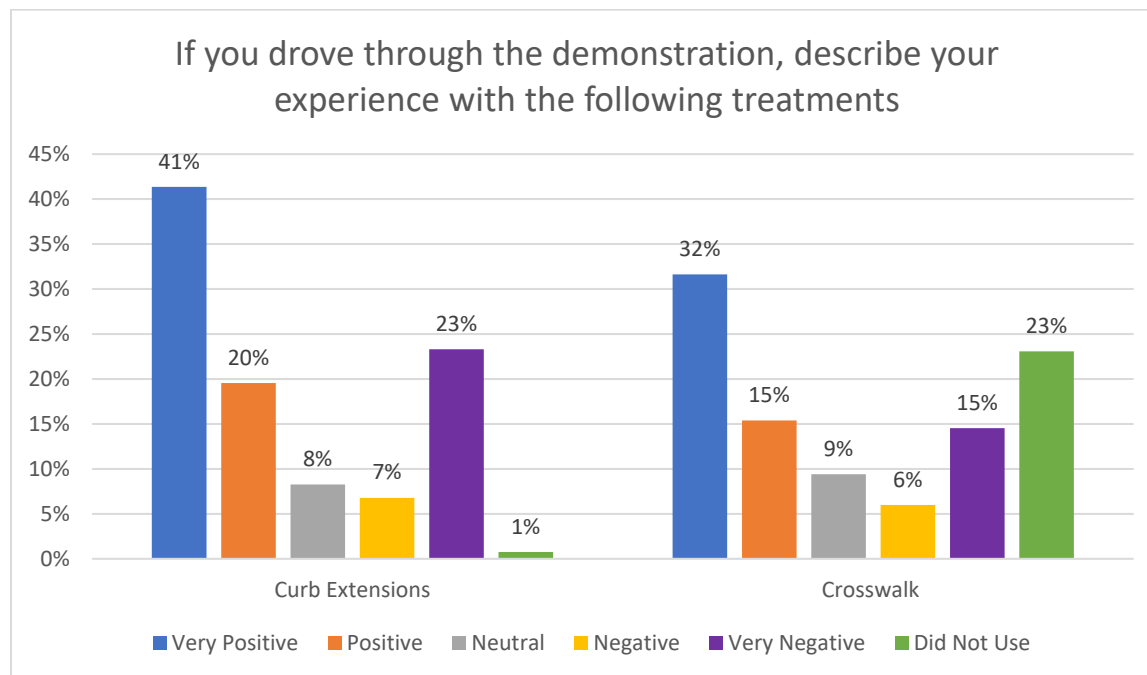
The planning team received 173 survey responses for the Marina demonstration through a combination of 81 electronic and 92 hard-copy surveys.

The majority of respondents (136) experienced the demonstration event by car, with 88 respondents walking and 19 using the demonstration on bike (respondents could select more than one mode). Of the respondents who walked through the demonstration, 58% had either a positive or very positive experience with the temporary curb extensions and 75% of respondents had a positive or very positive experience with the upgraded crosswalks. 30% had a negative or very negative experience with the curb extensions, while 17% had a negative or very negative experience with the crosswalk. 62% of respondents said that the changes made walking on Carmel Avenue more comfortable, while 22% disagreed and 14% felt there was no change.



Fewer respondents experienced the event on bicycle. Of the 19 respondents who biked through the demonstration, 38% had a positive or very positive experience with the curb extensions, while 57% had a negative or very negative experience. 48% had a positive or very positive experience with the crosswalks and 48% had a negative or very negative experience. It is important to note that here the actual numbers are small – for example, 7 respondents had a very negative experience with the crosswalks, while 6 people had a very positive experience. Respondents were split on whether the changes made bicycling more comfortable, with 47% saying yes and 47% saying no.

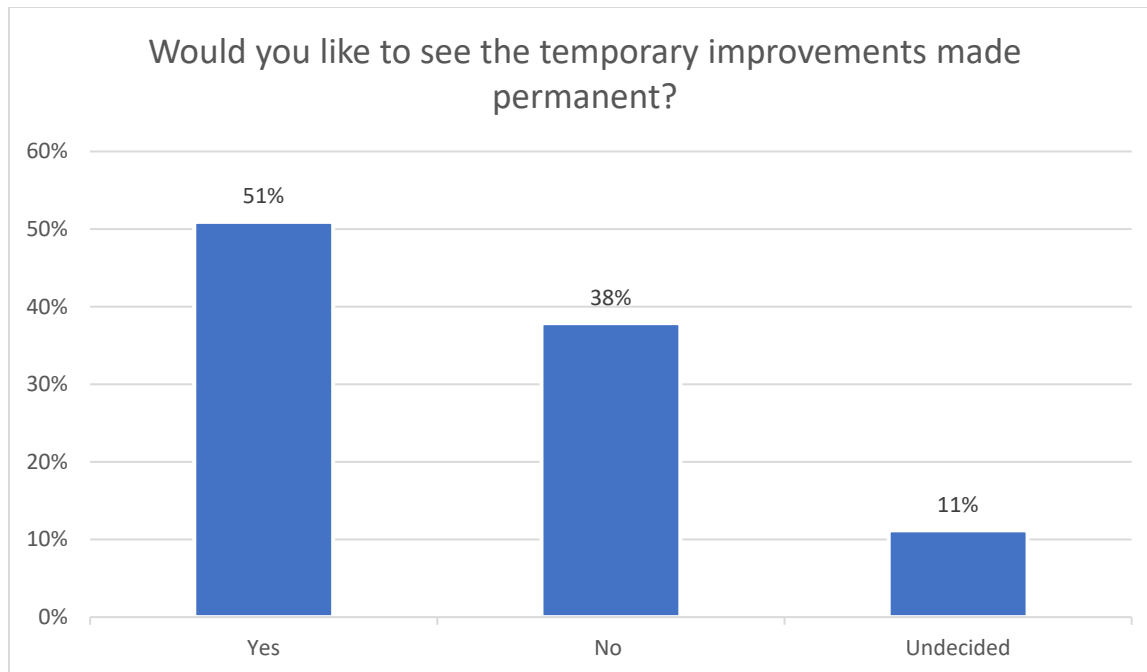
87% of respondents experienced the demonstration by car. Of this group, 61% had a positive or very positive experience with the curb extensions, while 30% had a negative or very negative experience. 47% of respondents had a positive or very positive experience with the crosswalks, while 21% had a negative or very negative experience and 23% said that they did not use them.



