AMENDED
A G E N D A
CITY OF SEASIDE
CITY COUNCIL

REGULAR MEETING
Council Chamber
440 Harcourt Avenue
Thursday, February 6, 2020
7:00 PM

1. CALL TO ORDER

2. ROLL CALL – ESTABLISHMENT OF QUORUM

Ian N. Oglesby	Mayor
David R. Pacheco	Mayor Pro Tem
Jason Campbell	Council Member
Jon Wizard	Council Member
Alissa Kispersky	Council Member

3. INVOCATION AND PLEDGE OF ALLEGIANCE

4. REVIEW OF AGENDA

If there are any items that arose after the 72-hour posting deadline, this is the point in the meeting where a vote may be taken to add the item to the agenda. (A 2/3-majority vote is required).

5. 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.

6. PUBLIC AGENCY COMMUNICATIONS

This is a time specifically set aside for representatives of public agencies to make brief comments of general interest to the City Council and the community.

7. PRESENTATIONS

A. PRESENTATION OF THE JANUARY 2020 HOUSE OF THE MONTH AWARD

B. KB BAKEWELL ENVIRONMENTAL JUSTICE FUND

C. PRESENTATION FROM MONTEREY PENINSULA HOUSING COALITION

8. CONSENT AGENDA

A. APPROVE MINUTES FROM DECEMBER 9 AND 23, 2019 AND JANUARY 9 AND 16, 2020

RECOMMENDATION: That the minutes be reviewed and approved.

B. APPROVE AND FILE CITY CHECKS

RECOMMENDATION: Approve and file the accounts payable and wired payments made during the period of January 4, 2020 through January 24, 2020 including the payroll and benefits checks, direct deposits and wired payments related to the pay period ending January 16, 2020. Total Accounts Payable and Payroll for the above referenced period is $2,690,076.02.

C. APPROVE THE TRAFFIC ADVISORY (TAC) COMMITTEE RECOMMENDATIONS FOR PARKING DESIGNATIONS

RECOMMENDATION:

Approve the Traffic Advisory Committee December 17, 2019 recommendations:

1. Deny installation of Green Curb for short term parking in front of Counterpoint Coffee at 565 Broadway Ave.
2. Approve installation of two signs for a 2 hour parking zone located in front of Paris Bakery at 1232 Broadway Ave.
3. Approve installation of red curb for no parking along the west side of Sutter Street, from Hilby Ave. to the driveway apron of the Department of Motor Vehicles (DMV).

D. APPROVE A FEE WAIVER REQUEST FROM THE MONTEREY BRANCH NAACP FOR THE USE OF MEETING ROOMS FOR THEIR MONTHLY MEETINGS AT THE OLDEMEYER CENTER FROM JANUARY 2020 TO JULY 2020

RECOMMENDATION: Approve a request from the Monterey Branch NAACP for a fee waiver of Two Hundred and Thirty-One Dollars ($231.00) for the room rental fees at the Oldemeyer Center for their monthly organization meetings from January 2020 to July 2020.

E. APPROVE A MAYOR'S YOUTH FUND REQUEST FROM THE SEASIDE MIDDLE SCHOOL PTSA FOR COSTS ASSOCIATED WITH THEIR FUN RUN IN THE AMOUNT OF $3,000.00

RECOMMENDATION: Approve a request from Seaside Middle School PTSA for a Mayor's Youth Fund contribution of Three Thousand dollars ($3,000.00) for the costs associated with a Fun 5K, 1 mile & toddler lap on Saturday, February 22, 2020.

F. APPROVE A MAYOR'S YOUTH FUND CONTRIBUTION REQUEST FROM SEASIDE BLADE RUNNERS BASKETBALL

RECOMMENDATION: Approve a request from Seaside Blade Runners Basketball for a donation of Three Thousand Dollars ($3,000.00) from the Mayor's Youth Fund to help cover the costs for equipment, uniforms, gym expenses, tournaments and transportation.

9. PUBLIC HEARING

A. ADOPT AN ORDINANCE ADDING SECTIONS TO THE MUNICIPAL CODE ESTABLISHING PROVISIONS FOR TOBACCO RETAILER LICENSING (SECOND READING - ROLL CALL VOTE)

RECOMMENDATION: Adopt the second reading of the draft ordinance adding sections to the Municipal Code establishing provisions for tobacco retailer licensing.

B. INTRODUCTION OF AN ORDINANCE MODIFYING ELECTION SIGN CODE REGULATIONS AND MODIFYING THE FEE SCHEDULE AS APPROPRIATE (FIRST READING - ROLL CALL VOTE)

RECOMMENDATION: Introduce and pass to print the draft ordinance as presented.

C. INTRODUCTION OF AN ORDINANCE AMENDING SEASIDE MUNICIPAL CODE 6.04.170 POTENTIALLY DANGEROUS AND VICIOUS DOGS (FIRST READING DRAFT ORDINANCE - ROLL CALL VOTE)

RECOMMENDATION: To introduce and pass to print the draft ordinance to amend Chapter 6.04 Animal Control, delete the existing section 6.04.170 and replace it with a new section 6.04.170 entitled "Potentially Dangerous and Vicious Dogs".

10. BUSINESS ITEMS

A. RESOLUTION APPROVING THE SEASIDE & MARINA SAFE WALKING & BIKING TO SCHOOL: COMPLETE STREETS PLAN (SAFE ROUTES TO SCHOOL)

RECOMMENDATION: Adopt a resolution approving the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan, also known as the Safe Routes to School Plan, and direct staff to pursue grant funds for the planning, design, and construction of the proposed Broadway Avenue Corridor Improvements.

B. AUTHORIZE CITY MANAGER TO EXECUTE NOT TO EXCEED $215,000 CONTRACT WITH DPZ FOR SEASIDE EAST VISIONING CHARRETTE

RECOMMENDATION: Authorize City Manager to execute not to exceed $215,000 contract with DPZ for Seaside East Visioning Charrette.

C. CONSIDER APPROVAL OF THE PARKS & RECREATION COMMISSIONS RECOMMENDATION FOR ALLOWING PICKLEBALL AT THE WHEELER STREET TENNIS COURTS

RECOMMENDATION: Approve the request from the Parks and Recreation Commission to include Pickleball as an acceptable use of the Wheeler Street Tennis Courts on two of the four courts on Wednesday, Friday, and Saturdays for a trial period of six months.

D. RECEIVE A PRESENTATION ON POTENTIAL JULY 4TH FIREWORKS SHOW AND PROVIDE DIRECTION

RECOMMENDATION: To receive a presentation and provide direction on a potential 2020 July 4th fireworks show and event.

11. COUNCIL MEMBER REQUESTS

A. COMMUNITY POLICING ADVISORY COMMITTEE (OGLESBY)

B. REGULATORY FLAVORED VAPING PRODUCTS (PACHECO)

C. CONSIDER ORDINANCE FOR PLACING ITEMS ON AGENDAS (OGLESBY)

12. MAYOR, CITY COUNCIL, CITY MANAGER AND CITY ATTORNEY COMMENTS AND REPORTS ON COMMITTEE ASSIGNMENTS

This is a time specifically set aside for members of the City Council, the City Manager and City Attorney to make brief comments of general interest to the community, make requests that items be added to future City Council meeting agendas as necessary and report on committee assignments.

13. ADJOURNMENT

Next Regularly Scheduled Meeting:
February 20, 2020
7:00 PM

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

SPECIAL MEETING
Council Chamber
Monday, December 9, 2019
5:30 PM

1. CALL TO ORDER

The meeting was called to order at 5:30 p.m.

2. ROLL CALL – ESTABLISHMENT OF QUORUM

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

3. PUBLIC COMMENT

None.

4. BUSINESS ITEMS

City Attorney Don Freeman read the closed session item and anticipated that there would be no announcements to the public. There was no public comment on the closed session item.

A. CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION 54956.9 (c) - POTENTIAL LITIGATION

5. ADJOURNMENT

The meeting was adjourned at 9:37 p.m.

Respectfully submitted,

Lesley Milton, City Clerk

Ian N. Oglesby, Mayor

DRAFT MINUTES
CITY OF SEASIDE
CITY COUNCIL

SPECIAL MEETING
Council Chamber
Monday, December 23, 2019
5:30 PM

1. CALL TO ORDER

The meeting was called to order at 5:30 p.m.

2. ROLL CALL – ESTABLISHMENT OF QUORUM

PRESENT: OGLESBY, PACHECO, WIZARD, KISPERSKY
ABSENT: CAMPBELL

3. PUBLIC COMMENT

None.

4. CONSENT AGENDA

A. AUTHORIZE TRAVEL FOR COUNCIL MEMBERS OUT OF STATE

On motion by Councilmember Wizard and second by Councilmember Kispersky, and carried by the following vote, the City Council moved to authorize travel for Council Members to Lake County, Illinois January 2020 for case studies of completed base closures and pioneering efforts for open space preservation through development.

RESULT: 4-0-0-1
AYES: OGLESBY, PACHECO, WIZARD, KISPERKSY
NOES: NONE
ABSTAIN: NONE
ABSENT: CAMPBELL

On the question: Mayor Oglesby asked City Manager Malin to review the item and discuss its benefits. Mr. Malin provided a presentation on the item and responded to questions regarding its benefits and to justify expending of public funds for out of state travel which include answering the questions of "can development protect and pay for open space?; and what does a completed base reuse look like?" The proposed travel is set for one day which minimizes the expenses to airfare and transportation. During the day long trip, the Council would have the opportunity to observe a model conservation community, two completed base reuses, the first large scale traditional neighborhood along with other stops.

5. CLOSED SESSION

A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8: REAL PROPERTY NEGOTIATIONS

City Attorney Don Freeman read the closed session items and did not anticipate any significant reports being made.

Time entered: 5:38 p.m.
Time returned: 6:03 p.m.

6. BUSINESS ITEMS

A. DEL MONTE MANOR REQUEST FOR RELEASE OF CITY AFFORDABILITY RESTRICTIONS

Mr. Freeman provided a verbal report on the item in regards to the request that the restriction on the 92 units be removed. The motion should also indicate that for any and all documents necessary to close the sale that Assistant City Manager Milton be authorized to sign any documents that might be required for the close of the sale to be completed by December 31.

On motion by Councilmember Pacheco and second by Councilmember Wizard and carried by the following vote, the Council moved to release of the City imposed affordability restrictions measure and authorize signature for the Assistant City Manager on any and all escrow documents that may be necessary to close.

RESULT: 4-0-0-1
AYES: OGLESBY, PACHECO, WIZARD, KISPERSKY
NOES: NONE
ABSTAIN: NONE
ABSENT: CAMPBELL

7. ADJOURNMENT

The meeting was adjourned at 6:03 p.m.

Respectfully submitted,

Lesley Milton, City Clerk **Ian N. Oglesby, Mayor**

DRAFT MINUTES
CITY OF SEASIDE
CITY COUNCIL

JOINT SPECIAL MEETING
Council Chamber
Thursday, January 9, 2020
5:30 PM

1. CALL TO ORDER

The meeting was called to order at 5:32 p.m.

2. ROLL CALL – ESTABLISHMENT OF QUORUM

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

3. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Mayor Pro Tem Pacheco.

4. PUBLIC COMMENT

PUBLIC COMMENT: Demetrius Castro, David Woodman, Richard Alva, Franco Pacheco

5. PUBLIC AGENCY COMMUNICATIONS

Mayor Oglesby invited Mel Mason to speak about the passing of a longtime Seaside resident Mr. Royal Manaka. The meeting was declared to be adjourned in the memory and honor of Mr. Manaka.

A. CHAMBER OF COMMERCE

Seaside Chamber of Commerce General Manager Jim Vossen provided a presentation and reviewed the services and benefits that the Chamber offers. Mr. Vossen also responded to questions and comments from the Council.

6. CONSENT AGENDA

On motion by Councilmember Campbell and second by Councilmember Wizard and carried by the following vote, the City Council moved to approve the consent agenda items 6B and 6C .

RESULT: 5-0-0-0
AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY
NOES: NONE

ABSTAIN: NONE
ABSENT: NONE

Action: Approved

A. ADOPT A RESOLUTION MODIFYING THE ECONOMIC OPPORTUNITY PLAN

Councilmember Wizard requested to pull item 6A for questions and discussion regarding the Economic Opportunity Plan and its consistency with new Senate Bill 330 (Skinner) which broadly aims to prevent local agencies from putting up new barriers to housing production. City Manager Malin and City Attorney Damon reassured the Council that there is no known conflict between the action the Council is asked to take and the Senate Bill.

PUBLIC COMMENT SPEAKERS: Nelson Vega

Action: Approved

B. APPROVE A CONTRACT WITH WALLACE GROUP FOR $32,506 FOR DESIGN SERVICES FOR LAGUNA GRANDE IRRIGATION WATER STORAGE TANK

Action: Approved

C. APPROVE THE UPDATED MEMORANDUM OF UNDERSTANDING WITH THE SEASIDE POLICE OFFICERS' ASSOCIATION AND LISTING OF BENEFITS FOR THE CONFIDENTIAL EXEMPT AND NON-EXEMPT EMPLOYEES

Action: Approved

7. BUSINESS ITEMS

A. RESIDENTIAL RENTERS AND LANDLORDS RELATIONS PROGRAM OPPORTUNITY FOR COMMUNITY INPUT

Mayor Oglesby introduced the item and members of Communities Organized for relational Power in Action (COPA) that provided three (3) individual presentations.

PUBLIC COMMENT SPEAKERS: Cathy, Richard Alva, Demetrius Castro, Nelson Vega, Darryl Choates, Kathy Anderson, Regina Mason, Anthony Fry, Esther Malcon (Monterey Peninsula Renters United), Melvin Fortez (Sunbay Associates), Dave Lescarter, No name given, Erica Mantadames, Carla Hernandez, Dennis Lowe

City Manager Malin responded to comments regarding accessory units and

provided an overview of the steps that staff has taken to implement policies that help property owners take advantage of building accessory units.

8. CLOSED SESSION

City Attorney Sheri Damon read the closed session items and did not anticipate any announcements to the public. There were no public comments on the closed session items.

A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8:

9. ADJOURNMENT

The meeting was adjourned in honor and memory of Mr. Royal Manaka.

Respectfully submitted,

Lesley Milton, City Clerk	**Ian N. Oglesby, Mayor**

DRAFT MINUTES
CITY OF SEASIDE
CITY COUNCIL

REGULAR MEETING
Council Chamber
Thursday, January 16, 2020
7:00 PM

1. CALL TO ORDER

The meeting was called to order at 7:00 p.m.

2. ROLL CALL – ESTABLISHMENT OF QUORUM

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

3. INVOCATION AND PLEDGE OF ALLEGIANCE

Mayor Oglesby asked for the moment of silence for the Invocation / Pledge of Allegiance led by Councilmember Jason Campbell

4. REVIEW OF AGENDA

There were no changes to the agenda. Mayor Oglesby asked that the meeting be adjourned in honor of Mr. William Payton, Jr.

5. PUBLIC COMMENT

PUBLIC COMMENT SPEAKERS: Rich Cadigan, Dennis Alexander (announcements and flyers provided)

City Manager Malin responded to public comments regarding homelessness issues in and at public spaces and parks.

6. PUBLIC AGENCY COMMUNICATIONS

Alice Jordan - announced the Martin Luther King Jr. march and program at 11:00 a.m. (meeting on the corner Noche Buena and Broadway Avenue)

Francios Avery - Seaside Art & History Commission - invited the Council and public to an art reception on January 17 for the current art exhibit in City Hall called "4 Friends".

7. PRESENTATIONS

A. RECOGNITION OF RETIRING POLICE OFFICER FRED CARLIN

Chief Abdul Pridgen presented an award to retiring Police Officer Fred Carlin and expressed thanks for his service and dedication to the Seaside Police Department. Mayor Oglesby expressed thanks on behalf of the City Council and staff and citizens for his leadership and contributions to his work and the City.

B. RECOGNITION OF RECENTLY RESIGNED BOARD AND COMMISSION MEMBERS

Assistant City Manager Lesley Milton provided a presentation on the item and expressed the gratitude and thanks for the work that volunteers. Ms. Milton also highlighted Bob Constant a former member of the Parks and Recreation Committee. The Council individually thanked the volunteers for the work they do on behalf of the City.

8. CONSENT AGENDA

Items 8C and 8D were pulled from the public. There were no comments from the public on any of the Consent Agenda items.

On motion by Councilmember Campbell and second by Mayor Pro Tem Pacheco and carried by the following vote, the City Council moved to approve the Consent Agenda items, 8A, 8B and 8E.

RESULT: 5-0-0-0
AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

A. APPROVE MINUTES FROM DECEMBER 19, 2019

Action: Approved

B. APPROVE AND FILE CITY CHECKS

Action: Approved

C. APPROVE A MAYOR'S YOUTH FUND CONTRIBUTION REQUEST FROM SEASIDE HIGH SCHOOL LACROSSE CLUB

Action: Approved

On motion by Councilmember Campbell and second by Mayor Pro Tem Pacheco and carried by the following vote, the City Council moved to approve a request from Seaside High School Lacrosse Club for a donation of $3,000.00 from the Mayor's Youth Fund to help cover the costs for equipment, coaches, field trips to college games and transportation.

Mayor Oglesby invited representatives for the Lacrosse Club to make comments

regarding their request.

RESULT: 5-0-0-0
AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

D. APPROVE MAYOR'S YOUTH FUND CONTRIBUTION REQUEST FROM THE SEASIDE HIGH SCHOOL KEY CLUB

Action: Approved

On motion by Mayor Pro Tem Pacheco and second by Councilmember Campbell and carried by the following vote, the City Council moved to approve a request from Seaside High School Key Club for a donation of $1,500.00 from the Mayor's Youth Fund to help cover the costs for transportation and registration.

Mayor Oglesby invited representatives from the Key Club to make comments regarding their request.