Half of respondents said that the temporary improvements made people walking or biking more visible, while 32% disagreed and 17% saw no change. When asked if the temporary improvements made people biking and walking more predictable, 45% said yes, 37% said no, and 17% reported no change.

A majority of respondents (61%) said that the demonstration was easy to navigate and understand, with 39% saying the opposite. When asked what made the treatments confusing, the top two responses were the difficulty of making turns around the new curb extensions and general confusion about the meaning of the purple paint, wave delineators, etc. Several comments mentioned that the curb extensions forced vehicles (especially larger vehicles) into opposing traffic when making turns. Other sources of confusion were the visual clutter of the demonstration, the narrower lanes and the additional traffic caused by the demonstration.

Just over half of respondents would like to see the temporary improvements made permanent, with 38% saying no and 11% undecided.



36% of respondents said they were likely to use the facility on foot if it became permanent and 19% would definitely use it, which is similar to the number of respondents who indicated that they had walked through the demonstration. 45% were either not likely or not at all likely to use the facility on foot. The majority of respondents (65%) said they were either not likely or not at all likely to use the facility on bike, with 35% saying they were either likely to use it or would definitely use it. This is an increase from the number of respondents who said they had biked through the demonstration and could indicate an increased interest in biking if the curb extensions and crosswalks were installed permanently. The majority of respondents (71%) said they were likely to or would definitely use the facility in a car if it became permanent, while 29% said they were either not likely or not at all likely to drive through the demonstration.

When asked what respondents' favorite thing about the demonstration was, increased safety was the top response (22 comments) followed by the high-visibility crosswalks (20 comments). Other frequent responses were that the demonstration slowed down traffic (12 comments), that it was highly visible and/or increased pedestrian visibility (11 comments), and that it was a community event and a learning opportunity for students (10 comments).

When asked what they would change about the demonstration, 22 respondents said that they wouldn't change anything, and 23 respondents were opposed to the demonstration and wanted it taken down. 22 respondents wanted to change the curb



extensions; many commented that they were too wide and forced drivers turning right into the opposing traffic lane. Other requested changes were for better community notification and for crossing guards, police and/or school staff to help with traffic control before and after school.

Finally, respondents were asked if they had any other comments they wished to share. 19 people were happy about the demonstration—one wrote, "Even as a driver, every day I pass through this school zone and have definitely noticed the difference in children when they walk to and from school, they are not so afraid when crossing the sidewalks." 16 people did not see the need for the demonstration—for example, "There is not enough foot or bicycle traffic on these streets to make such a dramatic change that negatively impacts drivers." There were also comments about the challenging curb radii, the need for more enforcement, the need for speed bumps, and parents not respecting the 'No Left Turn' signs out of the school parking lots.

### **Respondent Demographics**

Nearly 60% of respondents were parents of students at Crumpton Elementary or Marina Vista Elementary, and 6% of respondents had students at Los Arboles Middle School, which is located a few blocks away from the demonstration site. 35% of respondents did not have children at a local school. 87% of respondents reported living at a zip code in Marina, with 5% of respondents living in or around Salinas and the remaining 8% coming from Seaside, Castroville and Carmel. The most commonly reported age group among respondents was 36-50 (45%), with 20% of respondents aged 19-35 and 35% of respondents aged 51 or over. Only one respondent was under 18. Nearly 70% of respondents were female, and the most commonly reported race was White/Caucasian (34%). 22% of respondents were Hispanic/Latinx, 16% were of mixed ethnicity, 7% were Asian or Asian American, and 3% were African American.

### **Lessons Learned**

The safe streets demonstrations were a learning experience for the planning team. One significant lesson was that in-person outreach was the best way to let parents know that the demonstrations were coming, and that messaging should include specific instructions about what parents should do during the demonstrations, including where to park and allowing extra time for the trip to school.

The recommendations were also adjusted as a result of the demonstrations. In Seaside, a recommendation was added to explore either a left-turn pocket into the school

parking lot or to prevent left turns into the parking lot and install a roundabout at Broadway Avenue and Ancon Street to allow drivers to turn around on Broadway and enter the school parking lot from the east. These recommendations were designed to address the traffic congestion that resulted when through traffic could not pass drivers waiting to enter the school parking lot. It was also clear from the demonstration that the intersection of Broadway Avenue and Yosemite Street would need to function more efficiently for a lane reduction on Broadway Avenue to work. As a result, a recommendation was added for the intersection of Broadway Avenue and Yosemite Street to study a roundabout to allow traffic to move more smoothly through the intersection and to improve pedestrian safety at the intersection.

In Marina, the main concern with the demonstration was about the size of the curb extensions, particularly at the intersection of Carmel Avenue and California Avenue. If this project were funded, the size of the curb extensions would be adjusted to ensure that vehicles of all sizes could pass through the intersection safely. The recommendations for the intersection of Carmel Avenue and Pleasant Circle were also adjusted to ensure that bus drop-off could take place as close to the school entrance as possible without obstructing visibility for drivers leaving the school parking lot.

## Chapter 7: Funding, Implementation and Maintenance

### Anticipated Future Funding

The 2018 Regional Transportation Plan (RTP), produced by the Transportation Agency for Monterey County (TAMC), identifies federal, state and local funding sources that are available for transportation projects in Monterey County. The RTP also contains a list of all anticipated programs and projects needed to maintain and improve the transportation system over the next two decades. The cost of implementing the full list of transportation needs is approximately \$3.71 billion, of which the RTP estimates that only 11.8% will be available through 2040.<sup>18</sup> Since the transportation funding need exceeds available funding, the RTP project list is divided between “Constrained” projects, which are higher priority projects that could be funded with anticipated revenues, and “Unconstrained” projects, which are projects that cannot be implemented by 2040 without significant new funding. Bicycle and pedestrian projects and programs account for approximately 4% of the constrained project list.<sup>18</sup>

The RTP identifies \$20 million in funding for Safe Routes to Schools, which will provide a funding source for the projects within this Plan. Other constrained projects also include improvements to bicycle and pedestrian facilities.

Implementing the projects within the Safe Routes to Schools Plan will require TAMC and the Cities of Marina and Seaside to leverage the funding identified in the RTP. The total cost of projects contained within this Plan is X. This is significantly more than the \$20 million identified for Safe Routes to Schools projects in Monterey County. Project cost estimates for most projects are provided in Appendix X.

### Funding Sources

To address the ongoing shortfall in transportation funding, Monterey County voters approved Measure X in 2016. Measure X is a 3/8 percent sales tax measure which will provide approximately \$20 million annually for local transportation projects over the next 30 years.<sup>18</sup> 60 percent of funds are distributed by formula to cities and the County of Monterey for road maintenance and repair. Funding in the Pedestrian and Bike Safety and Mobility category can be used for Safe Routes to Schools projects.

<sup>18</sup> Monterey County Regional Transportation Plan: <https://www.tamcmonterey.org/wp-content/uploads/2018/06/Chapter-2-Policy-Element.pdf>

## Measure X Funding Categories



Source: Transportation Agency for Monterey County, [www.tamcmonterey.org/measure-x/background](http://www.tamcmonterey.org/measure-x/background)

The following table lists potential grant and program funding sources that can be used to implement the projects identified in this plan.

| <u>Funding Source</u>                  | <u>Capital Improvements</u> | <u>Evaluation &amp; Planning</u> | <u>Education, Encouragement &amp; Enforcement Programs</u> | <u>Maintenance</u> |
|----------------------------------------|-----------------------------|----------------------------------|------------------------------------------------------------|--------------------|
| <b>Local</b>                           |                             |                                  |                                                            |                    |
| Measure X Regional Sales Tax           | X                           | X                                | X                                                          | X                  |
| Transportation Development Act Funding | X                           | X                                | X                                                          |                    |
| City General Funds                     | X                           | X                                | X                                                          | X                  |
| Foundations                            | X                           | X                                | X                                                          |                    |
| Businesses & Corporations              | X                           |                                  | X                                                          |                    |
| Developer Impact Fees                  | X                           |                                  |                                                            |                    |
| <b>State</b>                           |                             |                                  |                                                            |                    |
| Active Transportation Program          | X                           | X                                | X                                                          |                    |
| California Office of Traffic Safety    |                             |                                  | X                                                          |                    |
| AB 2766                                | X                           | X                                | X                                                          |                    |

|                                                                      |   |   |   |  |
|----------------------------------------------------------------------|---|---|---|--|
| State Highway Operations & Protection Program (SHOPP)                | X | X |   |  |
| Surface Transportation Improvement Program (STIP)                    | X |   |   |  |
| <b>Federal</b>                                                       |   |   |   |  |
| Surface Transportation Block Grant                                   | X |   |   |  |
| Highway Safety Improvement Program                                   | X |   | X |  |
| Regional Surface Transportation Program                              | X | X |   |  |
| Better Utilizing Investments to Leverage Development (BUILD) Program | X |   |   |  |

## Implementation and Reporting

The implementation of projects included in this Plan will occur over time as funding becomes available. Leveraging local funds with additional grant funding will be critical for Plan implementation. There is also the opportunity for the Cities of Marina and Seaside to implement bicycle and pedestrian improvements as part of street and road improvements.

Individual projects will be prioritized for funding through the Regional Transportation Plan update process and the City of Seaside and City of Marina Capital Improvement Programs (CIP). Reporting on Plan implementation will occur through an annual report to the TAMC board on the Measure X Safe Routes to Schools Program, as well as through updates to the City Councils of Seaside and Marina during the annual City budgeting process. The Cities of Seaside and Marina will also provide updates to City Council on any grant applications, funding agreements, or other needed Council actions for delivery of Safe Routes to Schools Plan projects.

## **Maintenance**

The Cities of Seaside and Marina currently employ the following maintenance policies and procedures to keep City facilities in good repair. Facilities constructed on private property and programs implemented by others and done outside of City jurisdiction are not maintained by the City.

### **City of Seaside**

- See Click Fix is a smart phone application that residents can use to inform the City on issues that need attention. The public can input any concern and will receive a follow up response on the course of action. Staff assesses the concern and either generates a Work Order for staff action or forwards to the appropriate outside agency. Signage, striping, potholes, and sidewalk hazards can all be reported by the public. The program allows the public to receive responses through the application without having to follow-up with a phone call or other means.
- Public roadways, including Class 2 bike lanes, are evaluated through the City's Pavement Management System. The goal of the program is to identify needed pavement maintenance and improvements and program maintenance and improvement activities according to available funding. Bike way improvements are incorporated into these projects. The program is updated every two years.
- Signage and striping are assessed regularly by City staff and replaced on a scheduled maintenance period.
- Per the California Streets and Highways Code, property owners are responsible for the maintenance of sidewalks that fronts their parcel. Pedestrian facilities were evaluated by the City in 2016 and the City is developing a program to maintain or replace sidewalks.

### **City of Marina**

- Public roadways, including Class 2 bike lanes, are assessed regularly as part of the City's Pavement Management System. Roadways in good condition are maintained by receiving a slurry seal and are restriped every five to ten years. Roadways in poor condition are resurfaced or reconstructed as needed.
- Signage and striping are assessed regularly by City staff and replaced as needed.
- Per the California Streets and Highways Code, property owners are responsible for the maintenance of sidewalk that fronts their parcel. Pedestrian facilities are evaluated regularly by City staff and maintained as needed or replaced in coordination with the property owners.