RESULT: 5-0-0-0
AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

E. APPROVE APPOINTMENTS TO BOARDS, COMMISSIONS, AND COMMITTEES

Action: Approved

9. PUBLIC HEARING

A. ADOPTION OF AN ORDINANCE AMENDING SEASIDE MUNICIPAL CODE TITLE 13, CHAPTER 10.080 MUNICIPAL WATER SYSTEM – PERMITS TO CONNECT, PARAGRAPH G, AND TITLE 13, SECTION 12 CROSS CONNECTION CONTROL PROGRAM (SECOND READING - ROLL CALL VOTE)

On motion by Councilmember Campbell and second by Mayor Pro Tem Pacheco and carried by the following roll call vote, the City Council moved to adopt the second reading of the draft ordinance amending Municipal Code Chapters 13.10.080 and 13.12 on the Cross Connection Control Program.

RESULT: 5-0-0-0
AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY
NOES: NONE

ABSTAIN: NONE
ABSENT: NONE

There were no comments from the public.

B. EXTENSION OF CITY-INITIATED URGENCY ORDINANCE No. 1072 ADDING CHAPTER 17.55 TO THE TO THE SEASIDE MUNICIPAL CODE (SMC) AS NEW CHAPTER TO INCLUDE SPECIAL PROVISIONS FOR SMALL WIRELESS FACILITIES, AND MAKING THEM SUBJECT TO A PERMIT AS SPECIFIED IN A NEW CITY COUNCIL POLICY (ROLL CALL VOTE 4/5 VOTE REQUIRED).

On motion by Councilmember Wizard and second by Councilmember Kispersky and carried by the following roll call vote, the City Council moved to adopt the ordinance, extending Urgency Ordinance No. 1072 which has added Chapter 17.55 to the Seaside Municipal Code to include special provisions for small wireless facilities, and making them subject to a permit as specified therein for the duration of the Urgency Ordinance.

RESULT: 5-0-0-0
AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

There were no comments from the public.

C. INTRODUCTION OF AN ORDINANCE ADDING SECTIONS TO THE MUNICIPAL CODE ESTABLISHING PROVISIONS FOR TOBACCO RETAILER LICENCING

Assistant City Manager Milton provided a presentation on the item and responded to questions and comments from the Council.

PUBLIC COMMENT SPEAKERS: Peter Kaiser

On motion by Councilmember Campbell and second by Mayor Pro Tem Pacheco and carried by the following vote, the City Council moved to pass to print the draft ordinance adding sections to the Municipal Code establishing provisions for tobacco retailer licencing as presented.

RESULT: 5-0-0-0
AYES: OGLESBY, PACHECO, CAMPBELL, WIZARD, KISPERSKY
NOES: NONE
ABSTAIN: NONE
ABSENT: NONE

10. BUSINESS ITEMS

A. REPORT ON CURRENT SEASIDE MUNICIPAL CODE 6.04.170 (VICIOUS DOGS) AND CONTEMPLATED FUTURE REVISIONS

Chief Abdul Pridgen provided a presentation on the item that defined potentially dangerous and vicious dogs and the proposed ordinance changes; also responded to questions and comments from the Council.

PUBLIC COMMENT SPEAKERS: Franco Pacheco, Yena Rosa, Jennifer Levy, Peter Kaiser, Mark Severs, SNIP representative

Pacheco - Improve the ordinance to maximize opportunities to ensure that vicious dog attacks are prevented and increase the protection of the residents and their pets.

Kispersky - that the public be notified of the location or proximity of dangerous dogs (posting of dangerous dog on site, victims be provided the proximity of where attacks occurred and/or where the dog resides, least amount of fees for the accuser,

Wizard - mandatory restitution provision (for damages caused by dogs to people or their pets/property); better flesh out the trespassing piece of the ordinance; in favor of a local administrative hearing with an appeal to the court

Campbell - supports mandatory restitution provision; spay/nueter requirement and/or obligation should be incorporated into the ordinance or a required insurance that should be provided to the City, remove trespassing portion, update rules regarding SPCA rabies provisions, administrative hearing process about the animal - a hearing officer should be appointed by an outside agency, in favor of a local administrative hearing (same as Wizard),

Oglesby - supports the position of the State law and the courts process

City Attorney Damon indicated that she would review the concerns raised by the Council.

11. MAYOR, CITY COUNCIL, CITY MANAGER AND CITY ATTORNEY COMMENTS AND REPORTS ON COMMITTEE ASSIGNMENTS

Council Member Campbell requested a study session on the plastics policy that has been developed by the environmental committee.

A. REPORT ON BASE REDEVELOPMENT AND CONSERVATION COMMUNITY BEST PRACTICES TOUR

City Manager Malin provided a presentation on the Base Redevelopment and Conservation community best practices tour. Another tour will be on January 29 and 30. Councilmember Kispersky and Campbell provided comments on their

experience of the tour.

Mayor Oglesby also expressed his support for the tour and thanked the City Manager and Councilmembers for their participation.

12. ADJOURNMENT

The meeting was adjourned at 10:14 p.m. in memory of Mr. William Payton, Jr.

Respectfully submitted,

Lesley Milton, City Clerk **Ian N. Oglesby, Mayor**

CITY OF SEASIDE
STAFF REPORT

Item No.: 8.B.

TO: City Council

FROM: Craig Malin, City Manager

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

DATE: February 6, 2020

SUBJECT: APPROVE AND FILE CITY CHECKS

PURPOSE & RECOMMENDATION

Approve and file the accounts payable and wired payments made during the period of January 4, 2020 through January 24, 2020 including the payroll and benefits checks, direct deposits and wired payments related to the pay period ending January 16, 2020. Total Accounts Payable and Payroll for the above referenced period is $2,690,076.02.

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:

- $595,666.59 for Payroll and benefits

- $12,545.81 to California-American Water for Water consumption for multiple City of Seaside service addresses. Billing period of 11/21/19-12/27/19.
- $29,568.42 to County of Monterey - Dept of Emergency Communications for Payment for FY2019/20 Quarter 1 & 2 - Next Generation (radio project) operations and maintenance fee.
- $34,888.87 to Granite Construction Company for Pavement Rehabilitation project, phase II for work thru November 2019. Application No. 3.
- $17,401.23 to Monterey County Convention & Visitor's Bureau for TID (Tourism Improvement District) remittance for the reporting period of November, 2019 for the 13 Seaside motels/hotels.
- $22,030.25 to Monterey County Convention & Visitor's Bureau for the Jan - Mar 2020 jurisdiction improvement investment.
- $15,874.72 to Monterey Bay Air Resources District for the per capita assessment and fees for FY 19/20.
- $28,700.74 to Monterey County Sheriff - Coroner for 10/1/19 - 12/31/19 Criminal Justice Information System.
- $13,198.75 to Monterey County Petroleum for Gasoline for City vehicles, December 2019.
- $45,968.75 to Wallace Group for SCSD - Del Monte sewer upgrade services rendered through November 2019.
- $11,320.00 to R&S Erection of Monterey Bay, Inc for Repairs on multiple doors (9) at the fire department.
- $42,670.03 to U.S. Bank - Cal Card for City of Seaside purchase card transactions for the billing period of 10/22/19 - 11/22/19.
- $10,940.00 to Harris & Associates for Capital Improvement Project management services from 10/27/19-12/28/2019.
- $319,049.19 to Harris & Associates for SCSD - Professional svcs. Service for Pavement Rehabilitation Project from 8/25/19-11/23/19 and Lift Station Upgrades from 10/27/19-12/28/19.
- $14,750.00 to Rider Concrete for sign work at Metz Park on 12/28/2019, including scoreboard removal and structure work for sign posts.
- $12,930.00 to Whitson Engineers for Professional services for Seaside Park Improvements. Capra Park work for Nov 2019 ($4,515.00). Ellis Park work for 11/1/19-11/30/19 ($3,768.00). Manzanita Park work for Aug 2019 ($4,647.00)
- $14,400.00 to Don Chapin Company, Inc. for Emergency sewer spot repair at Ord Grove / Noche Buena for service period thru 12/31/2019.
- $36,978.75 to Don Chapin Company, Inc. for Draw request for Bike Safe Grate Project services for work thru 11/20/19 and 1/20/2019.
- $447,212.50 to Monterey Peninsula Engineering for SCSD - Lift station upgrade services thru 12/31/2019. Total contract amount of $1,689,458. Current payment related to: temp bypass pumping and piping, grading, vaults, pumps, coating, subgrade, baserock, permanent slope protections measures, trim, transfer switch, control panel (2), & light pole & antenna.
- $24,243.30 to MNS Engineers for Professional services for W. Broadway Urban Village development rendered 7/1/19-12/31/19.

- $11,392.30 to E2 Consulting Engineers, Inc. for SCSD - Lift station upgrade services rendered 11/25/19-12/29/19.
- $11,602.50 to Bear Electrical Solutions, Inc. for Traffic signal maintenance for Oct & Nov 2019 (Response and Routine).
- $18,281.50 to Raimi & Associates, Inc. for Invoice #19-3492 for December 2019 consulting services Seaside General Plan.
- $10,335.00 to Clifton, Larson, Allen LLP for SCSD - 2019 Audit services for invoice period thru 12/24/2019.
- $19,656.50 to Kimley-Horn and Associates for November 2019 Intersection control evaluation study.
- $28,777.15 to San Jose Motosport for purchase of (1) BMW patrol motorcycle for the Seaside police department.
- $87,777.69 to Monterey One Water for FY 19/20 Regional Stormwater Management.
- $17,227.62 to Montgomery & Associates for Seaside Basin watermaster study during Oct, Nov, Dec 2019.
- $41,078.00 to Phoenix Iron Works for fabrication services for the Bike Safe Grates project starting in 11/22/2019.
- $60,478.40 to Illinois Tool Works for U-5 Standard (Gas) Valve Maintenance Trailer replacement for the regular maintenance of the Seaside Municipal Water System.
- $88,421.25 to Santa Cruz Westside Electric for Prof. Services for the City Hall Solar Canopy Project. Services billed include future work for: Permit acquisition, mobilization, site general conditions, canopy construction, electrical construction, site construction, point of connection.
- $30,408.00 to Bright Future Solar Energy for Solar panel installation for fire truck storage facility located at the City of Marina.

The remaining checks, totaling $514,302.21 include payments to vendors for operating expenditures.

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

CITY OF SEASIDE
STAFF REPORT

Item No.: 8.C.

TO: City Council

FROM: Craig Malin, City Manager

BY: Scott Ottmar, Senior Engineer
Misty Bradshaw, Associate Engineer

DATE: February 6, 2020

SUBJECT: **APPROVE THE TRAFFIC ADVISORY (TAC) COMMITTEE RECOMMENDATIONS FOR PARKING DESIGNATIONS**

PURPOSE & RECOMMENDATION

Approve the Traffic Advisory Committee December 17, 2019 recommendations:

1. Deny installation of Green Curb for short term parking in front of Counterpoint Coffee at 565 Broadway Ave.
2. Approve installation of two signs for a 2 hour parking zone located in front of Paris Bakery at 1232 Broadway Ave.
3. Approve installation of red curb for no parking along the west side of Sutter Street, from Hilby Ave. to the driveway apron of the Department of Motor Vehicles (DMV).

BACKGROUND

Item 1

Background

Counterpoint Coffee is located on the north side of Broadway Ave. between Del Monte Ave. and Hillsdale Street. There is currently on street parking in front of the place of business which is designated 2 hour parking. The 2 hour parking limits extend along the length of Broadway Ave. between Del Monte Ave. and Fremont Ave. The side streets along this portion of Broadway are scheduled to be re-signed for 2 hour parking per Council approval at the November 21st, 2019 City Council Meeting.

Per the Seaside Municipal Code Section 10.32.240, Green curb shall mean no standing or parking longer than twenty minutes at any time between eight a.m. and six p.m. of any day except Sundays and holidays.

The current TAC policy for the establishment of short term parking is as follows:

- serves a public or quasi-public agency where need of short term parking has been demonstrated; and
- in areas that do not have parking time limits; and
- in areas having a high parking occupancy rate.

Short term parking for a retail establishment will only be considered if the need can be clearly demonstrated, existing parking is not time limited, and parking space occupancy is high.

Staff Analysis

A parking occupancy study was conducted during various days of the week and hours of the day. The study evaluated available parking located within three distance intervals with criteria established as follows;

100 Linear Feet From Business: A path of travel not exceeding 100 feet from parked vehicle to frontage of business and does not require the pedestrian to cross an intersection, is considered to have a very easy level of effort.
250 Linear Feet From Business: A path of travel not exceeding 250 feet from parked vehicle to frontage of business, and may or may not require pedestrian to cross at a marked crosswalk intersection, is considered to have an easy level of effort.
500 Linear Feet From Business: A path of travel not exceeding 500 feet from parked vehicle to frontage of business and most likely requires pedestrian to cross at a marked crosswalk intersection, is considered to have an average level of effort.

The distance intervals were established based on ranges outlined in various planning design documents and articles. A standard acceptable range for retail establishment was found to fall within 300 to 600 feet, although no precise consensus or rule has been established to date. To be conservative and promote more ease of effort for the patrons of the business, the recommended ranges were reduced for this study to 250 feet and 500 feet limits. Parking availability outside of 500 feet from the business frontage was not considered.

The results of the study are shown in the table below. For each walking distance interval the average occupancy rate was calculated for available parking spaces. An average occupancy of 85% is considered high. As the table below shows, the interval distances of 100 and 500 feet do not meet the definition of high parking occupancy, indicating acceptable levels of available parking. While the 250 feet distance is above the 85% criteria, the implementation of the 2 hour parking limits on side streets has not yet been implemented. Consequently, it is reasonable to assume greater turnover of parking spaces will occur once 2 hour parking limits signs are implemented on side streets resulting in more parking spaces being made available.

565 Broadway Avenue Parking Study Results

	Available Spaces	Percent Occupies
100 Linear Feet	6	83%
250 Linear Feet	9	89%
500 Linear Feet	54	72%

The applicant's business is not considered a public or quasi-public agency. The requested location is within an area bounded by 2-hour parking limits during the applicants hours of the operation. The results of the parking study indicate acceptable levels of parking availability, and with the imminent installation of 2 hour parking on side streets, the availability will be further improved in the near future.

Recommendation
It is recommended to deny the applicants request for 20 minute parking and green curb in front of 565 Broadway Ave. as it does not satisfy current TAC policy requirements.

Item 2
Background
Staff received the TAC Request Application, dated July 4, 2019, requesting green curb for short term parking to be installed in front of Paris Bakery located at 1232 Broadway Ave.

Paris Bakery is located on the south side of Broadway Ave. between San Lucas St. and Noche Buena St. and does not provide off street parking on the premises. There is currently available on street parking in front of the place of business. The applicant's business is bounded by a market to the west and various business offices and a small warehouse space to the east, all of which provide some off street parking to their establishments. There is existing red curb in front of a hydrant to the east of Paris Bakery.

Per the Seaside Municipal Code Section 10.32.240, Green curb shall mean no standing or parking longer than twenty minutes at any time between eight a.m. and six p.m. of any day except Sundays and holidays.

The current TAC policy for the establishment of short term parking is as follows:

- serves a public or quasi-public agency where need of short term parking has been demonstrated; and
- in areas that do not have parking time limits; and
- in areas having a high parking occupancy rate.

Short term parking for a retail establishment will only be considered if the need can be clearly demonstrated, existing parking is not time limited, and parking space occupancy is high.

Staff Analysis

A parking occupancy study was conducted during various days of the week and hours of the day. The study evaluated available parking located within three distance intervals with criteria established as follows;

100 Linear Feet From Business: A path of travel not exceeding 100 feet from parked vehicle to frontage of business and does not require the pedestrian to cross an intersection, is considered to have a very easy level of effort.
250 Linear Feet From Business: A path of travel not exceeding 250 feet from parked vehicle to frontage of business, and does not require pedestrian to cross at a marked crosswalk intersection, is considered to have an easy level of effort.
500 Linear Feet From Business: A path of travel not exceeding 500 feet from parked vehicle to frontage of business and most likely requires pedestrian to cross at a marked crosswalk intersection, is considered to have an average level of effort.

These distances were established based on ranges outlined in various planning design documents and articles. A standard acceptable range for retail establishment was found to fall within 300 to 600 feet, although no precise consensus or rule has been established to date. To be conservative and promote more ease of effort for the patrons of the business, these recommended ranges were reduced for our study to 250 feet and 500 feet limits. Parking availability outside of 500 feet from the business frontage was not evaluated.

The results of the study are shown in the table below. For each walking distance interval the average occupancy rate was calculated for available parking spaces. An average occupancy of 85% is considered high. As the table below shows, the parking occupancy rate for all three intervals is below the high occupancy threshold.

1232 Broadway Parking Availability Study

	Available Spaces	Percent Occupied
100 Linear Feet	4	58%
250 Linear Feet	11	58%
500 Linear Feet	41	56%

The applicant's business does not meet the definition of a public or quasi-public agency. The results of the study indicate acceptable levels of parking. During the TAC meeting, an alternative was discussed for implementing 2 hour parking designation along the frontage of the business in an effort to increase customer parking turnover immediately in front of the applicant's business. There is available parking along the northern side of Broadway for long term duration parking.

Recommendation
It is recommended to install two signs designating 2 hour parking limits for 3 parking spaces on Broadway Ave. in front of 1232 Broadway Ave. from the driveway apron of the market to the driveway apron of the two rollup driveway doors on the South side of Broadway Ave. at the expense of the applicant.

Item 3
Background
Sutter Street is located north of Hilby Avenue east of Canyon Del Rey Boulevard (Hwy 218) and is classified as a local road. There are three driveway approaches to the west off of Sutter St.; two for the Department of Motor Vehicles (DMV), and one for The Seaside Library, and there are four single family residents located to the east with three driveway approaches. The direction of travel is north-south from Hilby Avenue to Lopez Avenue measuring approximately 350 feet. The width of Sutter varies from 30 feet at Hilby for approximately 230 feet then widens to 40 feet towards Lopez Avenue. Currently parking is permitted along both sides of the street.