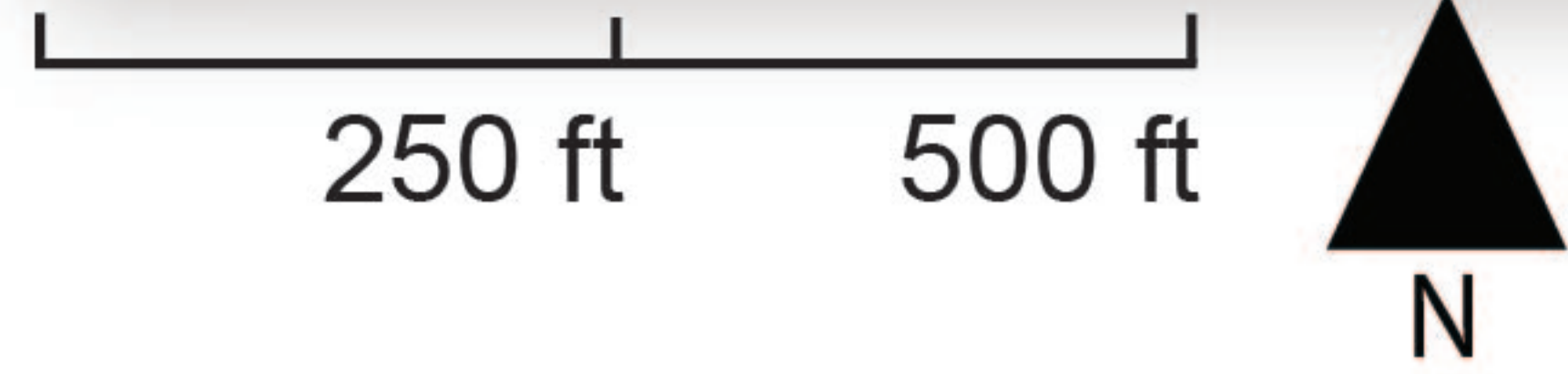
# Del Rey Woods Elementary School SRTS Recommendations Map

 Recommended High-Visibility Crosswalk

 Recommended Curb Ramps

 Recommended Offset Crosswalk

 Recommended School Advanced Crossing Signs



## Recommendations

- 1

Noche Buena St.:  
Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
- 2

Tweed Street:  
Install S1-1 with W16-9P School Advance Crossing signs as appropriate.
- 3

School parking lot at Noche Buena/Plumas:  
Allow student dropoff in dropoff loop. Maintain parking spaces as staff parking.
- 4

Noche Buena at church parking lot:  
Remove stairway between sidewalk and street.
- 5

Tweed Street at Kimball Street:  
Install curb extensions and refresh high-visibility crosswalk.
- 6

Noche Buena Street between Kimball Avenue and Plumas Avenue:  
Conduct speed survey and install traffic calming measures and/or bike lanes.
- 7

Kimball Avenue at San Lucas Street  
Remove crosswalk across Kimball on western side. Replace crosswalk on eastern side with offset crosswalk and median. Install street lighting. Consider unlocking gate at this location before and after school.
- 8

Tweed Street between Plumas Avenue and Kimball Avenue:  
Install traffic calming features to make Tweed Street a bicycle boulevard. Widen eastern sidewalk or move utility poles out of sidewalk.
- 9

Noche Buena Street at Kimball Avenue:  
Install curb extensions on all crosswalk legs.
- 10

Parallel to Plumas Avenue - Phase 1:  
Install Class I facility in PG&E land (under utilities) between Del Rey Woods Elementary and Highland Street. Phase 2: Install Class I facility in PG&E land (under utilities) between Highland and General Jim Moore, and between Noche Buena and Fremont Boulevard. Extend to Laguna Grande Court for Phase 3.
- 11

Parking lot between Noche Buena Street and northern school entrance - Phase 1:  
Stripe pedestrian area on outside of parking lot. Restripe parking lot to show parking spaces and path of travel. Phase 2: Install path on north and west sides of parking lot to allow for pedestrian access. Restripe parking lot to show parking spaces and path of travel.
- 12

Noche Buena Street at Plumas Avenue:  
Install curb extensions. Install ramp and high-visibility crossings across Plumas Avenue to connect to future Class I facility parallel to Plumas Avenue.
- 13

Plumas Avenue at Tweed Street:  
Rearrange traffic diverters to be ADA-compliant and allow for wheelchair and bicycle access. Install curb extensions at each crosswalk leg.
- 14

Noche Buena Street between school drop-off loop entrance and exit:  
Remove white curb or install signs reminding drivers to not leave their vehicles in loading zone.
- 15

Plumas Avenue:  
Install S1-1 with W16-9P School Advance Crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school.



# Dual Language Academy SRTS Recommendations Map



## Recommendations

- 1** Normandy Road at Naples Road:  
Install ADA-compliant curb ramps.
- 2** Normandy Road at school driveway:  
Install ADA-compliant curb ramps.
- 3** Normandy Road between Selerno Road and Naples Road - Phase 1:  
Extend red curb east to the Naples Road intersection. Phase 2: Install curb extension at corner of Normandy/Naples.
- 4** School campus between Normandy Road drop off and parking lot:  
Install ADA-compliant path. Remove pathway that extends from corner of General Jim Moore to school parking lot.
- 5** School parking lot - Phase 1:  
Install high-visibility crosswalk from new path to existing crosswalk on north side of parking lot. Pave dirt and install parking on east side of parking lot. Install high-visibility crosswalk from new parking to existing pedestrian space on southeast corner of school. Remove wooden ramp on west side of driveway. Phase 2: Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy/Naples and additional parking.





# Highland Elementary School SRTS Recommendations Map



## Recommendations

- 1** Sonoma Avenue at Del Monte Manor crosswalk :  
Install raised crosswalk and curb extensions.

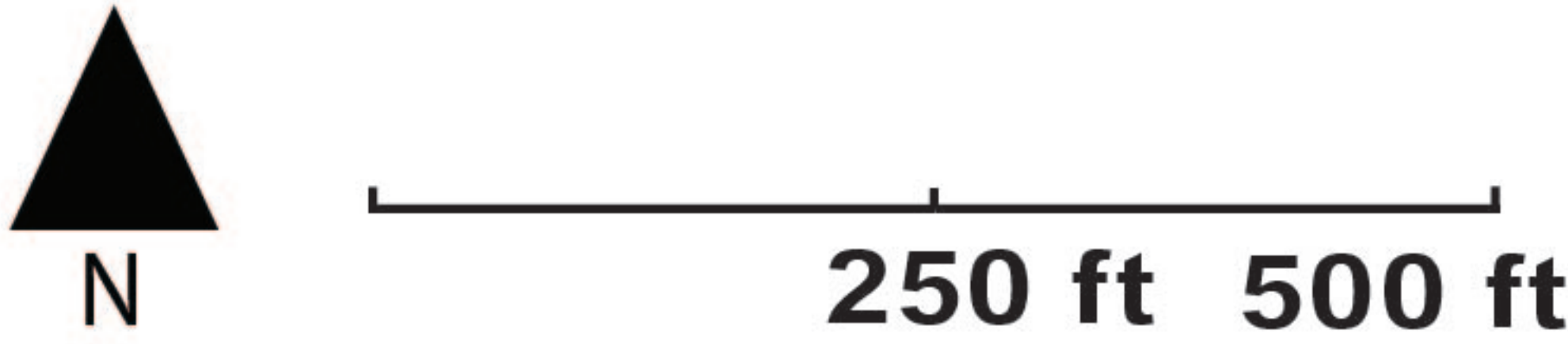
**2** Yosemite Street back entrance ramp:  
Improve ramp access.

**3** Yosemite Street between Sonoma Avenue and crosswalk:  
Convert east side of Yosemite Street to pick-up/drop-off area.

**4** Mid-block crosswalk on Yosemite Avenue:  
Install offset crosswalk with ADA-compliant curb ramps and street lighting.

**5** Sonoma Avenue at Yosemite Street:  
Install compact roundabout.
- 6** Sonoma Avenue between Yosemite Street and Mescal Street:  
Install slotted speed humps. Install centerline diverters or turtles to prevent U-turns.

**7** Neil Park:  
Repave and widen existing paths. Install curb ramps at path entrances.





# International School of Monterey SRTS Recommendations Map

## Recommendations



- 1 School parking lot:**  
Make staff parking only. Install right-turn only sign and arrow at parking lot exit.
- 2 School drop-off loop - Phase 1:**  
Convert staff parking to loading during pick-up/drop-off times and visitor parking off-peak times. **Phase 2:** Install curb ramps at school driveway entrance and exit. Install ADA compliant path between Yosemite Street and school that connects with crosswalk in dropoff loop.
- 3 Yosemite Street at Westminister Court:**  
Install ADA-compliant curb ramps on both sides of crosswalk.
- 4 Path between Westminister Court at Stuart Park path:**  
Remove bollard on east end of path.
- 5 San Pablo Avenue at Mescal Street:**  
Shift existing crosswalk across San Pablo Avenue/Mescal Street northwest to avoid drain. Install curb extensions on both sides of crosswalk and landing on south side.
- 6 Pedestrian bridge between Stuart and Cunningham Parks:**  
Promote pedestrian bridge as alternate drop-off location. Replace bridge with design that allows greater visibility onto/from bridge. Upgrade to be ADA-compliant.
- 7 Lincoln Cunningham Park paths:**  
Repave and widen existing paths. Install curb ramps at path entrances.
- 8 Path between Stuart Park and school:**  
Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours.
- 9 Yosemite Street at Mingo Avenue:**  
Install curb extensions on all crosswalk legs.
- 10 Portola Leslie Park entrance from Yosemite Street:**  
Upgrade ramp to be ADA-compliant.
- 11 Yosemite Street between Mingo Avenue and Westminister Court:**  
Add centerline diverters to prevent left turns into or out of school drop-off loop. Daylight school loop exit.