There have been two reported traffic collisions along Sutter within the last 5 years. A hit and run and a sideswipe, however no report was taken and drivers exchanged information.

Primary vehicle movements on Sutter occur between Hilby Ave. and the first DMV driveway, coming and leaving the DMV driveway. A standard parallel parking space width is eight (8) feet. A typical travel lane is 10 to 12 feet wide resulting in minimum travel width of 20-24 feet for a two lane road. With parking permitted on both sides of Sutter Street, 14 feet remain to accommodate both directional opposing vehicle movements.

Recommendation
Due to close proximity to the DMV and higher frequency of opposing vehicle conflicts, it is recommended to prohibit parking along the west side of Sutter Street from Hilby Avenue to the first driveway approach to the DMV. It is recommended to install approximately 80 feet of red curb to be paid out of the Streets Maintenance Fund.

ENVIRONMENTAL REVIEW

Items 1, 2, & 3:
These projects are exempt from the California Environmental Quality Act (CEQA) pursuant to Class 1, Section 15301: Existing Facilities Class 1 exemptions consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use.

Evidence: The proposed projects would restrict parking which would not have impact on the expansion or modification of the existing roadway therefore there are no significant impacts associated with the installation of red curb or pavement markings, and the project is exempt of CEQA.

FISCAL IMPACT

The fiscal impact associated with the items and the recommendations is as follows:
Item 1 – No fiscal impact associated with denial of green curb installation.
Item 2 - $854 for two "2 Hour" Parking signs to be paid by the applicant.
Item 3 - $1,708 for 80 feet of red curb from the Street Maintenance Fund (210-8110-3095 & 210-8110-0001).

ATTACHMENTS

1. Item 1 - Aerial
2. Item 1 - Application
3. Item 2 - Proposed Plan
4. Item 2 - Application
5. Item 3 - Proposed Plan

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

Seaside Sand
City Chamber
Counterpoint Coffee
Broadway Ave
Broadway Ave
Broadway Ave
Broadway Ave
Contra Costa St
Hobby Planet
Mariscos Puerto Nuevo
Hillsdale St
Cuz's Sportsman's Club

Traffic Advisory Committee
Request Application

The following information is required to process all Traffic Advisory Committee requests. This information will be used to contact the applicant should staff have questions or needs clarification on the request. This information will also appear in the staff report presented to the Traffic Advisory Committee and/or City Council.

The Traffic Advisory Committee meets the 3rd Tuesday of every month at 5:00 PM in the City of Seaside's City Hall Conference room. This meeting is open to the public and applicants are encouraged to attend.

Name: Walter Georis, Counterpoint Coffee Date: 06/10/19

Address: 565 Broadway Ave Phone: 831-747-0043

Type of Request (check all that apply):

- ☐ Parking Designations
- ☐ Crosswalk
- ☐ Curb Markings (white, yellow, etc.)
- ☐ Disabled Parking*
- ☐ Warning Sign
- ☐ Traffic Signal/Stop Sign
- ☐ Other_____
- ☐ Signing/Striping

*A copy of DMV issued disabled placard must accompany requests for disabled parking spaces.

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request:

Green curb marking to designate 15 minute or 20 minute parking

Request Procedures are outlined on the back of this form. For any questions regarding the Traffic Advisory Committee (TAC) please contact 831-899-6825.

RECT R0100004219

TAC REQUEST PROCEDURE

The Traffic Advisory Committee (TAC) acts as an advisory board to the City Council per Chapter 2.37 of the Municipal Code. Recommendations made by the TAC are to be ratified by the City Council prior to implementation. The TAC consists of five members: a City Council Member, Director of Public Works, Chief of Police, Director of Community Development, and Fire Chief. The TAC reviews all requests for traffic safety regulatory or control devices, signs and markings, and conducts studies as well as offers recommendations to the City Council, Planning Commission or appropriate City department.

Upon submittal of requests, staff will place the request on the TAC agenda for the next scheduled meeting. All TAC's action will be forwarded for City Council consideration at the next scheduled meeting.

Fees

Fees will be collected prior to installation of any approved requests that directly benefits the applicant, such as limited timed parking, white zones, etc. Prior to any required maintenance of the improvement, the same fee will apply and be billed to the applicant. The following fees have been determined based upon the cost of staff time and material for installation:

Description	Fee*
Marking curb – per curb (20' maximum length)	Per current adopted fee schedule
Installation of one sign	

*Fees subject to change per City Council approved fee schedule. Fee determined by date of application.

PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, Walter Georis understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate by the Public Works Department for any required maintenance and I will be charged the corresponding fee.

Walter Georis
Applicant Signature

06/10/19
Date

NOW OPEN
COUNTERPOINT.COFFEE
565

NOW OPEN
565

1232 Broadway Ave.
Paris Bakery

Except Sundays and Holidays

R32

$58 Application Fee

Traffic Advisory Committee
Request Application

The following information is required to process all Traffic Advisory Committee requests. This information will be used to contact the applicant should staff have questions or needs clarification on the request. This information will also appear in the staff report presented to the Traffic Advisory Committee and/or City Council.

The Traffic Advisory Committee meets the 3rd Tuesday of every month at 5:00 PM in the City of Seaside's City Hall Conference room. This meeting is open to the public and applicants are encouraged to attend.

Name: PARIS BAKERY (VIVIANNE BORGES) Date: 07/04/19

Address: 1232 BROADWAY Avenue, SEASIDE Phone: 831-601-4838

Type of Request (check all that apply):

- [x] Parking Designations
- [ ] Crosswalk
- [x] Curb Markings (White, Yellow, etc.)
- [ ] Disabled Parking*
- [ ] Warning Sign
- [ ] Traffic Signal/Stop Sign
- [x] Other 24 MIN PARKING
- [x] Signing/Striping

*A copy of DMV issued disabled placard must accompany requests for disabled parking spaces.

FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: I'm requesting that the city of Seaside marks and installs signage for 24 minutes parking in front of our Business (Paris Bakery, 1232 Broadway Avenue, Seaside).

We have been losing a lot of customers (Businesses) because people from other businesses or apartment are parking for hours at a time.

Please consider our request for 24 min. parking.

Thanks Vivianne Borges FOR PARIS BAKERY

Request Procedures are outlined on the back of this form. For any questions regarding the Traffic Advisory Committee (TAC) please contact 899-6825.

TAC REQUEST PROCEDURE

The Traffic Advisory Committee (TAC) acts as an advisory board to the City Council per Chapter 2.37 of the Municipal Code. Recommendations made by the TAC are to be ratified by the City Council prior to implementation. The TAC consists of five members: a Council Member; Director of Public Works; Chief of Police; Director of Community Development; and the Fire Chief. The TAC reviews all requests for traffic safety regulatory or control devices, signs and markings, and conducts studies as well as offers recommendations to the City Council, Planning Commission or appropriate City department.

Upon submittal of a request, staff will place the request on the TAC agenda for the next scheduled meeting. All TAC's action will be forwarded for City Council consideration at their next scheduled meeting.

Fees

Fees will be collected prior to installation of any approved requests that directly benefits the applicant, such as limited timed parking, white zones, etc. Prior to any required maintenance of the improvement, the same fee will apply and be billed to the applicant. The following fees have been determined based upon the cost of staff time and material for installation:

Description	**Fee***
Marking curb – per curb (20' maximum length)	$384
Installation of one sign	$384

* Fees subject to change per City Council approved fee schedule. Fee determined by date of application.

PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

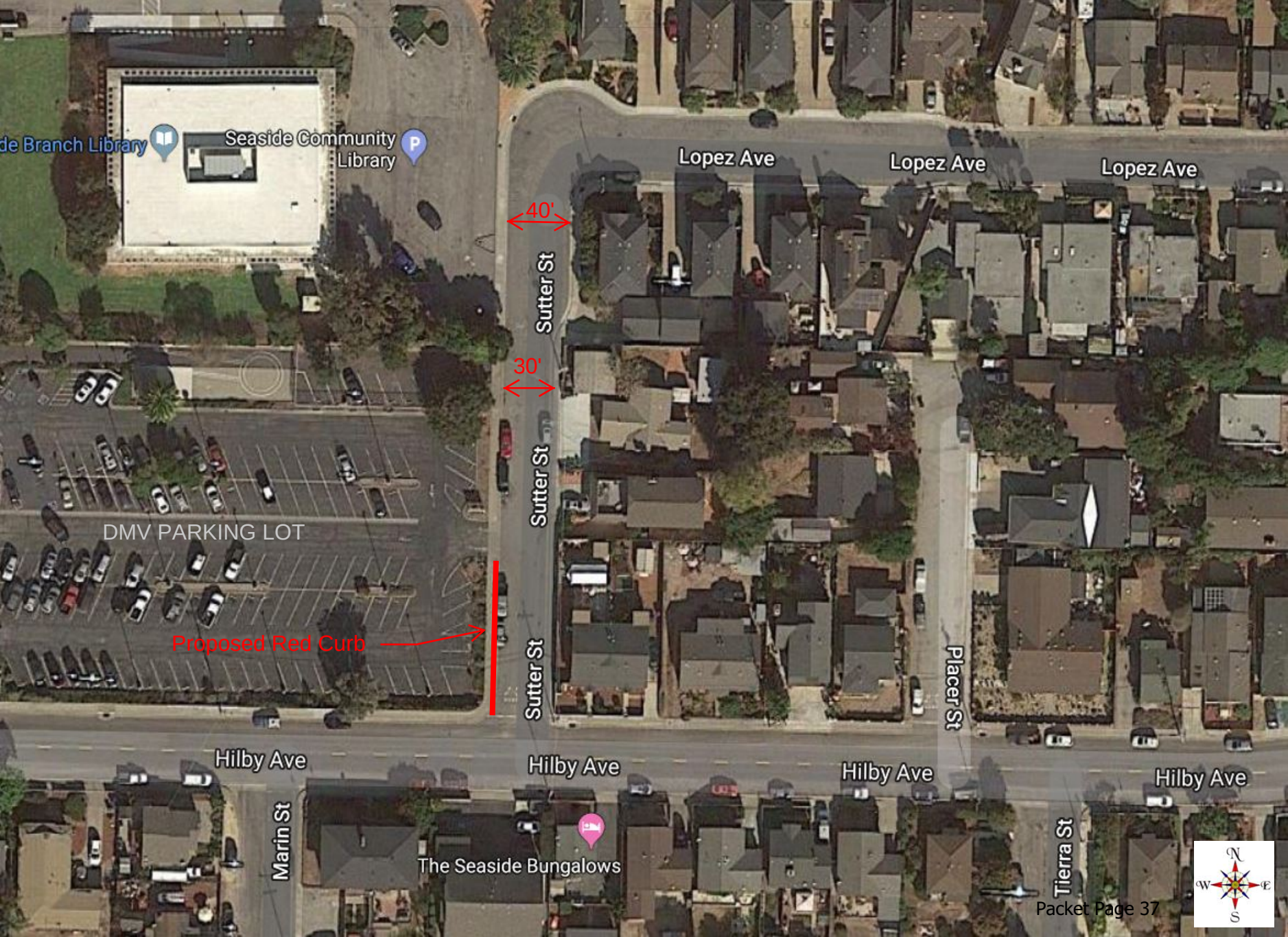
TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, Vivianne Borges for Paris Bakery understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate by the Public Works Department for any required maintenance and I will be charged the corresponding fee.

Vivianne Borges — Applicant Signature

07/04/19 — Date

R0000345?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Seaside Community Library
Lopez Ave
Lopez Ave
Lopez Ave
40'
Sutter St
30'
Sutter St
DMV PARKING LOT
Proposed Red Curb
Sutter St
Placer St
Hilby Ave
Hilby Ave
Hilby Ave
Hilby Ave
Marin St
The Seaside Bungalows
Tierra St
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CITY OF SEASIDE
STAFF REPORT

Item No.: 8.D.

TO: City Council

FROM: Craig Malin, City Manager

BY: Dan Meewis, Recreation Director

DATE: February 6, 2020

SUBJECT: **APPROVE A FEE WAIVER REQUEST FROM THE MONTEREY BRANCH NAACP FOR THE USE OF MEETING ROOMS FOR THEIR MONTHLY MEETINGS AT THE OLDEMEYER CENTER FROM JANUARY 2020 TO JULY 2020**

PURPOSE & RECOMMENDATION

Approve a request from the Monterey Branch NAACP for a fee waiver of Two Hundred and Thirty-One Dollars ($231.00) for the room rental fees at the Oldemeyer Center for their monthly organization meetings from January 2020 to July 2020.

BACKGROUND

The Monterey Branch NAACP is requesting a fee waiver in the amount of Two Hundred and Thirty-One Dollars ($231.00) for the room rental fees for seven organizational meetings at the Oldemeyer Center from January 2020 to July 2020.

The policy for a fee waiver for meeting room states "That due to limited space organizations may not request fee waivers for any more than one meeting room per year. Fee waivers are not intended to be provided for ongoing weekly or monthly meeting use."

The last fee waiver was approved at the April 04, 2019 City Council meeting for nine of their organizational meetings at the Oldemeyer Center from April 2019 to December 2019.

FISCAL IMPACT

Fees that would have been credited to the General Fund will not be collected if the fee waiver is granted.

The City's adopted fee schedule includes the following approximate fees, which are applicable to this request:

Blackhorse Room	$33.00 X 7 days	$231.00
TOTAL		**$231.00**

ATTACHMENTS

1. NAACP Room Rental Fee Wavier Request 2020

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

City of Seaside

FEE WAIVER REQUEST

Name of Applicant Josh Stewart Organization Monterey County NAACP

Address 1530 Costa St. P.O. Box 782 Seaside CA 93955
Street City State Zip

Home Phone 831-394-3727 Cell Phone 831-383-6552 Email Address Jazz Stewart 22@gmail

Room(s) Requested (1) Black Horse Meeting Room Oldemeyer Center 982 Hilby

Day(s) and Date(s) Requested the 4 thurs of Jan thru July 2020 JAN-23 - Feb 28 MAR 26 APRIL 23 MAY 28 JUNE 25 July 23 -

Hours Requested (include set-up time) 530 PM to 83 PM Estimated Attendance 40-?

Description of Event General Membership meeting -

Special Instructions or Equipment to Be Brought In Tables Set in triangle Shape that will ~~[illegible]~~ Acomplish Cater up to 50 Resident to include the youth.

Reason for Requesting Fee Waiver

We have approx 800 members in entire County 45% are Resident of Sea Side, 20% Marina & Monterey 30% Salinas and other area's. We are a Civil Rights org. that does more work in the area of the Re-entry programs, Health, Senior Citizens employment

Have you received a Fee Waiver in the past? Yes ☑ No ☐

If so, what was the date of your event? Past YR. 4th thur -

Is your organization based in Seaside? Yes ☑ No ☐ Covers from Big Sur - TO Paso Roble

What percentage of your members or participants resides in Seaside? Out of 800 members 40% plus

What is your organization's tax identification number? 94-6172829

Is organization able to provide liability insurance? Yes - Insurance on file

Will alcohol be served or sold at your event? Yes ☐ No ☑

Dates
JAN 23 Feb 28
MAR - 26 APRIL 23
MAY - 28 JUNE 25
July 23

Applicant Signature [signature] Date 1-7-2020

FOR OFFICE USE ONLY

Approved: Denied: Appealed:

Security Required? Yes ☐ No ☐ Notes:
Staff Approval:
Date:

Revised 5/12

POLICY REGARDING ROOM RENTAL FEES AND WAIVERS

Fees may be waived for activities that benefit the majority of Seaside residents. Any new organizations requesting fee waivers are required to submit a letter of intent and complete the Fee Waiver Request form to the Recreation Services Department. The application will be submitted to the City Manager or his designee for review and approval. In the event that the fee waiver request is denied by the City Manager, the request can be appealed to the City Council. Applicants must demonstrate that the following criteria are satisfied:

1. At least 60% of the organization's membership must consist of Seaside residents. The organization must provide documentation verifying membership residency.
2. The organization must be a 501© 3 non-profit or public benefit organization and provide taxpayer identification number.
3. The organization must provide an in-kind service/donation to benefit and augment the City of Seaside. A written statement must be submitted with the application outlining specific donations and/or services provided by the organization to the City of Seaside.

FEE WAIVERS FOR MEETING ROOMS

1. Meetings are limited to four hours.
2. All organizations receiving fee waivers must give seven days notice of cancellation. If no notice is given of cancellation, the City reserves the right to deny further fee waiver requests.
3. Due to limited space, organizations may not request fee waivers for any more than one meeting room use per year; fee waivers are not intended to provide for ongoing weekly or monthly meeting use.
4. No faith based organizations may apply for fee waivers due to the separation of church and state.

AUDITORIUM RENTAL FEE WAIVER

Organizations requesting the use of the Auditorium must:

1. Pay the non-refundable portion of the deposit per event.
2. An organization requesting use of the auditorium for a special event or meeting may receive no more than one fee waiver request within a 90-day period.
3. Provide special event liability insurance. The following is required:
    a. Provide an "Occurrence Made" liability insurance policy, naming the city as additionally insured, with limits of $1 million per occurrence and $2 million aggregate. A copy of that policy must be provided to the Recreation Services Department.

    OR

    b. Purchase Special Event Liability insurance through the Recreation Services Department at the time of fee waiver request. This insurance covers not only the city, but also those renting the facility.
4. Fundraising activities of any nature do not qualify for fee waivers.
5. Special events may be required to provide security at renter's expense. A photocopy of the contract must be on file with the Recreation Services Department. The number of security guards required is determined by the nature of the event and the numbers in attendance.

***A City-sanctioned organization is defined as "any community based group or organization that in cooperation with the Recreation Services Department, provides an entertainment, recreation and/educational service benefiting the citizens of Seaside."**

****All deposits are placed in the maintenance and janitorial fund designated for the upkeep and repair of the Oldemeyer Center.**

Revised 5/12

SEASIDE CALIFORNIA

Facility Use Request Form

Parks and Recreation Division
440 Harcourt Avenue, Seaside CA 93955
831-899-6800

CONTACT INFORMATION: **ROOM:** Black Horse

Organization: Monterey County NAACP

Name of Applicant: Josh Stewart

Address: 1530 Costa St. Po Box 782 City: Seaside, CA Zip: 93955

Phone: 831-394-3727 Email: jazzstewart122@gmail.com

Day of Event Contact Name and Phone: Josh Stewart 394-3727

☐ Resident ☐ Non-Resident

Dates:
Jan 23 April 23
Feb 27 June 25
Mar 26 July 23

EVENT INFORMATION:

Event Title: NAACP Monthly Meetings
Please attach invitation or flyer if available.

Event Date: 4th Thursday / month Approximate Number of Guests: 25-50

Reservation Time: 5:30pm - 8:30pm Event Time: 5:30pm - 8:30pm
Laguna Grande Hall & Soper: Security guard(s) must be present for entire event time. See next page.

Special Instructions: Tables Set in a triangle Shape that will seat 50 residents.

Request to use the City's: ☐ Podium ☐ Microphone ☐ Projector Screen ☒ Flag
Subject to availability ***Projectors and other electronic equipment will not be provided*

	Yes	No
Is the event open to the public?	☒	☐
Will admission be charged?	☐	☒
Are you a non-profit organization?	☐	☒
Will there be music?	☐	☒
Will there be live music and/or DJ?	☐	☒
Name of band or DJ:		

	Yes	No
Will refreshments be served?	☐	☒
Will refreshments be sold?	☐	☒
Will you be using the kitchen?	☐	☒
Will alcohol be served?	☐	☒
Will alcohol be sold?	☐	☒

**Alcohol is prohibited at youth oriented events*

APPLICANT WILL PROVIDE THE FOLLOWING ITEMS 30 DAYS PRIOR TO THE EVENT:

1. Full payment of all applicable fees
2. Copy of event security contract by licensed company (if applicable)
3. Proof of liability insurance
4. Copy of ABC license (if applicable)

I have read and agree to all pages in the rental agreement forms

Applicant Signature: per attached Fee Waiver Date: 1/9/2020

(For Office Use Only)

Permit Fee: _____ Authorized Agent: _____ Date: _____

Note: Original to Resource Management/Recreation Department / Copy to Police Department & Parks Division

SEASIDE CALIFORNIA

Facility Use Rental Request Form

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

FACILITY SELECTION

❑ LAGUNA GRANDE HALL

Capacity: Dining: 225 / Theatre: 300
Dimensions: 128' X 120'

	Resident	Non-Res
Hourly Rate	$109.75	$136.25
Deposit	$591.25	$738.75
(Non Refundable)	*($147.81)*	*($184.68)*
Alcohol Deposit	$575.50	$719.50
(Non Refundable)	*($143.87)*	*($179.87)*

Liability Insurance: $81-$207
Security Guards: required 1 per 50 guests

- ❑ I will be using Hall only
- ❑ I will be using Hall & Kitchen only
- ❑ I will be using Hall, Kitchen & Dance Studio

❑ BAYONET MEETING ROOM

Capacity: Classroom: 30 / Theatre: 40
Dimensions: 24' X 20'

	Resident	Non-Res
Food Deposit	$150	$187.50
(Non Refundable)	*($37.50)*	*($46.75)*
Rate 0-3 hr	$43.75 /hr	$55 /hr
After 3 hrs	$20 /hr	$24.50 /hr

❑ BLACKHORSE MEETING ROOM

Capacity: Classroom: 40 / Theatre: 50
Dimensions: 28' X 26'

	Resident	Non-Res
Food Deposit	$150	$187.50
(Non Refundable)	*($37.50)*	*($46.75)*
Rate 0-3 hrs	$54.50 /hr	$68 /hr
After 3 hrs	$24 /hr	$29.75 /hr

❑ DANCE STUDIO

Capacity: Classroom: 35 / Theatre: 70
Dimensions: 26' X 24'

	Resident	Non-Res
Food Deposit	$150	$187.50
(Non Refundable)	*($37.50)*	*($46.75)*
Rate 0-3 hr	$68 /hr	$84.75 /hr
After 3 hrs	$31.25 /hr	$39.25 /hr

❑ SEAHORSE CONFERENCE ROOM

Capacity: 20 / Dimensions: 28' X 16'

	Resident	Non-Res
Rate 0-3 hrs	$43.75 /hr	$55 / hr
After 3 hrs	$20 /hr	$24.50 /hr

❑ SEASIDE MEETING ROOM

Capacity: Classroom: 40 / Theatre: 60
Dimensions: 32' X 26'

	Resident	Non-Res
Food Deposit	$150	$187.50
(Non Refundable)	*($37.50)*	*($46.75)*
Rate 0-3 hr	$43.75 /hr	$55 /hr
After 3 hrs	$20 /hr	$24.50 /hr

❑ SEASIDE COMMUNITY CENTER (SOPER)

Capacity: Dining: 85 / Theatre: 100
Dimensions: 128' X 120'

	Resident	Non-Res
Hourly Rate	$58	$72.75
Deposit	$314	$392.50
(Non Refundable)	*($78.50)*	*($98.25)*
Alcohol Deposit	$575.50	$719.50
(Non Refundable)	*($143.87)*	*($179.87)*

Liability Insurance: $81-$207
Security Guards: required 1 per 50 guests

- ❑ I will be using the Large Room only
- ❑ I will be using the Kitchen only
- ❑ I will be using the Large Room & Kitchen

❑ YOUTH EDUCATION CENTER

Two hour rentals: available Fridays and Saturdays 7:30-9:30 PM, and Sundays for any two hours between 8 AM – 9 PM.

	Resident	Non-Res
Deposit	$83	$103.50
(Non Refundable)	*($21)*	*(26)*
0-25 Guests	$172	$215
26-50 Guests	$188.50	$235
51-75 Guests	$223	$278.50
Mini Golf	$25	$31
Extra ½ Hour	$38	$47.50

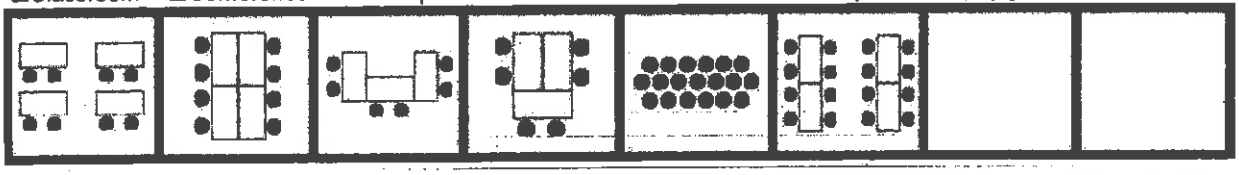
Non-Profit Rate: *For Laguna Grande Hall, Seaside Community Center, and the Youth Education & Resource Center, non-profits may use the resident rate. For all other meeting rooms, non-profits may have up to 4 hours for $31.75. Proof of 501(c)(3) required.*

Security Guards: *If required, security guards must be present for entire duration of event. Failure to comply or late security guards may result in deposit forfeited or event shut down completely.*

SEATING CONFIGURATION

Review and select a seating configuration below. If you would like a different layout, please sketch your preferred layout in the box marked "other" or on the back of this sheet.

❑Classroom ❑Conference ❑U-Shaped ❑Pods ❑Theater ❑Banquet ❑Empty ❑Other



SEASIDE CALIFORNIA

Facility Use Rental Request Form

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

1. OVERTIME: Use of the facilities in excess of the time set forth above may result in overtime fee being charged.
2. CANCELATION BY PERMITTEE: Permittee must submit written notice of cancellation to the calendaring agent in order to be eligible for a refund. Refund requests made forty-five (45) days in advance will receive a full refund less a seven dollar ($7) surcharge. Refund requests made thirty (30) - forty-five (45) days in advance will receive a full refund less the non-refundable portion of the security deposit. Refund requests made less than thirty (30) days in advance will receive a full refund less the entire security deposit.
3. CANCELATION BY CITY: This permit may be canceled without liability to the City under any of the following conditions: a) It is found to contain false or misleading information, (b) The Department finds that the proposed use will be detrimental to the public's health, (c) Any individual or group (members or guests) willfully or through negligence mistreats the equipment or violates any of the regulations, terms, and conditions established for use of the facilities, (d) Average attendance of scheduled activities falls below the standard established for each use area with the Center, (e) For failure to notify Center of cancellation of any date or dates covered by this permit, (f) Permittee defaults on or has not completed all conditions and requirements for use of facilities, (g) In case the Center or any part thereof shall be destroyed or damaged by fire or any other cause, or if other unforeseen occurrence, including strikes, labor disputes, war, or acts of military authorities shall render fulfillment of the permit difficult or impossible of performance, (h) The facility is needed by public necessity or emergency use, (i) Upon thirty (30) calendar days written notice to Permittee. Refund of rental fees shall be made where City cancels permit at least thirty (30) days prior to the date reserved, except when cancelation occurs under items (g) or (h) above.
4. TRANSFERRING PERMIT: Permit cannot be transferred, assigned, or sublet unless approved by the City in writing.
5. ADVERTISING, SOLICITATION AND SALES: No advertising or signs shall be exhibited and no sales made at the Center without the written permission of the City.
6. COMPLETION OF REQUIREMENTS FOR USE OF FACILITIES: Permittee must complete all requirements relating to use of the facilities within the time requirements specified.
7. COMPLIANCE TO CONDITIONS OF USE: The Permittee shall observe, obey, and comply with all applicable City, County, and Federal laws; and the policies, rules, regulations, terms, and conditions governing use of Center facilities. Permittee will forfeit all rents or other fees paid if evicted from premises for violation of it. Eviction shall not release Permittee from any obligations for the payment of the rents or other fees required to be paid under this permit for the term thereof.
8. CONCESSION SALES: Permittee will not engage in concession operations unless authorized in writing by Director/authorized staff.
9. CONDUCT OF PERSONS: Permittee shall be solely responsible for the orderly conduct of all persons using the premises by its invitation, either express or implied, during all times covered by the permit. The Department reserves the right to eject or cause to be ejected from the premises any person or persons objectionable due to unlawful conduct.
10. DAMAGE TO FACILITY OR EQUIPMENT: All property, equipment, and furnishings must be kept clean and undamaged, fair wear and tear accepted. Permittee causing damage or loss will be required to pay for same at current costs.
11. EXITS: At no time shall exits be covered or obstructed.
12. FACILITIES CAPACITY: Permittee shall not admit a larger number of persons than can be safely and freely moved about therein as determined by Building and Fire Codes.
13. FLAMMABLE MATERIALS: No flammable materials will be permitted to be used for decorations. All materials used for decorative purposes must be treated with flame proofing and be approved by the Fire Department.
14. INDEMNITY: Permittee shall indemnify and hold harmless by the City, its officers, employees, and agents, against any and all claims, demands, causes of action, personal injuries or death, damages whatsoever, directly or proximately resulting or caused by the use and occupation of the facilities described in the permit, whether such use is authorized or not or from act or omission of Permittee or any of its officers, agents, employees, guests, patrons, or invitees, and the Permittee shall, at its sole risk and expense, defend any and all suits, actions, or other legal proceedings which may be brought or instituted against City, its officers and employees, on any such claim, demand, or cause of action, and the Permittee shall pay any judgment or decree which may be rendered against the city, its officers, employees, and agents in any suit, action or other legal proceedings, and Permittee shall pay for any and all damages to the property of the City or of others, the loss or theft of such property, done or caused by Permittee, its officers, agents, employees, guests, patrons, and invitees.
15. PAYMENT OF TAXES: Payment of all Federal, and City taxes in connection with the event shall be the liability and responsibility of the Permittee.
16. PERMITTEE RESPONSIBLE FOR CLEANLINESS OF FACILITY: Facilities used by Permittee must be left in a clean and orderly condition. If additional maintenance is required, other than normal cleaning process, the Permittee will be charged for same.
17. PERMITTEE RESPONSIBLE FOR PERMITS AND LICENSES: The Permittee shall procure at his own expense all the required licenses and permits necessary for the intended use or activity covered by this permit.
18. ALCOHOL: No alcohol can be served to minors or at any youth-related event at the Oldemeyer Center or Seaside Community Center and can result in immediate closure of the event and loss of deposit. ALL alcohol is prohibited at ALL youth oriented events.
19. SMOKING: Smoking is prohibited within twenty (20) feet of entrances, exits and windows.
20. USE OF RESERVED FACILITIES AND EQUIPMENT: Permittee may use only those facilities and equipment specifically designated on this permit.
21. CONSTRUCTION OF PERMIT: In case of any doubts as to the interpretation of any provisions of this permit, the interpretation by the Recreation and Community Activities Director shall prevail. In addition, the Recreation and Community Activities Director shall have the sole power to decide and resolve matters not covered by this permit.
22. SEVERABILITY: If any part of this permit is for any reason held to be illegal, inapplicable, unenforceable, or unconstitutional, such decision shall not affect the validity of the remaining portions of the permit.
23. SECURITY AND CLEANING DEPOSIT: A deposit is required from any person or organization renting a room at the Center (according to current fees and charges). A portion of the deposit is non-refundable (according to current fees and charges) and

the remaining deposit is refundable in whole or in part depending upon the condition of the room, walls, floors, carpets; whether any breakage occurred or whether overtime was incurred beyond stated setup, cleanup or activity time. The City reserves the right to close down any party or activity that may in any way endanger the health or safety of any person or property. Any early closure of the facility may result in loss of deposits. Refundable deposits will be returned within thirty (30) days following the event date.

24. SUPPLIES: City staff is not authorized to provide supplies for your event.25. SECURITY GUARDS: One guard per fifty participants is required for events that serve alcohol and/or have live/DJ music or dancing. The City reserves the right to require security for events.

IMPORTANT THINGS TO NOTE

- ✓ In order to secure a reservation, this form must be completed and submitted along with full payment to the Oldemeyer Center front desk.
- ✓ Reservations for the conference rooms must be made at least 7 days in advance and 30 days in advance for all other facilities.
- ✓ Please include a sketch of how you would like the room to be set up if it is different than the diagrams provided on this form. Our facility staff will do their best to prepare the room as shown in your diagram. Do not write "same as before."
- ✓ Food and beverage are allowed in certain rooms; please ask staff prior to providing refreshments.
- ✓ Do not move furniture from one room to another. If you have additional needs, please contact the facility staff.
- ✓ Please do not change rooms. If a different room is preferred and empty upon arrival, please check with the facility staff.
- ✓ Come prepared. Our staff is not authorized to provide supplies for your meeting.
- ✓ If you tape signs up regarding your meeting, please remove them upon your departure.
- ✓ Smoking is prohibited within 20 feet of entrances, exits and windows.
- ✓ In case of cancelation, please notify the Oldemeyer Center Front Office as soon as possible. Please see refund policy schedule below:

45 days in advance	Full refund, less a $7 surcharge
30-45 days in advance	Full refund, less the non-refundable part of security deposit
Less than 30 days in advance :....	Full refund, less the entire security deposit
Less than 48 hours in advance ...	No refund

- ✓ *If alcohol is found on the premises (including the parking lot, stage, kitchen, etc.) and your contract prohibits the consumption of alcohol, the City of Seaside has the right to cancel your event and deposits and fees will NOT be refunded.
- ✓ *A one million dollar (two million aggregate) liability insurance policy is required. You can either purchase it through the city, or through another insurance company and provide us a copy of the policy naming the City of Seaside as co-insured.
- ✓ Use of our facilities requires you to provide licensed and bonded security guards. You must hire one guard per every fifty guests. A copy of the contract must be provided to the city at least 30 days prior to your event. Renters exceeding their stated attendance risk losing their deposit.

CITY OF SEASIDE
STAFF REPORT

Item No.: 8.E.

TO: City Council

FROM: Craig Malin, City Manager

BY: Dan Meewis, Recreation Director

DATE: February 6, 2020

SUBJECT: **APPROVE A MAYOR'S YOUTH FUND REQUEST FROM THE SEASIDE MIDDLE SCHOOL PTSA FOR COSTS ASSOCIATED WITH THEIR FUN RUN IN THE AMOUNT OF $3,000.00**

PURPOSE & RECOMMENDATION

Approve a request from Seaside Middle School PTSA for a Mayor's Youth Fund contribution of Three Thousand dollars ($3,000.00) for the costs associated with a Fun 5K, 1 mile & toddler lap on Saturday, February 22, 2020.

BACKGROUND

The Seaside Middle School PTSA is planning to hold their Fun Run on Saturday, February 22, 2020 from 9:00 a.m. to 11:00 a.m. Seaside Middle School PTSA is a unit in good standing. It was organized on January 18, 1962 and is chartered as a member organization of the California Congress of Parents, teachers and Students Inc.

The Seaside Middle School PTSA is requesting a donation of Three Thousand Dollars ($3000.00) from the Mayor's Youth Fund to help cover the cost associated with their Fun Run. They would also like to contribute funds to help establish a sustainable water recycling system as well as beautification on their campus. A Special Event Application was submitted for review by the Special Event Committed. The attached information details the specifics of this event.

Based on the information provided in the application, the request meets the criteria for the Mayor's Youth Fund Policy. This is the first time the Seaside Middle School PTSA is requesting a Mayor's Youth Fund.

FISCAL IMPACT

This request would be funded by a donation from Green Waste Recovery Inc. to the Mayor's Youth Fund.