250 ft 500 ft





# George Marshall Elementary School SRTS Recommendations Map

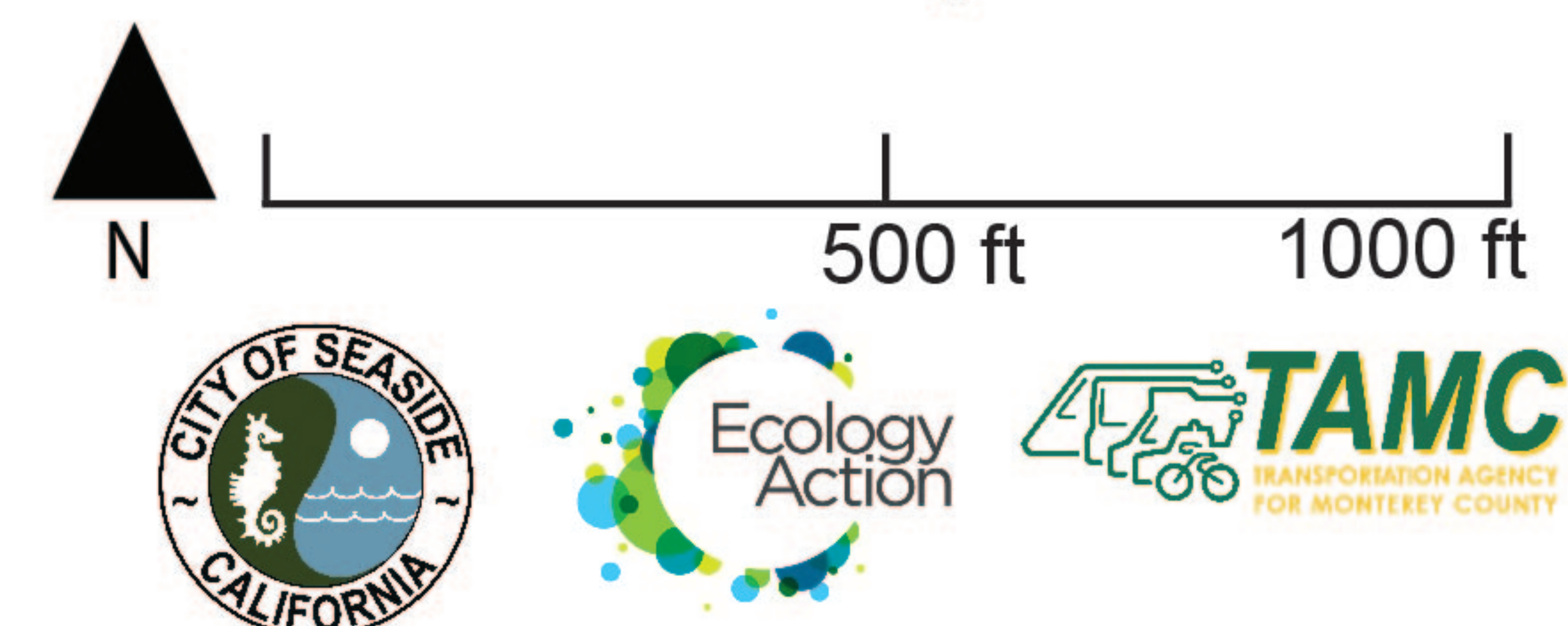


## Recommendations

- Dirt south of Normandy Road between existing trail and school driveway entrance:  
Install trail/pathway.
- Normandy Road between school driveway exit and Parker Flats Cut Off:  
Install trail/pathway on south side of Normandy Road.
- School driveway entrance:  
Install curb extension on western side to prevent parked cars.
- Normandy Road between General Jim Moore Boulevard and school driveway entrance:  
Widen sidewalk on north side of Normandy Road to 10' multi-use path.
- Normandy Road between school driveway entrance and Parker Flats Cut Off Road:  
Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school.

- General Jim Moore Boulevard at Normandy Road:  
Install ramp from trail along General Jim Moore Boulevard onto Normandy Road.
- General Jim Moore Boulevard trail:  
Install wayfinding northbound to show access to school.
- Normandy Road at Carentan Road:  
Install ADA-compliant curb ramp at northwest corner of intersection.
- Normandy Road at Chapel Drive:  
Install raised crosswalk and ADA-compliant curb ramps.
- Chapel Drive:  
Close sidewalk gaps on west side between church driveway and Normandy Road.
- Chapel Road at Chapel Drive:  
Install ADA-compliant curb ramps and high-visibility crosswalk across Chapel Road.

- General Jim Moore Boulevard at Normandy Road:  
Install protected intersection with leading pedestrian intervals. Install sign indicating that cyclists should use pedestrian signal phase.
- Ardennes Circle at end of school pathway:  
Upgrade crosswalk to standard high-visibility.
- Path from Ardennes Circle to Normandy:  
Repave trail.
- General:  
Initiate larger discussion on traffic and enforcement issues around Marshall campus.





# Martin Luther King Jr. School of the Arts SRTS Recommendations Map

## Recommendations

- 1 Broadway Avenue east of school driveway entrance:  
Install high-visibility offset crosswalk across Broadway Avenue and lengthen/widen center median to serve as pedestrian refuge island. Install curb extensions on both sides of crosswalk and install RRFB.
- 2 Broadway Avenue between Ancon and Yosemite:  
Explore options to accommodate parent travel into school parking lot; either install left turn pocket that is long enough to accommodate school queue, or install roundabout at Broadway/Ancon and prevent left turns into school.
- 3 School driveway entrance:  
Install standard driveway approach. Install red curb striping on both sides to daylight intersection.
- 4 Broadway Avenue at Yosemite Street:  
Study roundabout at this intersection. If not feasible, install curb extensions on all corners of intersection.
- 5 School entrance:  
Install ADA-compliant ramp from Broadway Avenue to school entrance.
- 6 Portola Leslie Park path:  
Upgrade to be ADA-compliant. Open gates outside school hours. Extend path to Broadway, east of school driveway. Install curb ramps at path entrances.
- 7 Sidewalk on west side of staff parking lot:  
Remove bollard blocking sidewalk access.





# Seaside High School SRTS Recommendations Map

## Recommendations



- 1 Highway 1/Monterey Road/Fremont Boulevard:**  
Study opportunities for bicycle and pedestrian improvements in future regional intersection project, including: high visibility yellow crosswalks, curb extensions to shorten crossing distances on Fremont Boulevard, leading pedestrian intervals, offset crosswalks, school signage, pedestrian pathway on south side of intersection, provide pedestrian median islands, and reduced lane widths.
- 2 Ord Avenue stairs onto school:**  
Formalize path from top of stairs onto campus. Install ADA accessible ramp next to stairway.
- 3 Ord Avenue at Monterey Road:**  
Install sidewalk on south side of Monterey Road between Ord Avenue and Fremont Boulevard. Move crosswalk across Ord Avenue to intersection. Install landing on east side of Ord Avenue between new crosswalk and stairs. Install curb extension on west side of crosswalk.
- 4 Ord Avenue at Noche Buena:**  
Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Ave.
- 5 Ord Avenue on school campus:**  
Install raised crosswalk and stop/yield signs east of the first school dropoff loop. Allow bus access only to eastern drop-off loop and restrict parent entry. Install sidewalk on south side of Ord Avenue between Noche Buena and new crosswalk. Formalize pathway from north side of Ord Avenue into campus.
- 6 Noche Buena at Military Avenue:**  
Install curb extensions on all corners to shorten crossing distance across Military Avenue.
- 7 Ord Grove Avenue at Noche Buena Street:**  
Install curb extensions on all corners to shorten crossing distance across Ord Grove Avenue.
- 8 Noche Buena Street at La Salle Avenue:**  
Install curb extensions on all corners.
- 9 Fremont Boulevard between Monterey Road and Military Avenue:**  
Formalize path to Class I facility between Military Avenue and Monterey Road.