ATTACHMENTS

1. MYF - Seaside Middle School PTSA 2020
2. Special Event Application - Seaside Middle School PTSA 2020
3. Letter of Determination - Seaside Middle School PTSA

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

SEASIDE CALIFORNIA
Mayor's Youth Fund
986 Hilby Avenue, Seaside CA 93955
831-899-6800 | FAX: 831-718-8603

MAYOR'S YOUTH FUND POLICY

Purpose: The Mayor's Youth Fund was created to provide supplemental financial assistance to students and non-profit groups that provide services to improve the lives of young people living in the City of Seaside. A policy has been developed to standardize the evaluation of contribution requests and ensure that the funds are used appropriately to serve the City's youth.

Eligible Applicants: Contributions will only be made to, or on behalf of, students or organized groups, such as schools and non-profit organizations based in Seaside and/or serving a majority of Seaside residents (50%) that are 18 years old or younger or enrolled in high school. Faith based organizations may apply for contributions from the Mayor's Youth Fund if the funding is not used to support religious activities such as worship, Sunday School, or religious instruction. In addition, activities funded by the Mayor's Youth Fund must be open to all persons without regard to their religious affiliation.

Submittal of Contribution Requests: In order to request a contribution, the following information must be provided in writing:

- Name of the organization, person(s) benefiting, proposed use of the funds, total amount needed or fundraising goal.
- Description of other methods being used to raise funds and/or other contributors.
- An explanation of how the group, activity, or event will benefit Seaside youth.
- Written description of how the use of the funds will be specifically used for youth group activities/events and/or has a nexus to the goals related to recycle, cleanup, and "green" sustainability to ensure a healthy environment.
- How this request will provide a municipal benefit (ie., benefit the community).
- Proof of non-profit organizations status (not a taxpayer's I.D> number) and a current W-9 form.

Evaluation Process and Criteria: Contributions can only be made if approved by the City Council. Funding requests will be evaluated based on their consistency with this policy, including the following criteria.

- Scholastic, athletic, music, environmental and art activities will be considered for funding based on the quality of the proposed activity.
- Evidence of activities/events related to "reduce, reuse and recycle" to ensure a healthy environment.
- Contributions requests will be accepted from individuals and can be made to an organization on behalf of an individual member or student.
- Contributions are only paid to organizations, such as non-profit groups and schools.
- Contributions are intended to fund actual costs related to an event or activity. (Please see "Payment Process" information provided below.)
- Contributions from the Mayor's Youth Fund are not intended to be the sole source of funds for an organization or program and will only be made to supplement other fundraising activities.
- How this request will provide a municipal benefit (ie., benefit the community).

Contribution Limits: In order to equitably distribute funds available in the Mayor's Youth Fund, the following contribution guidelines have been developed, although all contributions are subject to the discretion of the City Council.

Individuals	25% of total cost of activity (not to exceed $1,000)
Groups up to 20 people	up to $1,500
Groups of 21+ people	up to $3,000

In addition, funding will be limited to one contribution per year (every 12 months).

Funding Requirements:

- Funding is limited to one contribution per year (every 12 months).
- The Mayor's Youth Fund Closing Report Form must be submitted to staff at least 60 days upon completion of the event, activity or program. Applicants that do not furnish the form may not apply for funds for the following year.
- A representative from the organization is required to be at the Council meeting for their application to be heard. If no representative is present then the agenda item will be postponed to another City Council meeting upon notification by the applicant.
- Incomplete applications will not be forwarded for Council consideration; applications not answering the question related to reduce, reuse or recycle are considered incomplete.

Individual Requests: Please attach an itemized list of all expenses. Amount of donation may not exceed 25% of the total cost of the activity and not exceed $1,000. Applications that are incomplete will be returned.

Payment Process: If a contribution is approved by the City Council, payment will be made to the authorized organization or directly to the vendor selected by the authorized organization after submittal of a receipt or the presentation of actual invoices. No funding can go directly to an individual. This process is required in order to provide documentation required to meet municipal auditing standards.

All requests will be considered before the City Council and you will be notified of the specific date your item is placed on the agenda. Please return this completed form with necessary attachments to:

Dan Meewis
City of Seaside Recreation Services
440 Harcourt Avenue
Seaside, CA 93955

SEASIDE CALIFORNIA
Mayor's Youth Fund
986 Hilby Avenue, Seaside CA 93955
831-899-6800 | FAX: 831-718-8603

MAYOR'S YOUTH FUND CONTRIBUTION REQUEST

CONTACT INFORMATION:

Organization: Seaside Middle School PTSA

Name of Applicant: Shannon Soto

Address: 999 Coe Ave City: Seaside State: CA

Phone: 619 648 9645 Email: shannondowney@hotmail.com

Number of Participants: 1,000 Seaside Residents / Students: 90 % Ages: 10 - 14

CRITERIA:

Applicants must meet at least one of the following criteria to be eligible for funding.
Please select one or more from the following list:

☒ Scholastic ☒ Athletic ☒ Music ☐ Environmental ☒ Art

Is funding a reward for one of these activities? ☐ No ☒ Yes.

Description of event, activity, or program funding pertains to: *(Attach additional information as necessary)*
This is a community fundraising event to help support Seaside middle school and the different activities in need of additional funds and support to encourage the student to be more active in the school & their education as well as rewards for positive behavior in class.

Description of how funds will be specifically used for youth groups, activities and events, and/or has a nexus to the goals of recycling, cleanup or "green" sustainability to insure a healthy environment: The funds will go toward sport uniforms, robotics club, yearbook, Field trip fund, staff appreciation, and Positive behavior rewards. We would also like to contribute funds to establishing a sustainable water recycling system as well as beautification on campus.

What other fundraising activities are you participating in to fund your event, program, or activity?
What other funding sources will supplement your requests? All donations from the community & parents of students.

Total Amount Requested: *(See contribution limits)* $ 3000.00

Applicant Signature: [signature] Date: 1/14/2020

SEASIDE CALIFORNIA
Mayor's Youth Fund
986 Hilby Avenue, Seaside CA 93955
831-899-6800 | FAX: 831-718-8603

MAYOR'S YOUTH FUND CLOSING REPORT

CONTACT INFORMATION:

Organization: Seaside Middle School PTA

Name of Applicant: Shannon Soto

Address: 999 Coe Ave. City: Seaside State: CA

Phone: 619 698 9695 Email: shannondowney@hotmail.com

DONATION INFORMATION:

Date the Mayor's Youth Fund was approved by City Council: _____

What Items were purchased with Mayor's Youth Fund Donation?

_____

_____

_____

_____

_____

_____

Describe the activities and the date the group or individual participated in related to reduce, reuse and recycle? Please provide written description, brief City Council presentation, and/or photos: _____

_____

_____

_____

_____

_____

Applicant Signature: SSS Date: 11/14/2020

*This form is due 60 days upon receipt of funding by the applicant. Organizations that do not comply within the 60 day time period may not apply for funding for the following year.

SEASIDE CALIFORNIA

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

Date:

Dear Event Sponsor:

Welcome to the City of Seaside. The following pages include the City of Seaside's Special Events Application and accompanying instructions developed to guide you through the application process.

Effective February 6, 2014 a $90.00 permit fee was approved by the Seaside City Council. Please enclose a check made out to the City of Seaside with your completed application. Once the completed form is received it will be distributed to all City departments and agencies affected by your event. You will then be notified of the status of your request. On behalf of the City of Seaside we thank you for contributing to the spirit and vitality of our City through the staging of your event. **Best wishes for a successful event!**

Terry Navarro
City of Seaside
986 Hilby Avenue
Seaside, CA 93955
(831) 899-6805
(831) 718-8603
Email: tnavarro@ci.seaside.ca.us

SEASIDE CALIFORNIA

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

CONTACT INFORMATION:

Organization: Seaside Middle School PTA

Name of Applicant: Shannon Soto

Address: 999 Coe Ave. City: Seaside State: CA

Phone: 619 648 9645 Email: shannonlowney@hotmail.com

Day of Event Contact Name and Phone: Shannon Soto 619 648 9645

EVENT INFORMATION:

Event Title: Color Fun Run

Event Category:

- [x] Athletic / Recreation
- [ ] Celebration / Festival
- [ ] Carnival
- [ ] Concert / Performance
- [ ] Parade / March / Procession
- [ ] Other:
- [ ] Circus
- [ ] Dance

Event Date and Time: February 22, 2020 9:00 Am

Setup: 7:00 Am Event Start: 9:00 Event End: 11:00 Clean up: 12:00 pm

Event Location: 999 Coe Ave and Jim Moore Blvd.

EVENT DESCRIPTION:

Please provide detailed description of your event. Include details regarding any components of your event such as the use of vehicles, animals, rides, sanitation provisions or any other pertinent information about the event.

Our Fun 5k, 1 mile, & toddler lap will start at 9 am on the school track. The 5k will do one lap, exit down the road behind the school to Coe Avenue, then up to Encalyptus to the half way point and return. We will have trash at all water stations. Bathrooms on campus. Parking on campus.

Number of Participants: 1,000 Event Benefiting: Seaside Middle PTA

Federal ID # (if applicable): 23-7065031 (TAX ID)

- [ ] 501 C(3)
- [ ] 501 C(6)
- [ ] Commercial-For Profit
- [ ] Other:

Will admission be charged? [ ] Yes, tickets cost: [x] No

SEASIDE CALIFORNIA

Special Event Application
Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

Is the event open to the public? ☒ Yes ☐ No

If no, how will the event be restricted? Indicate plan on detailed schematics:

How will the event be advertised and promoted? Signs on school, social media,

Signs posted: At school and along General Jim Moore Blvd.

Special equipment to be used for proposed event: *(List all electrical needs you may require)*

☒ P.A. System	☐ Generator(s)	☐ Amplified sound / music
☐ Booths	☐ Bleachers	☐ Cooking fuel
☐ Tents	☐ Banners	☐ Barricades
☐ Other:		

Will the event include music or live performances? ☒ Yes ☐ No
Will film, video, or photography be involved with the production of event? ☒ Yes ☐ No
Do you intend to sell food or beverage? ☐ Yes ☒ No
(If yes, please attach Health Department Food Vendor Certificate)
Do you intend to sell other merchandise? Yes ☒ No
Number of Vendors? _____ *(For-profit vendors must have business license on file with the City)*

Vendor Name Vendor Address

Describe Merchandise

Will alcohol be served? ☐ Yes ☒ No
Will alcohol be sold? *(If yes, please attach ABC license)* ☐ Yes ☒ No

Parking arrangements: Black top area and 2 school staff parking lot.

Safety / Security / Accessibility (*please describe your procedures for crowd control and internal security):*

Volunteers for race route control. Cones to direct runners & maps of route beforehand.

Security Organization (*if required - please attach security contract):*

What City services do you anticipate you will need? *(i.e. Police, Fire, Public Works, etc.)*

Police for street crossing at Coe and General Jim Moore Blvd. & Public Works

Method of trash collection/disposal and provision for additional sanitary facilities:

Volunteer pick up.

Other pertinent information or special requests:

APPLICANT AGREEMENT

All applicable fees must be paid 30 days prior to event date. No permit revisions will be accepted less than 14 days prior to the event date. The City of Seaside retains the right to terminate the event at any time should a responsible city official determine any activity related to the event is a threat to public safety and/or property. I (we) agree to abide by all laws, rules and regulations which may apply to this area. I (we) accept specific responsibility for other members of my group and for any damage done to city property and/or facilities, and agree to clean and restore the site to the condition in which it was found prior to the holding of the specific event. I certify under penalty of perjury that all the preceding information is true to the best of my knowledge. **Completed and signed special event form must be submitted to Recreation and Community Activities Director within seven working days of receipt of form.**

Applicant Signature: [signature] Date: 12/18/19

SEASIDE CALIFORNIA
Special Event Application
Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

APPLICATION MUST INCLUDE: Detailed schematic of event location indicating specific activity sites. For non-profit organizations, a copy of non-profit status must be submitted.

Attach to application and mail to:
City of Seaside Recreation Services
Attn: Recreation Director
986 Hilby Avenue
Seaside, CA 93955

SPECIFIC EVENT CONDITIONS OF APPROVAL

- ✓ Event organizers must clean up any event-related trash.
- ✓ All event noise or sound must be kept to a minimum, particularly before 9:00 a.m. and must not create an annoyance to co-existing events.
- ✓ Permittee is responsible for the actions of all vendors and participants during the event.
- ✓ No activities are permitted onsite that are not included on your permit application.
- ✓ All City ordinances will be strictly enforced (alcohol, dogs, etc.).
- ✓ Permit must be kept on location at all times.

Failure to comply with the above conditions may result in immediate closure of the event and a ban on future events by the organizer in the City of Seaside.

PROVISIONS

Permittee waives all claims against the City, its officers, agents and employees, for loss or damage caused by, arising out of, or in any way connected with, the exercise of this permit and permittee agrees to save harmless, indemnify and defend City, its officers, agents and employees, from any and all loss, damage or liability which may be suffered or incurred by City, its officers, agents and employees caused by, arising out of or in any way connected with exercise by permittee of the rights hereby granted, except those arising out of the sole negligence of the City.

City shall have the privilege of inspecting the premises covered by this permit any and all time. This permit shall not be assigned. City may terminate this permit at any time if permittee fails to perform and covenant herein contained at the time and in the manner herein provided. City agrees it will not unreasonably exercise this right of termination.

The parties hereto agree that the permittee, its officers, agents and employees, in the performance of this permit shall act in an independent capacity and not as officers, employees or agents of the City. No alteration or variation of the terms of this permit shall be valid unless made in writing and signed by the parties hereto.

Permittee will not discriminate against any employee or applicant for employment because of race, color, religion, ancestry, sex, sexual orientation, age national origin or physical handicaps. Permittee agrees to comply with the terms and conditions contained herein and all rules and regulation of the City subject to this permit.

Applicant Signature: _____ Date: 12/18/19

SEASIDE CALIFORNIA

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

INDEMNIFICATION, DEFENSE, HOLD HARMLESS

Applications must furnish the city with a certificate of insurance in an amount no less than $1 million naming the City of Seaside as an additional insured. The amount of insurance is subject to increase at the discretion of the Finance Director who is the Risk Manager, depending upon the nature of the event. Such insurance must be primary to any city insurance and the city must have at least ten days' notice of cancellation.

For final event approval, you will need commercial general liability insurance that names "the City of Seaside, its officers, employees and agents" as an additional insured and any other public entities impacted by this event. Insurance coverage must be maintained for the duration of the event. To determine the amount of insurance coverage necessary, please contact Risk Manager. Please obtain the required insurance and mail an original insurance certificate to City of Seaside, Recreation and Community Activities Department, P.O. box 810, Seaside, CA 93955.

Insurance Agency: AIM Insurance Agent: Pamela Smith Denise Corona

Phone Number: 800 876 4044 Policy Number: CPG1189527

PERMIT HOLDER hereby agrees to protect, defend, indemnify and hold and save harmless **CITY**, its officers, and employees against any and all liability, claims, judgements, costs and demands, however caused, including those resulting from death or injury to **PERMIT HOLDER'S** employees and damage to **PERMIT HOLDER'S** property, arising directly or indirectly out of the obligations or operations herein undertaken by **PERMIT HOLDER**, including those arising from the passive concurrent negligence of **CITY** but save and except those which arise out of the active concurrent negligence, sole negligence, or the sole willful misconduct of **CITY PERMIT HOLDER** will conduct all defense at its sole cost and expense. **CITY** shall be reimbursed by **PERMIT HOLDER** for all costs or attorney's fees incurred by **CITY** in enforcing this obligation.

Applicant Signature: _____ Date: 12/18/19

(For Office Use Only)

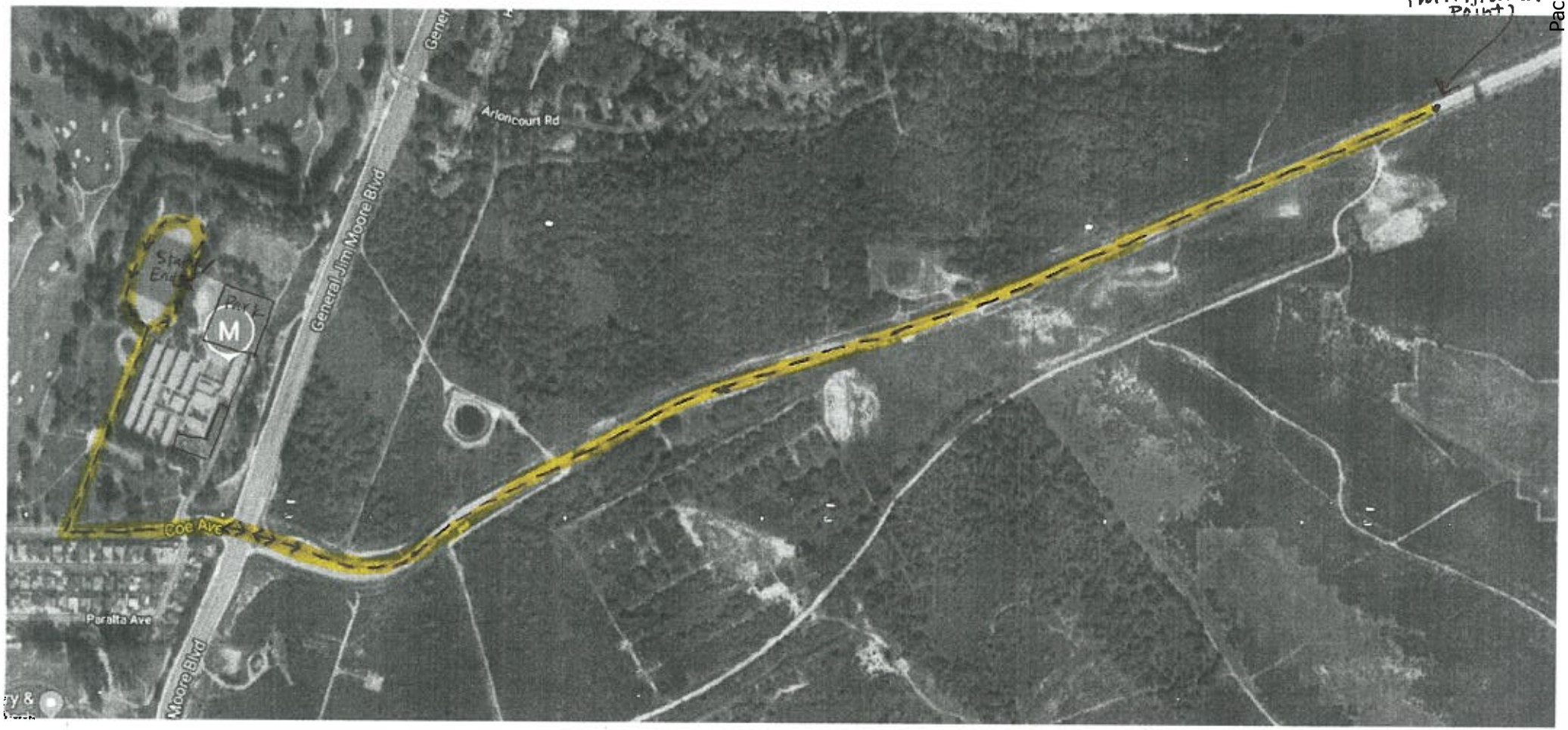
Authorization

- ☐ Building _____
- ☐ Planning _____
- ☐ Police _____
- ☐ Fire _____
- ☐ Finance _____
- ☐ Recreation _____
- ☐ Redevelopment _____
- ☐ Public Works _____
- ☐ County Health _____

Comments: _____

1 Mile race (little kids) stays at track.

1 Lap toddlers on track



California State PTA®
everychild. onevoice.

2327 L Street, Sacramento, CA 95816 (916) 440-1985 • Fax (916) 440-1986 • info@capta.org • www.capta.org

LETTER OF DETERMINATION

September 22, 2019

Shannon Soto, Unit President
Seaside Middle PTSA [2291]

Dear Shannon:

In response to request of this office concerning your PTA's tax-exempt status, a copy of our group ruling letter dated November 18, 1943, from Internal Revenue, which grants federal income tax exemption to all PTAs in California, is enclosed. You will note the Internal Revenue Code section at that time as referred to in the letter was 101(6)—now Section 501(c)(3) as indicated in all PTA bylaws in California. The group exemption number assigned to the California State PTA is GEN-0646.

Also enclosed is a copy of the February 24, 2010 letter from Franchise Tax Board confirming PTA's exemption from state franchise or income tax under Section 23701d of the Revenue and Taxation Code.

Both the federal and state exemption letters cover all of our divisions—local units (associations), councils and districts. The letters are issued to the California Congress of Parents and Teachers, Inc. The corporate name was changed as indicated on this letterhead by vote of the annual convention on May 5, 1978, and has been recorded and filed with the Secretary of State with certificate endorsed on August 14, 1978.

Seaside Middle PTSA is a unit in good standing. It was organized on January 18, 1962 according to our official records, and is chartered as a member organization of the California Congress of Parents, Teachers, and Students, Inc.

Seaside Middle PTSA located at 999 Coe Avenue, Seaside, CA, 93955 in the Sixth District PTA, is a nonprofit, tax-exempt association under our group ruling. The Employer Identification Number (EIN) assigned to Seaside Middle PTSA is 237065031 and the assigned Franchise Tax Board entity number is 8026841.

Sincerely,

Donna Broussard

Donna Broussard
Tax Filing Assistant

cc: District President

CITY OF SEASIDE
STAFF REPORT

Item No.: 8.F.

TO: City Council

FROM: Craig Malin, City Manager

BY: Dan Meewis, Recreation Director

DATE: February 6, 2020

SUBJECT: **APPROVE A MAYOR'S YOUTH FUND CONTRIBUTION REQUEST FROM SEASIDE BLADE RUNNERS BASKETBALL**

PURPOSE & RECOMMENDATION

Approve a request from Seaside Blade Runners Basketball for a donation of Three Thousand Dollars ($3,000.00) from the Mayor's Youth Fund to help cover the costs for equipment, uniforms, gym expenses, tournaments and transportation.

BACKGROUND

Seaside Blade Runners Basketball is requesting a Three Thousand Dollars ($3,000.00) from the Mayor's Youth Fund to help cover the costs for equipment, uniforms, gym expenses, tournaments and transportation.

Founded in 2011, the Seaside Blade Runners AAU Travel Basketball Program is a vital part of the Central Coast of California's mentoring program for youth. They are dedicated to youth development, healthy living and social responsibility. Annually, they do beach cleanups and pick up all the recyclables and garbage. In addition, they clean up and recycle at every practice & games.

Based on the information provided in the application, the request meets the criteria for the Mayor's Youth Fund Policy. This is the first time that the Seaside Blade Runners Basketball is requesting a donation.

FISCAL IMPACT

This request would be funded by a donation from Green Waste Recovery Inc. to the Mayor's Youth Fund.

ATTACHMENTS

1. MYF - Seaside Blade Runners Basketball 2020
2. W-9 - Seaside Blade Runners Basketball 2020

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

March 2018

MAYOR'S YOUTH FUND POLICY

Purpose: The Mayor's Youth Fund was created to provide supplemental financial assistance to students and non-profit groups that provide services to improve the lives of young people living in the City of Seaside. A policy has been developed to standardize the evaluation of contribution requests and ensure that the funds are used appropriately to serve the City's youth.

Eligible Applicants: Contributions will only be made to, or on behalf of, students or organized groups, such as schools and non-profit organizations based in Seaside and/or serving a majority of Seaside residents (50%) that are 18 years old or younger or enrolled in high school. Faith based organizations may apply for contributions from the Mayor's Youth Fund if the funding is not used to support religious activities such as worship, Sunday School, or religious instruction. In addition, activities funded by the Mayor's Youth Fund must be open to all persons without regard to their religious affiliation.

Submittal of Contribution Requests: In order to request a contribution, the following information must be provided in writing:

- Name of the organization, person(s) benefiting, proposed use of the funds, total amount needed or fundraising goal.
- Description of other methods being used to raise funds and/or other contributors.
- An explanation of how the group, activity, or event will benefit Seaside youth.
- Written description of how the use of the funds will be specifically used for youth group activities/events and/or has a nexus to the goals related to recycle, cleanup, and "green" sustainability to ensure a healthy environment.
- How this request will provide a municipal benefit (ie., benefit the community).
- Proof of non-profit organizations status (not a taxpayer's I.D> number) and a current W-9 form.

Evaluation Process and Criteria: Contributions can only be made if approved by the City Council. Funding requests will be evaluated based on their consistency with this policy, including the following criteria.

- Scholastic, athletic, music, environmental and art activities will be considered for funding based on the quality of the proposed activity.
- Evidence of activities/events related to "reduce, reuse and recycle" to ensure a healthy environment.
- Contributions requests will be accepted from individuals and can be made to an organization on behalf of an individual member or student.
- Contributions are only paid to organizations, such as non-profit groups and schools.
- Contributions are intended to fund actual costs related to an event or activity. (Please see "Payment Process" information provided below.)

- Contributions from the Mayor's Youth Fund are not intended to be the sole source of funds for an organization or program and will only be made to supplement other fundraising activities.
- How this request will provide a municipal benefit (ie., benefit the community).

Contribution Limits: In order to equitably distribute funds available in the Mayor's Youth Fund, the following contribution guidelines have been developed, although all contributions are subject to the discretion of the City Council.

Individuals*	25% of total cost of activity (not to exceed $1,000.00)
Groups up to 20	up to $1,500.00
Groups 21+	up to $3,000.00

In addition, funding will be limited to one contribution per year (every 12 months).

Payment Process: If a contribution is approved by the City Council, payment will be made to the authorized organization or directly to the vendor selected by the authorized organization after submittal of a receipt or the presentation of actual invoices. No funding can go directly to an individual. This process is required in order to provide documentation required to meet municipal auditing standards.

###

Mayor's Youth Fund Contribution Request

Prior to completing this request please review the attached contribution policy. All requests will be considered before the City Council and you will be notified of the specific date your item is placed on the agenda. Please return this completed form with necessary attachments to N. Towne, Recreation Services, City of Seaside, 440 Harcourt Avenue, Seaside, CA 93955.

Name of Organization: SEASIDE BLADERunners Basketball

Address: 1412 yosemite #F st Seaside CA. 93955

Email: firekdunn@gmail.com

Phone Number: Home 831-393-5723 Work _____ Cell " "

Name of Individual: Timothy Ronald Dunn SR.

% Residents or Students of Seaside: 90 %

# of Participants; 50-70 kids

Ages: 6 to 17 girls + boys

CRITERIA – Applicants must meet at least one of the following criteria to be eligible for funding. Please select one or more from the following list:

Scholastic ✓
Athletic ✓
Music
Environmental
Art

Is funding a reward for one of these activities?
yes, because we need funding to play in tournament + travel uniforms etc.

Description of event, activity or program funding pertains to: (Attach Additional Information as Necessary)
uniforms, Transportation, tournaments, Equipment, Gym Expenses, funding to raise more.

Description of how the funds will be specifically used for youth groups activities/events and/or has a nexus to the goals of recycling, cleanup and/or "green" sustainability to insure a healthy environment.
we meet at the beach annually for A pickup of Recycables + garbage. And We Recycle During every practice

What other fundraising activities are you participating in to fund your event, program or activity and what other funding sources will supplement your request?
We annally throw BBQs + car wash at the American legion. Bake sales,

*Total Amount Requested: (See Contribution limits) 3000.00

Funding Requirements

- Funding is limited to one contribution per year (every 12 months).
- The Mayor's Youth Fund Closing Report Form must be submitted to staff at least 60 days upon completion of the event, activity or program. Applicants that do not furnish the form may not apply for funds for the following year.
- A representative from the organization is required to be at the Council meeting for their application to be heard. If no representative is present then the agenda item will be postponed to another City Council meeting upon notification by the applicant.

- Incomplete applications will not be forwarded for Council consideration; applications not answering the question related to reduce, reuse or recycle are considered incomplete.

Individual Requests: Please attach an itemized list of all expenses. Amount of donation may not exceed 25% of the total cost of the activity and not exceed $1,000.00. Applications that are incomplete will be returned.

MYF Policy Revised March 2018

MAYOR'S YOUTH FUND CLOSING REPORT *

Date Mayor's Youth Fund was approved by council:_____

Name of Organization:_____

Contact: _____

Address: _____

Email/Phone: _____

Amount of Donation Received:_____

What Items were purchased with Mayor's Youth Fund Donation:

_____

_____

Please describe the activities and the date the group/individual participated in related to reduce, reuse and recycle? Please provide written description, brief City Council presentation, and/or photos.

_____

_____

_____

Signature:_____

Date:_____

***This form is due 60 days upon receipt of funding by the applicant. Organizations that do not comply within the 60 day time period may not apply for funding for the following year.**

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give Form to the requester. Do not send to the IRS.

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
Shelisha M Clemons

2 Business name/disregarded entity name, if different from above
Seaside BladeRunners

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

☑ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.
1412 Yosemite St Apt F

Requester's name and address (optional)

6 City, state, and ZIP code
Seaside, CA, 93955

7 List account number(s) here (optional)
6554980539

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number [redacted]

or

Employer identification number [redacted]

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here Signature of U.S. person ▶ Shelisha M Clemons Date ▶ 1/23/2020

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

CITY OF SEASIDE
STAFF REPORT

Item No.: 9.A.

TO: City Council

FROM: Craig Malin, City Manager

BY: Sheri Damon, Assistant City Attorney
Lesley Milton, Assistant City Manager

DATE: February 6, 2020

SUBJECT: **ADOPT AN ORDINANCE ADDING SECTIONS TO THE MUNICIPAL CODE ESTABLISHING PROVISIONS FOR TOBACCO RETAILER LICENSING (SECOND READING - ROLL CALL VOTE)**

PURPOSE & RECOMMENDATION

Adopt the second reading of the draft ordinance adding sections to the Municipal Code establishing provisions for tobacco retailer licensing.

BACKGROUND

The purpose of the tobacco retail licensing (TRL) ordinance is to reduce illegal sales of tobacco products to minors. State law explicitly permits cities and counties to enact local tobacco retail permitting ordinances, and allows for the suspension or revocation of a local permit for a violation of any state tobacco control law (Cal. Bus. & Prof. Code § 22971.3). Compliance checks conducted by the California Department of Public Health, Food and Drug Branch, Stop Tobacco Access to Kids Enforcement (STAKE) Act Enforcement Unit show that from 2000 to 2011, retailers in Monterey County illegally sold tobacco products to underage youth 30% of the time.

These figures are similar to results from recent Youth Tobacco Purchase Surveys (YTPS) conducted in Monterey County by the Tobacco Control Program, Sunrise House, Safe Teen Empowerment Project, and Sun Street Centers, Inc. According to The Center for Tobacco Policy and Organizing, results from studies overwhelmingly demonstrate that local TRL ordinances with strong enforcement provisions are effective. Rates of

illegal tobacco sales to minors have decreased, in almost every California community that has passed a strong TRL ordinance.

The American Lung Association states that a strong local tobacco licensing law is defined as one that includes the following four components:
• A license that all retailers must obtain in order to sell tobacco products and that must be renewed annually.
• A fee that will sufficiently fund an effective program, including the administration of the program and enforcement efforts, and a plan outlining enforcement efforts, including compliance checks, should be clearly stated.
• Coordination of tobacco regulations so that a violation of any existing local, state or federal tobacco regulation constitutes a violation under the terms of the license.
• A financial deterrent through fines and penalties, including the suspension and revocation of the license; fines and penalties should be outlined in the ordinance.

The TRL ordinance incorporates the above components in an effort to ensure success in the reduction of illegal sales of tobacco products to minors. The ordinance will require retailers in the City of Seaside to pay an annual license fee of $286 to obtain a license in order to sell tobacco products. The fee is calculated to recover the reasonable regulatory costs of issuing and administering licenses, retailer education, performing investigations, inspections, and the administrative enforcement and adjudication of the provisions of the TRL ordinance. The license is valid for one year and only at the location specified in the application. Denial of a license application is subject to administrative review.

As permitted by the draft attached ordinance, the City of Seaside and the County of Monterey will enter into an agreement that will allow the County to administer the TRL. Therefore, the County of Monterey's Health Department's Public Health and Environmental Health Bureaus will issue licenses, conduct annual audits to ensure license compliance, and report data requirements on activities. The Department, with collaboration from the Sheriff's Office, will conduct compliance checks related to illegal sales to youth.

Law enforcement may enforce penal provisions of the TRL ordinance, violations of which may be prosecuted as infractions or misdemeanors. The TRL ordinance specifies that selling tobacco products to minors or using false information in the application may lead to suspension or revocation of the license. While the license is suspended, all tobacco products must be removed from public view.

Administrative penalties for violating the TRL ordinance, including violation of any state, federal, or local tobacco retailing law, include suspension or revocation of the license. Such penalties are graduated, starting at 60 days for the first violation and increasing to 180 days for the third violation. Upon a finding of a fourth license violation in a 60-month period, the license shall be revoked and no license issued for

that location for a period of five years. For the first two violations, the retailer may pay a stipulated fine in lieu of a hearing and the suspension penalties that would otherwise apply. Fines will range from $1,000 for the first violation to $5,000 for the second violation.

Administrative penalties for tobacco retailing at a location without a license also are graduated, rendering a person ineligible to apply for or be issued a license for 60 days after the first violation and 180 days after the second violation within a 60-month period. For third and subsequent violations within a 60-month period, a license may not be issued until five years have passed from the date of the violation.

The ordinance is consistent with the Council's mission of creating a safe community of the residents of the City by discouraging the illegal purchase of tobacco products by minors and in protecting children from being lured into illegal activity through the misconduct of adults. Additionally, the City has a substantial interest in promoting compliance with federal, state, and local laws intended to regulate tobacco sales and use.

FISCAL IMPACT

The establishment of a tobacco retail license program by the City will require tobacco retailers to apply for a permit to sell tobacco within the City of Seaside. There will be no administrative costs for the City of Seaside. Instead, as permitted by the ordinance, the County of Monterey and the City of Seaside will enter into an agreement that will permit the County to administer the tobacco retailer license program in the City. The entire program would be funded by the yearly permit fee paid for by the tobacco retailers.

ATTACHMENTS

1. Draft Ordinance

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

ORDINANCE NO. xxxx

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SEASIDE

ADDING CHAPTER 8.39.5 CREATING PROVISIONS RELATING TO THE LICENSING OF TOBACCO RETAILERS AND MAKING AN ENVIRONMENTAL DETERMINATION OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

THE CITY COUNCIL OF THE CITY OF SEASIDE DOES ORDAIN AS FOLLOWS:

SECTION 1.

WHEREAS, State law prohibits the sale or furnishing of cigarettes, tobacco products, and smoking paraphernalia to minors, as well as the purchase, receipt, or possession of tobacco products by minors (Cal. Pen. Code §308); and

WHEREAS, State law explicitly permits cities and counties to enact local tobacco retail permitting ordinances, and allows for the suspension or revocation of a local permit for a violation of any state tobacco control law (Cal. Bus. & Prof. Code §22971.3); and

WHEREAS, according to the Center for Tobacco Policy and Organizing, results from studies overwhelmingly demonstrate that local tobacco retailer licensing ordinances with strong enforcement provisions are effective. Rates of illegal tobacco sales to minors have decreased in almost every California community that has passed a strong tobacco retailer licensing ordinance; and

WHEREAS, the City Council finds that a local permitting system for tobacco retailers is appropriate to ensure that retailers comply with tobacco control laws and business standards of the City, to protect the health, safety, and welfare of our residents; and

WHEREAS, a requirement for a tobacco retailer license will not unduly burden legitimate business activities of retailers who sell or distribute cigarettes or other tobacco products to adults. It will however, allow the City to regulate the operation of lawful business to discourage violations of federal state, and local tobacco-related laws; and

WHEREAS, the City has a substantial interest in promoting compliance with federal, state, and local laws intended to regulate tobacco sales and use; in discouraging the illegal purchase of tobacco products by minors; and finally, in protecting children from being lured into illegal activity through the misconduct of adults.