250 ft 500 ft





# Seaside Middle School SRTS Recommendations Map



## Recommendations

- 1** South side of school between drop-off driveway and Coe Avenue (approximately 350 feet north of Coe Avenue):  
Upgrade informal pathway to Class I facility.
- 2** School parking lot:  
Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign to be MUTCD-compliant.
- 3** School campus:  
Create new roadway adjacent to school buildings to connect school driveway with bus drop-off area, with new drop-off area adjacent to school buildings. Restrict current drop-off loop to bus drop-off and staff parking.
- 4** Coe Avenue at Peralta Avenue:  
Consider roundabout.
- 5** Coe Avenue at Peralta Avenue:  
Remove bollard to allow for easier bike/pedestrian access.
- 6** Coe Avenue between Dahlia Drive and General Jim Moore Boulevard:  
Remove bike lane from south side of road. Install two-way separated bikeway on north side of road.
- 7** Military Avenue at Peralta Avenue:  
Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.
- 8** Peralta at Coe Avenue:  
Block Peralta Avenue north of Military Avenue. Install landscaped trail that allows for emergency access to Coe Avenue.



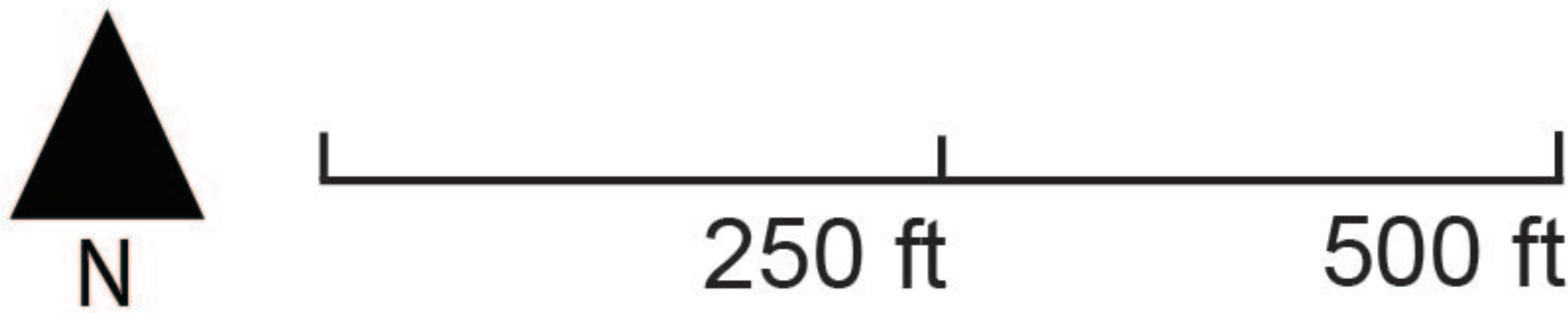


# Central Coast High School SRTS Recommendations Map



## Recommendations

- 1** Coe Avenue between Monterey Road and Dahlia Drive:  
Convert bike lanes on both sides of roadway to buffered bike lanes.
- 2** Trail entrance on Coe Avenue (north of school):  
Remove two of three bollards to allow for easier bicycle access.
- 3** Trail north of school between Coe and Monterey:  
Formalize pathway between existing trail and Monterey Avenue, south of retention pond. Explore Class I facility on east side of Monterey between Fremont and new pathway.
- 4** Coe Avenue between trail entrance and Seaside Community Center driveway:  
Install sidewalk or pathway on south side of street. Look at moving pathway to school property if sidewalk at street level is not feasible.
- 5** Coe Avenue at Dahlia Drive - Phase 1:  
Refresh crosswalk markings. Phase 2:  
Install compact roundabout.
- 6** Coe Avenue at Sea Ridge Court - Phase 1:  
Refresh crosswalk markings. Phase 2:  
Install compact roundabout.
- 7** Community center driveway:  
Fill sidewalk gaps between community center parking lot and school driveway.





# Ord Terrace Elementary School SRTS Recommendations Map



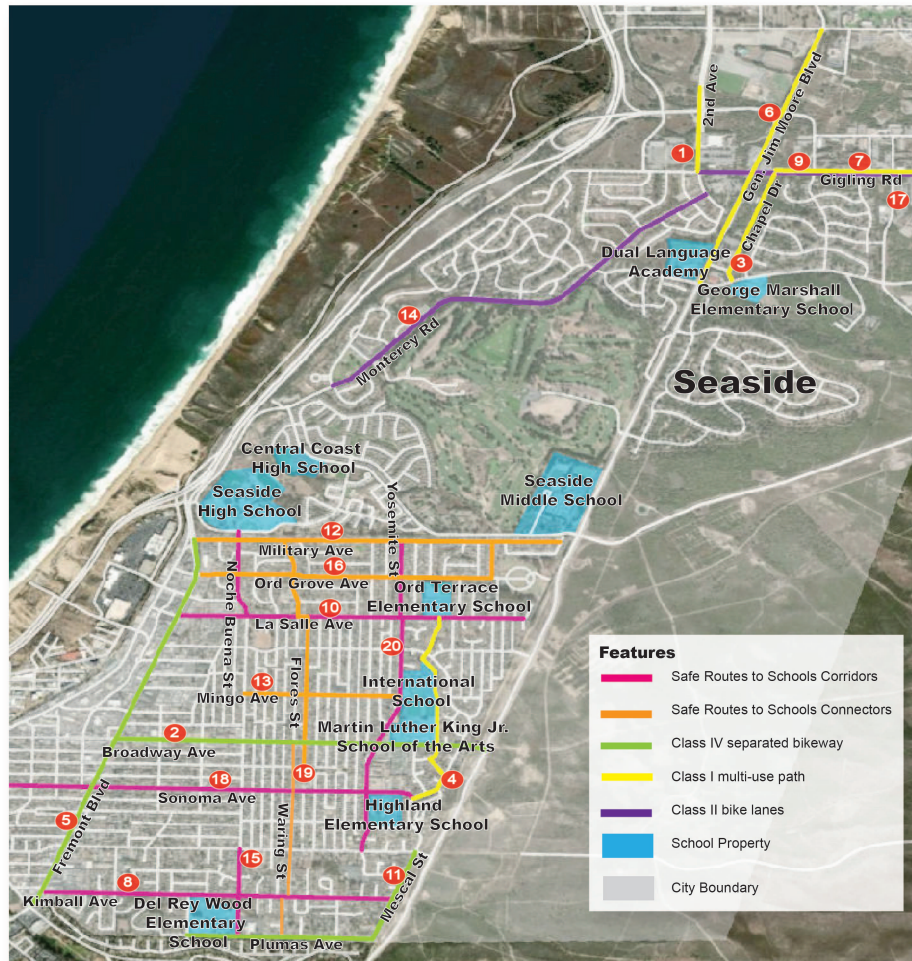
## Recommendations

- 1 Diagonal parking spaces on La Salle Avenue in front of school:**  
Install wheel stops in parking spaces. Angle parking spaces at 45 degrees to accommodate center median. Move accessible parking onto campus closer to school entrance.
- 2 La Salle Avenue at Lindberg Court:**  
Install curb extensions on both ends of crosswalk and southeastern corner. Add high visibility crosswalk across Lindberg Court. Reconfigure crosswalk across LaSalle as offset crosswalk. Install median on either side of Lindberg Court to east/west of school driveway entrances, with median serving as pedestrian refuge island at crosswalk.
- 3 La Salle Avenue at Lincoln Street (east):**  
Install curb extensions on both legs of crosswalk. Remove crosswalk across La Salle and restripe crosswalk across Lincoln.
- 4 Western school driveway (east side of driveway):**  
Install curb extension to roadway drain in order to narrow entrance/exit. Install high visibility crosswalk across school driveway.
- 5 Loading zone on La Salle Avenue:**  
Widen sidewalk on north side between Lincoln and western school driveway. Add striping in roadway to demarcate loading zone.
- 6 Lincoln Street at Ord Grove Avenue:**  
Install curb extensions on all crosswalk legs. Design southwest corner to accommodate driveway.
- 7 Ord Grove Avenue at Buchanan Street:**  
Install curb extensions on all crosswalk legs.
- 8 Ord Grove Avenue in loading zone near Buchanan Street:**  
Install loading zone (R25C(CA)) signs.
- 9 Yosemite Street at La Salle Avenue:**  
Update high visibility crosswalks. Install curb extension on southeast corner. Update STOP bars/STOP legends. Install new curb ramps at northern corners.
- 10 Mariposa Street at LaSalle Avenue:**  
Fill sidewalk gaps.





## City of Seaside SRTS Recommendations Map



### Recommendations

- 1 2nd Avenue between Gigling Road and existing Class I path just north of Lighthouse Drive:  
Install Class I shared-use path.
- 2 Broadway Avenue/Obama Way east of Fremont Boulevard:  
Road diet to install protected bikeways or buffered bike lanes. Install protected bikeway on north side of Broadway between Yosemite and Mescal. Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.
- 3 Chapel Drive between Normandy Road and Gigling Road:  
Construct FORTAG major spur trail in utility right of way adjacent to Chapel Drive. Consider possible fire station project in final design.
- 4 East Seaside between Highland Elementary and Ord Terrace Elementary:  
Explore feasibility of pathway connecting Highland Elementary and Ord Terrace Elementary on City parks, school property and public roadways.
- 5 Fremont Boulevard between Military Avenue and Canyon Del Rey Boulevard:  
Study options for 2-way landscaped bikeway in median. If not feasible, install Class II bike lanes and a buffer where possible.
- 6 General Jim Moore Boulevard between Divarty Street and Normandy Road:  
Install Class I shared-use path.
- 7 Gigling Road between 6th Division Road and 7th Avenue:  
Install Class II bike lanes between 6th Division Road and General Jim Moore, and Class IV bike facility on south side of Gigling Road between General Jim Moore and 7th Avenue.
- 8 Kimball Avenue between Fremont Boulevard and Mescal Street:  
Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.
- 9 Gigling Road between General Jim Moore and 7th Avenue:  
Install trail crossing at Gigling Road at terminus of FORTAG trail. Construct meandering trail on north side of Gigling Road, per Campus Town development plans.
- 10 LaSalle Avenue:  
Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.
- 11 Mescal Street/Plumas Avenue between Hilby Avenue and Tweed Street:  
Install separated bikeway. Install sidewalks to close sidewalk gaps.
- 12 Military Avenue:  
Study feasibility of Safe Routes to Schools Connector treatments, especially near school.
- 13 Mingo Avenue between Noche Buena and Yosemite:  
Study feasibility of Safe Routes to Schools Connector treatments, especially near school.
- 14 Monterey Road between Buna Road and 6th Division Road:  
Install Class II bike lanes.
- 15 Noche Buena Street near Seaside High and Del Rey Woods Elementary:  
Study feasibility of Safe Routes to Schools Corridor treatments near schools.
- 16 Ord Grove Avenue + Hacienda Street:  
Study feasibility of Safe Routes to Schools Connector treatments, especially near school.
- 17 Parker Flats Cut Off Road between Gigling Road and Normandy Road:  
Study traffic volumes and consider removing center line and installing advisory bike lanes.
- 18 Sonoma Avenue from Mescal to Canyon Del Rey:  
Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.
- 19 Waring Street + Flores Street between Plumas Avenue and Military Avenue:  
Study feasibility of Safe Routes to Schools Connector treatments, especially near school.
- 20 Yosemite Street between Military Avenue and Hilby Avenue:  
Study feasibility of Safe Routes to Schools Corridor treatments, especially near school. Explore converting Yosemite to 1-way between Mingo and La Salle.