SECTION 2. The City Council finds the above statements and facts of Section 1 are true and correct.

SECTION 3. CEOA. The City Council hereby finds the draft ordinance does not involve the approval of a project because the ordinance and its implementation do not result in a direct or indirect physical change in the environment or in a reasonably foreseeable indirect physical change in the environment. It is therefore exempt from the California Environmental Quality Act (CEQA) review. (Pub. Resources Code §21065; CEQA Guidelines §§15357, 15377, 15378).

SECTION 4. Title 8 (Health and Safety) of the Seaside Municipal Code is hereby amended to add the following Chapter 8.39.5:

Chapter 8.39.5

TOBACCO OR ELECTRONIC CIGARETTE RETAILERS LICENSE PROGRAM

8.39.021 Tobacco or Electronic Cigarette Retailer License.

(a) The provisions of Monterey County Code Chapter 7.80 entitled Tobacco Retailer License, pertaining to tobacco retailer permits, is hereby adopted by the City of Seaside and incorporated by reference into this Code and shall be enforced within the jurisdictional boundaries of the City.

(b) For purposes of the City of Seaside the following shall apply to the incorporation of the Monterey County ordinance into the Seaside Municipal Code:

All reference to the term "unincorporated areas of the County of Monterey" in the Monterey Code shall be amended to include the term "City jurisdictional boundaries" in the Seaside Municipal Code. All reference to the term "Code" in the Monterey County Code shall be to the term "Seaside Municipal Code. All reference to the term "County" or "County of Monterey" shall be to the term City of Seaside". All references to the term "Board of Supervisors of the County of Monterey shall be to the term "Seaside City Council". All reference to the term "District Attorney" in the Monterey County Code shall be to the term "City Attorney". All reference to the term "law enforcement officer" shall be to the term "Seaside Police Officer". All reference to the "Date of Implementation" shall be to the "the thirty-first day following its adoption". The chapter numbering and section references to 7.80 shall be updated to reflect 8.39.5.

(c) Monterey County Code Chapter 7.80 reads as follows:

Chapter 7.80 - Tobacco Retailer License

Sections:

7.80.010 - Purpose and application.

7.80.020 - Definitions.

7.80.030 - Mandatory License.

7.80.040 - Issuance of License.

7.80.050 - Applications for License.
7.80.060 - Issuance of License.
7.80.070 - License renewal and expiration.
7.80.080 - License nontransferable.
7.80.090 - Inspections, investigations and enforcement.
7.80.100 - Suspension or revocation of License.
7.80.110 - Penalties for Tobacco Retailing without a License.
7.80.120 – Health Officer decision.
7.80.130 - Appeal procedures.
7.80.140 - Other Penalties.
7.80.150 - Stipulated fine in lieu of hearing.
7.80.160 - Implementation.
7.80.170 - Severability.

7.80.010 - Purpose and application.

A. In promoting the health, safety, and general welfare of its residents, the County of Monterey has a substantial interest in encouraging compliance with Federal, State, and local laws regulating tobacco sales and use.

B. State law permits local governments to enact ordinances regarding the local licensing of retailers of tobacco and allows for the suspension or revocation of a local license for a violation of any State tobacco control law.

C. This Chapter is adopted to: (1) ensure compliance with business standards and practices of the County; (2) to encourage responsible retailing of tobacco; and (3) to discourage violations of tobacco-related laws, but not to expand or reduce the degree to which the acts regulated by Federal or State law are criminally proscribed or otherwise regulated.

7.80.020 - Definitions.

For the purpose of this Chapter, the following words and terms shall have the following meaning:

A. "Department" means the Monterey County Health Department.

B. "Drug Paraphernalia" shall have the definitions set forth in California Health and Safety Code Section 11014.5, as that Section may be amended from time to time.

C. "Health Officer" means the Health Officer of the County of Monterey or his or her designee.

D. "License" means a Tobacco Retailer License issued by the County pursuant to this Chapter.

E. "Licensee" means any Proprietor holding a License issued by the County pursuant to this Chapter.

F. "License Fee" means the charge established by resolution of the Board of Supervisors of the County of Monterey, calculated to recover the reasonable regulatory costs of issuing and administering Licenses, retailer education, performing investigations, inspections, and the administrative enforcement and adjudication thereof.

G. "Person" means any natural person, partnership, cooperative association, corporation, personal representative, receiver, trustee, assignee, or any other legal entity.

H. "Proprietor" means a Person with an ownership or managerial interest in a business. An ownership interest shall be deemed to exist when a Person has a ten (10) percent or greater interest in the stock, assets, or income of a business other than the sole interest of security for debt. A managerial interest shall be deemed to exist when a Person can or does have or share ultimate control over the day-to-day operations of a business.

I. "Tobacco Paraphernalia" means cigarette papers or wrappers, pipes, holders of smoking materials of all types, cigarette rolling machines, and any other item designed or used for the smoking or ingestion of Tobacco Products.

J. "Tobacco Product" means any substance containing tobacco leaf--including but not limited to cigarettes, cigars, pipe tobacco, hookah tobacco, snuff, chewing tobacco, dipping tobacco, bidis, or any other preparation of tobacco--and any product or formulation of matter containing biologically active amounts of nicotine that is product or matter will be introduced into the human body, but does not include any product specifically approved by the United States Food and Drug Administration for use in treating nicotine or Tobacco Product dependence.

K. "Tobacco Retailer" means any Person who engages in Tobacco Retailing.

L. "Tobacco Retailing" means selling, offering for sale, exchanging, or offering to exchange for any form of consideration, tobacco, Tobacco Products, or Tobacco Paraphernalia without regard to the quantity sold, offered for sale, exchanged, or offered for exchange.

7.80.030 - Mandatory License.

A. Any Person who is or intends to become a Tobacco Retailer shall obtain pursuant to this Chapter a License for each fixed location at which Tobacco Retailing is to occur.

B. Any Person who is a Tobacco Retailer as of the effective date of the ordinance enacting this Chapter shall obtain a License within ninety (90) days of the effective date of the ordinance that enacted this Chapter.

C. Any Person who intends to act as a Tobacco Retailer shall obtain a License prior to acting as a Tobacco Retailer.

D. Each License shall be prominently displayed in a publicly visible location at the licensed location.

E. Nothing in this Chapter shall be construed to grant any Licensee any status or right other than to act as a Tobacco Retailer at the location identified on the face of the License, subject to compliance with all other applicable laws, regulations, or ordinances.

F. Nothing in this Chapter shall be construed to render inapplicable, supersede, or apply in lieu of any other provision of applicable law.

7.80.040 - Issuance of License.

A. No License shall be issued to authorize Tobacco Retailing at other than a fixed business location. It is unlawful for any Person to engage in Tobacco Retailing at non-fixed locations. For example, Tobacco Retailing by Persons on foot and Tobacco Retailing from vehicles are prohibited.

B. No License shall be issued to authorize Tobacco Retailing at a temporary or recurring temporary event. For example, Tobacco Retailing at flea markets and farmers' markets is prohibited.

C. No License shall be issued to authorize Tobacco Retailing at any location for which a License suspension is in effect or during a period of ineligibility following a revocation pursuant to Section 7.80.100.

D. In the course of Tobacco Retailing or in the operation of the business or maintenance of the location for which a License issued, it shall be a violation of this Chapter for a Licensee, or any of the Licensee's agents or employees, to violate any local, State, or Federal law applicable to Tobacco Products, Tobacco Paraphernalia, or Tobacco Retailing.

E. No Person engaged in Tobacco Retailing shall sell or transfer a Tobacco Product or Tobacco Paraphernalia to another Person who appears to be under the age of twenty-seven (27) years without first examining the identification of the recipient to confirm that the recipient is at least the minimum age under State law to purchase and possess the Tobacco Product or Tobacco Paraphernalia.

F. No Person who is younger than the minimum age established by State law for the purchase or possession of Tobacco Products shall engage in Tobacco Retailing.

7.80.050 - Applications for License.

All applications for a License shall be submitted to the Department in the name of each Proprietor proposing to conduct Tobacco Retailing and signed by each prospective Proprietor or an authorized agent. Each License application must be accompanied by the required License Fee, which is set by resolution of the Board of Supervisors. A Proprietor proposing to conduct Tobacco Retailing at more than one location shall submit a separate application for each location. Every application shall contain the following information:

A. The name, address, and telephone number of each prospective Proprietor;

B. The business name, address, and telephone number of the fixed location for which the License is sought;

C. Whether or not each prospective Proprietor has previously been issued a License pursuant to this Chapter that is, or was at any time, suspended or revoked and, if so, the date of the suspension or revocation;

D. Proof that the location for which a License is sought has been issued a valid State Cigarette and Tobacco Products Retail License by the State of California Board of Equalization pursuant to the California Cigarette and Tobacco Products Licensing Act of 2003 (Cal. Bus. & Prof. Code, §§ 22970 et seq.);

E. A statement signed by each prospective Proprietor that no Drug Paraphernalia is or will be sold at the location for which the License is sought;

F. A statement signed by each prospective Proprietor that the Proprietor is informed of the laws affecting Licenses; and

G. Such other information as the County deems necessary for the administration of this Chapter.

7.80.060 - Issuance of a License.

A. Upon the receipt of a complete application for a License and the License Fee required by this Chapter, the Health Officer shall issue a License unless one (1) or more of the following grounds exists:

1. The application is incomplete or inaccurate;

2. The application seeks authorization for Tobacco Retailing at a location for which a suspension is in effect pursuant to this Chapter, for which a License has been revoked pursuant to this Chapter, or for which this Chapter otherwise prohibits issuance of Licenses;

3. The application seeks authorization for Tobacco Retailing for a prospective Proprietor for whom a suspension is in effect pursuant to this Chapter for the subject location or another location, whose License has been revoked pursuant to this Chapter for the subject location or another location, or to whom this Chapter otherwise prohibits a License to be issued;

4. The Department has information that the prospective Proprietor or his or her agent or employee has violated any local, State or Federal tobacco control law, including this Chapter, within the preceding twelve (12) months; or

5. The application seeks authorization for Tobacco Retailing that is prohibited pursuant to this Chapter, that is otherwise unlawful pursuant to this Code, or that is unlawful pursuant to any other local, State, or Federal law.

B. Any denial of an application for a License shall be in writing, setting forth the reasons for the denial and notifying the applicant for a License that the decision to deny an application for a License shall become final unless the applicant seeks an appeal pursuant to Section 7.80.130 within fourteen (14) calendar days of the date of service of the Health Officer's decision. Service of the decision shall be provided in accordance with the service requirements set forth in Subsection A of Section 7.80.120.

C. All information required to be submitted pursuant to Section 7.80.050 in order to apply for a License shall be updated whenever the information changes. A Tobacco Retailer shall provide the Department with any updates within ten (10) business days of a change.

7.80.070 - License renewal and expiration.

A. A License is invalid unless the appropriate License Fee has been paid in full and the term of the License has not expired. The term of a License is one (1) year beginning each fiscal year on July 1st and ending on June 30th of the following year. Each Tobacco Retailer shall apply for

the renewal of his or her License and submit the License Fee no later than thirty (30) calendar days prior to expiration of the term.

B. A License that is not timely renewed shall expire at the end of its term. To reinstate a License that has expired, or to renew a License not timely renewed pursuant to Subsection A of this Section, the Proprietor must:

1. Submit the License Fee; and

2. Submit a signed affidavit affirming that the Proprietor:

a. Has not sold and will not sell any Tobacco Product or Tobacco Paraphernalia after the License expiration date and before the License is renewed; or

b. Has waited the appropriate ineligibility period established for Tobacco Retailing without a License, as set forth in Section 7.80.110, before seeking renewal of the License.

7.80.080 - License nontransferable.

A. A License may not be transferred from one Person to another or from one location to another. Whenever a Tobacco Retailing location has a change in Proprietors, a new License is required.

B. Notwithstanding any other provision of this Chapter, prior violations at a location shall continue to be counted against a location, and License ineligibility periods shall continue to apply to a location unless:

1. The location has been fully transferred to an entirely new Proprietor or fully transferred to entirely new Proprietors; and

2. The new Proprietor(s) provides the Department with clear and convincing evidence that the new Proprietor(s) has acquired or is acquiring the location in an arm's length transaction. As used in this Section, the term "arm's length transaction" shall mean a sale in good faith and for valuable consideration that reflects the fair market value in the open market between two informed and willing parties, neither of which is under any compulsion to participate in the transaction. A sale between relatives, related companies or partners, or a sale for which a significant purpose is avoiding the effect of the violations of this Chapter is not an arm's length transaction.

7.80.090 - Inspections, investigations and enforcement.

A. Compliance with this Chapter shall be monitored by the Department or any law enforcement officer. Employees of the Department or a law enforcement officer may conduct compliance checks, including but not limited to youth decoy operations. Any law enforcement officer may enforce the penal provisions of this Chapter. Compliance checks may be unannounced.

B. The County shall not enforce any tobacco-related minimum age law against a person who otherwise might be in violation of such law because of the person's age (hereinafter "youth decoy") if the potential violation occurs when:

1. The youth decoy is participating in a compliance check supervised by an employee of the Department or a law enforcement officer;

2. The youth decoy is acting as an agent of a person designated by the County to monitor compliance with this Chapter;

3. The youth decoy is participating in a compliance check funded in part, either directly or indirectly through subcontracting, by the Department; or

4. The youth decoy has an immunity letter from the District Attorney's Office.

C. Whenever evidence of a violation of this Chapter is obtained in any part through the participation of a person under the age of eighteen (18) years old, such a person shall not be required to appear or give testimony in any civil or administrative process brought to enforce this Chapter and the alleged violation shall be adjudicated based upon the sufficiency and persuasiveness of the evidence presented.

7.80.100 - Suspension or revocation of License.

A. In addition to any other remedy authorized by law, after notice and opportunity to be heard pursuant to Section 7.80.120 of this Chapter, a License may be suspended or revoked as provided in this Section if the Health Officer finds by a preponderance of the evidence that the Licensee, or any of the Licensee's agents or employees, has:

1. Violated any of the requirements, conditions prohibitions of this Chapter; or

2. Pleaded guilty, "no contest" or its equivalent, or admitted to any of the following:

a. The original or renewal application contained incorrect, false, or misleading information;

b. One or more of the grounds for denial listed in Section 7.80.060 existed before the License was issued; or

c. A Licensee is convicted of a misdemeanor or felony violation of any Federal, State, or local tobacco retailing law or regulation, including any provision of this Chapter.

B. During any period of suspension or revocation, the Licensee shall remove all Tobacco Products and Tobacco Paraphernalia from public view. Failure to do so may be considered a subsequent violation.

C. When the Health Officer finds a violation as set forth in Subsection A of this Section, the License shall be suspended or revoked as follows:

1. Upon a finding by the Health Officer of a first License violation, the License shall be suspended for sixty (60) days;

2. Upon a finding by the Health Officer of a second License violation within any sixty (60) month period, the License shall be suspended for one hundred and twenty (120) days;

3. Upon a finding by the Health Officer of a third License violation in any sixty (60) month period, the License shall be suspended for one hundred and eighty (180) days; and

4. Upon a finding by the Health Officer of a fourth License violation within any sixty (60) month period, the License shall be revoked and no new License shall issue for the location until five (5) years has passed from the date of revocation.

D. Violation by a Licensee at one location shall not be construed as a violation at another location of the same Licensee, nor shall violations by a prior Licensee at the same location be accumulated against a subsequent Licensee at the same location.

E. A License shall be revoked if the Health Officer finds that one or more of the grounds for denial of an application for a License pursuant to Section 7.80.060 existed at the time the application was made or at any time before the License was issued.

7.80.110 - Penalties for Tobacco Retailing without a License.

A. In addition to any other penalty authorized by law, if a court of competent jurisdiction determines, or the Health Officer finds after notice and opportunity to be heard pursuant to Section 7.80.120 of this Chapter, that any Person has engaged in Tobacco Retailing at a location without a valid License, either directly or through the Person's agents or employees, the Person shall be ineligible to apply for, or to be issued, a License as follows:

1. After a first violation of this Section at a location, no new License may issue for the Person or the location (unless ownership of the business at the location has been transferred in an arm's length transaction), until sixty (60) days have passed from the date of the violation.

2. After a second violation of this Section at a location within any sixty (60) month period, no new License may issue for the Person or the location (unless ownership of the business at the location has been transferred in an arm's length transaction), until one hundred and eighty (180) days have passed from the date of the violation.

3. After a third or subsequent violation of this Section at a location within any sixty (60) month period, no new License may issue for the Person or the location (unless ownership of the business at the location has been transferred in an arm's length transaction), until five (5) years have passed from the date of the violation.

B. Any imposition of a penalty pursuant to this Section shall be in writing, setting forth the reasons for the imposition of a penalty and notifying the Person subject to the penalty that the decision to impose the penalty shall become final unless the Person seeks an appeal pursuant to Section 7.80.130 within fourteen (14) calendar days of the date of service of the Health Officer’s decision. Service of the decision shall be provided in accordance with the service requirements set forth in Subsection A of Section 7.80.120.

7.80.120 – Health Officer decision.

A. Upon determining the existence of any of the grounds pursuant to this Chapter for the suspension or revocation of a License, or the imposition of a penalty for Tobacco Retailing without a License, the Health Officer shall issue a notice of intended decision to the applicant for a License, the Licensee, or the Person against whom the penalty for Tobacco Retailing without a License is directed. The notice shall be provided by personal service or by first class mail, postage prepaid, and shall include a copy of the affidavit or certificate of mailing.

B. The notice of intended decision shall state all the grounds upon which the revocation, suspension, or imposition of penalty is based.

C. The notice of intended decision shall specify the effective date of the action.

D. The notice of intended decision shall state that the Health Officer shall give the applicant for a License, the Licensee, or the Person against whom the penalty for Tobacco Retailing without a License is directed an opportunity to request a hearing thereon. The hearing shall be an informal hearing before the Health Officer. Following the hearing, or within a reasonable time if no hearing is requested, the Health Officer shall issue a decision and serve the decision in accordance with the service requirements set forth in Subsection A of this Section.

E. The decision of the Health Officer shall be in writing, setting forth the reasons for the decision, and shall advise the applicant for a License, the Licensee, or the Person against whom the penalty for Tobacco Retailing without a License is directed that the decision to suspend or revoke the License, or to impose the penalty for Tobacco Retailing without a License shall become final unless the applicant for a License, the Licensee, or the Person against whom the penalty for Tobacco Retailing without a License is directed seeks an appeal pursuant to.

Section 7.80.130.

7.80.130 - Appeal procedures.

With regard to any denial of an application for a License pursuant to Section 7.80.060 or any decision issued by the Health Officer pursuant to Section 7.80.120, the following rules apply:

A. A decision of the Health Officer to deny an application for a License, to suspend or revoke a License, or to impose a penalty for Tobacco Retailing without a License can be appealed to a hearing officer, subject to the following requirements and procedures. A Person served with a decision issued pursuant to Subsection B of Section 7.80.060 or Subsection D of Section 7.80.120 may seek an appeal by filing with the Health Officer a written request for hearing within fourteen (14) calendar days of service of the decision. Failure to timely file a written request for hearing shall be deemed a waiver of the right to challenge the decision of the Health Officer and a failure to exhaust administrative remedies. The hearing officers shall be individuals selected by the County who may hear the appeals, issue subpoenas, receive evidence to administer oaths, rule on questions of law and the admissibility of evidence, prepare a record of the proceedings, and issue orders with regard to an appeal.

B. The hearing officer shall schedule a hearing.

1. Written notice of the time, date and location of a hearing before the hearing officer shall be given by personal service or by first class mail, postage prepaid, including a copy of the affidavit or certificate of mailing, to the appellant.

2. Hearing Procedures.

a. Requirements for Taking Testimony. In any proceeding before a hearing officer, oral testimony offered as evidence shall be taken only on oath or affirmation, and the hearing officer, his/her clerk, or other designee shall have the power to administer oaths and affirmations and to certify to official acts. Oaths of witnesses may be given individually or en masse.

Witnesses shall be asked to raise their right hands and to swear or affirm that

the testimony they shall give will be the truth, the whole truth, and nothing but the truth.

b. Continuances. The hearing officer may continue the hearing as determined appropriate by the hearing officer.

c. Administrative Interpretations. In conducting the hearing, the hearing officer shall consider the previously established interpretation of an ordinance provision by the Department charged with its enforcement unless that interpretation is shown to be clearly erroneous or unauthorized.

d. Hearing Officer Decisions. Within thirty (30) calendar days after the close of the hearing, the hearing officer shall issue a written decision, including a statement of the basis for the decision. The hearing officer's written decision shall constitute the final administrative decision of the County.

e. In the event a civil action is initiated to obtain enforcement of the decision of the hearing officer, and judgment is entered to enforce the decision, the Person against whom the order of enforcement has been entered shall be liable to pay the County's total costs of enforcement, including reasonable attorney's fees.

C. The appellant's failure to appear at the hearing on appeal shall constitute an abandonment of the review request and a failure to exhaust administrative remedies.

7.80.140 - Other Penalties.

The remedies provided by this Chapter are cumulative and in addition to any other remedies available at law or in equity.

A. Violations of this Chapter may, in the discretion of the District Attorney, be prosecuted as infractions or misdemeanors.

B. Causing, permitting, aiding, abetting, or concealing a violation of any provision of this Chapter shall constitute a violation.

C. Violations of this Chapter are hereby declared to be public nuisances.

7.80.150 - Stipulated fine in lieu of hearing.

For a first or second alleged violation of this Chapter within any sixty (60) month period, the Health Officer may allow a Tobacco Retailer alleged to have violated this Chapter to stipulate in writing to the penalties provided in this Section in lieu of the penalties that would otherwise apply pursuant to this Chapter and to forego any right the Tobacco Retailer may have to a hearing pursuant to Section 7.80.130. Notice of any stipulation shall be provided to the Sheriff's Office, and no hearing shall be held. Stipulations shall not be confidential, shall be in writing, and shall contain the following terms plus any other noncriminal provisions established by the Health Officer in the interests of justice:

A. After a first alleged violation of the Chapter at a location:

1. An agreement by the Tobacco Retailer to stop acting as a Tobacco Retailer for one (1) day;

2. An administrative penalty of One Thousand and no/100ths ($1,000.00) Dollars;

3. An admission by the Tobacco Retailer that the first alleged violation of the Chapter at the location occurred; and

4. An agreement that the first alleged violation of the Chapter at the location shall be considered in determining the penalty for any future violation.

B. After a second alleged violation of the Chapter at a location within any sixty (60) month period:

1. An agreement by the Tobacco Retailer to stop acting as a Tobacco Retailer for ten (10) days;

2. An administrative penalty of Five Thousand and no/100ths ($5,000.00) Dollars;

3. An admission by the Tobacco Retailer that the second alleged violation of the Chapter at the location occurred; and

4. An agreement by the Tobacco Retailer that the second alleged violation of the Chapter at the location will be considered in determining the penalty for any future violations.

7.80.160 - Implementation.

The Department shall begin implementing the provisions of this Chapter effective July 1, 2012.

7.80.170 - Severability.

If any provision of this Chapter or the application thereof to any Person or circumstance is held invalid, the remainder of this Chapter or the application of such provision to other Persons or circumstances shall not be affected thereby.

Section 5. Severability. The provisions of this Ordinance shall be severable, and if any clause, sentence, paragraph, subdivision, section, or part of this Ordinance shall be adjudged by any court of competent jurisdiction to be invalid, such judgment not affect, impair, or invalidate the remainder thereof but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section, or part thereof directly involved in the controversy in which such judgment shall have been rendered.

Section 6. Legal Construction. The provisions of this Ordinance shall be construed as necessary to effectively carry out its purposes, which are hereby found and declared to be in furtherance of public health, safety, and welfare.

Section 7. Effective Date. This Ordinance shall become effective thirty (30) days after its final passage and adoption at a duly noticed public hearing for the second reading of the proposed text amendments.

Section 8. The City Clerk shall certify to the adoption of this Ordinance and shall, within fifteen (15) days after passage, publish a summary of this Ordinance in

accordance with Section 36933 of the Government Code of State of California with the names of City Council members voting for and against it.

INTRODUCED at a regular meeting of the City Council of the City of Seaside on the 6th day of February, 2020, and

PASSED AND ADOPTED by the City Council of the City of Seaside on the ____ day of February, 2020, by the following roll call vote:

INTRODUCED and passed to print at a regular meeting of the City Council on the _____ day of _____, 2020.

PASSED AND ADOPTED at a regular meeting of the City Council on the _____ day of _____, 2020 by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

APPROVED:

_____
Ian N. Oglesby, Mayor

ATTEST:

_____
Lesley Milton, City Clerk

CITY OF SEASIDE
STAFF REPORT

Item No.: 9.B.

TO: City Council

FROM: Craig Malin, City Manager

BY: Lesley Milton, Assistant City Manager

DATE: February 6, 2020

SUBJECT: **INTRODUCTION OF AN ORDINANCE MODIFYING ELECTION SIGN CODE REGULATIONS AND MODIFYING THE FEE SCHEDULE AS APPROPRIATE (FIRST READING - ROLL CALL VOTE)**

PURPOSE & RECOMMENDATION

Introduce and pass to print the draft ordinance as presented.

BACKGROUND

Laws governing the placement of political signs vary from state to state and community to community. Even on the Monterey Peninsula, every jurisdiction has different laws about where political signs can be placed, how large they can be, when they can be erected, when taken down.

Over the last several years, violations of the sign regulations has increased exponentially with each election.

The City has the authority to remove non-compliant signs placed in public rights-of-way, detracting our limited public works staff from other city needs. The City is not allowed to remove signs off of private property so due process must be followed. As currently structured the existing sign ordinance requires a 10 day cure period, verification of non-compliance and then a citation. It can take up to 30 days to obtain compliance with regulations. The citation is only $100, which does not deters violations.

The sole purpose of this item is to modify the code to encourage compliance with the existing regulations of the political sign ordinance.

It is recommended that the existing sign regulations be modified to amend SMC 17.40.040 Exemptions from Sign Permit Requirements with the following changes listed below in red:

17.40.040 Exemptions from Sign Permit Requirements

…D. Temporary signs. The following temporary signs are allowed without a Sign Permit:

…2. Political signs. Political signs are allowed in compliance with the following requirements:

a. Two days prior to ~~before~~ the placement of a political sign, the agent/candidate shall ~~post~~ file with the City Clerk an acknowledgement of the rules related to political signs and a plan for the removal of all signs. ~~placed in commercial and industrial zones and removal of all signs placed by the candidate or the agent in residential zones. In the event that the signs are not removed in compliance with the plan for removal, the City shall provide notice and summary abatement. The removal plan shall also apply to signs located at campaign or party headquarters.~~

b. No political sign shall be erected prior to 60 days before the election to which the sign pertains.

c. In commercial and industrial zones, each political sign and the total area of political signs on a parcel shall not exceed 32 square feet in area. The area of a double-faced sign shall be calculated for one face only, if the two faces are back-to-back, parallel, and are separated by no more than 6 inches.

d. In residential zones, political signs on a parcel shall not exceed six square feet in area.

e. No political sign shall be located within a public right-of-way.

f. All political signs shall be removed within 10 days after the election to which the signs pertain.

g. All violations will be subject to the following penalties:

1. Any campaign that erects a sign within a public right-of-way will incur a penalty of $350 per sign for the first occurrence, $500 per sign for the second and $1,000 per sign for any additional violations, during any election cycle.

2. Any sign exceeding the allowable square footage of signage on a parcel will incur a penalty of $300 per sign per day. Signs are placed on a first come, first served basis. If multiple signs are on the parcel, proof must be provided as to the first sign placed.

3. Signs not removed within 10 days after the election shall incur a penalty of $300 per sign per day.

4. Any signs erected prior to 60 days prior to the election will incur a $500 fine per

sign and will also be prohibited from posting political signs at that same location for 5 days.

5. If a campaign is notified that their sign is in violation of the above provisions, they will have 24 hours to remedy, otherwise will incur different penalties. Each additional day of failure to remove will be fined as an additional occurrence.

FISCAL IMPACT

There is no additional fiscal impact to the City. These modifications will allow for cost recovery of staff time for violations, and ideally reduce the amount of staff time spent on political sign enforcement to be able to focus on more important city business. These costs will ensure that the total amount of daily staff time that is spent on enforcement efforts is recovered for the tax payers.

ATTACHMENTS

1. Draft Ordinance

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

ORDINANCE NO. XXXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SEASIDE

AMENDING SEASIDE MUNICIPAL CODE CHAPTER 17.04.040 (d)(2) REGARDING POLITICAL SIGNS

WHEREAS, election signs are used to encourage voters toward a particular vote in a scheduled election; and

WHEREAS, Seaside values the rights of voters to express their political views through the placement of political signs; and

WHEREAS, political signs are an effective way to reach large audiences for an election; and

WHEREAS, has established rules for the placement, timing, removal and size of election signs; and

WHEREAS, extraordinary amounts of staff time are spent enforcing sign violations with little change in compliance and no mechanism for full cost recovery.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF SEASIDE ORDAINED AS FOLLOWS:

SECTION 1: REVISIONS TO CHAPTER 17

The following revisions are hereby incorporated into Seaside Municipal Code Chapter 17.40.040 Exemptions from Sign Permit Requirements:

17.40.040 Exemptions from Sign Permit Requirements

D. Temporary signs. The following temporary signs are allowed without a Sign Permit:

2. Political signs. Political signs are allowed in compliance with the following requirements:

a. Two days prior to ~~before~~ the placement of a political sign, the agent/candidate shall ~~post~~ file with the City Clerk an acknowledgement of the rules related to political signs and a plan for

the removal of all signs. ~~placed in commercial and industrial zones and removal of all signs placed by the candidate or the agent in residential zones. In the event that the signs are not removed in compliance with the plan for removal, the City shall provide notice and summary abatement. The removal plan shall also apply to signs located at campaign or party headquarters.~~

b. No political sign shall be erected prior to 60 days before the election to which the sign pertains.

c. In commercial and industrial zones, each political sign and the total area of political signs on a parcel shall not exceed 32 square feet in area. The area of a double-faced sign shall be calculated for one face only, unless the two faces are not back-to-back, parallel, and/or are separated by more than 12 inches.

d. In residential zones, political signs on a parcel shall not exceed six square feet in area.

e. No political sign shall be located within a public right-of-way.

f. All political signs shall be removed within 10 days after the election to which the signs pertain.

G. All violations will be subject to the following penalties:

1. Any campaign that erects a sign within a public right-of-way will incur a penalty of $350 per sign for the first occurrence, $500 per sign for the second and $1,000 per sign for any additional violations, during any election cycle.

2. Any sign exceeding the allowable square footage of signage on a parcel will incur a penalty of $300 per sign per day. Signs are placed on a first come, first served basis. If multiple signs are on the parcel, proof must be provided as to the first sign placed.

3. Signs not removed within 10 days after the election shall incur a penalty of $300 per sign per day.

4. Any signs erected prior to 60 days prior to the election will incur a $500 fine per sign and will also be prohibited from posting political signs at that same location for 5 days.

5. If a campaign is notified that their sign is in violation of the above provisions, they will have 24 hours to remedy,

otherwise incur different penalties. Each additional day of failure to remove will be fined as an additional occurrence.

SECTION 2. REPEAL & SEVERABILITY

The City Council declares that, should any provision, section, paragraph, sentence, or word of this ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, or words of this ordinance are hereby adopted shall remain in full force and effect.

SECTION 3. EFFECT

This ordinance takes effect 30 days following the date of its passage.

INTRODUCED at a regular meeting of the City Council of the City of Seaside held on the 6th day of February 2020 and passed to print:

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside duly held on the ____ day of _____ 2020 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS.
ABSTAIN:	COUNCIL MEMBERS.•
None	

_____

Ian N. Oglesby, Mayor

Attest:

Lesley Milton, City Clerk

CITY OF SEASIDE
STAFF REPORT

Item No.: 9.C.

TO: City Council

FROM: Craig Malin, City Manager

BY: Abdul Pridgen, Police Chief
Sheri Damon, Assistant City Attorney
Roberta Greathouse, Human Resources Director/Risk Manager
Lesley Milton, Assistant City Manager

DATE: February 6, 2020

SUBJECT: **INTRODUCTION OF AN ORDINANCE AMENDING SEASIDE MUNICIPAL CODE 6.04.170 POTENTIALLY DANGEROUS AND VICIOUS DOGS (FIRST READING DRAFT ORDINANCE - ROLL CALL VOTE)**

PURPOSE & RECOMMENDATION

To introduce and pass to print the draft ordinance to amend Chapter 6.04 Animal Control, delete the existing section 6.04.170 and replace it with a new section 6.04.170 entitled "Potentially Dangerous and Vicious Dogs".

BACKGROUND

A series of tragic events lead to a review of the existing Section 6.04.170 and staff is recommending its update to model new provisions in state law related to dangerous and vicious dogs. Seaside has had animal control policies since 1978 with updates to the vicious dog section in 1992 and 2017.

In order to comply changes in state law and to further enhance and clarify the City's existing vicious dog ordinance, the City Council will be asked to delete the existing section 6.04.170 and replace it with the attached draft Ordinance. The new section 6.04.170 is consistent with new state laws and will add further definition and protections for both human and dogs alike. The new rules make it illegal to keep or

maintain a judicially declared "Vicious Dog" within the Seaside jurisdictional boundaries. It further requires that a judicially declared or stipulated "Potentially Dangerous Dog" may be kept subject to increased licensing fees and protectionary measures. It is worth noting that Seaside Municipal Code section 9.08.060 creates a leash law that requires ALL DOGS be kept on a six-foot (6') leash when in any publicly owned area of the City, except in the areas designated for off-leash (i.e. the dog park).

It is noteworthy that the City has existing rules relating to dogs and animals in public places. Chapter 9.08.060 requires among other things:
1) that all dogs in public places to be on-leash and supervised, unless in a designated dog park; and
2) Dogs are prohibited on City athletic fields or in designated skate park facilities; and
3) Dogs may not be left unattended or tied to any object; and
4) Dog owners or custodians are required to pick up their dog's droppings.

Key provisions of the proposed ordinance changes to section 6.04.170:

1. Definitions. New definitions for a Potentially Dangerous Dog and Vicious Dog.
2. Procedures: Outlines procedures for judicial determinations (or Agreements by owners) in designating a "Potentially Dangerous" or "Vicious Dog" and considerations in making such determinations as well as procedures to remove a "Potentially Dangerous Dog" designation.
3. Requirements to keep a "Potentially Dangerous Dog" in City limits:
a. Increased annual license fees and reporting;
b. Dog must be spayed or neutered and vaccinated;
c. Owner must post the property where a "Potentially Dangerous Dog" is kept and provide child-proof containment/fencing for said dog;
d. Any "Potentially Dangerous Dog" being walked in public must be on a special leash and muzzled; and
e. Canine liability insurance must be provided.
4. Prohibition on keeping, harboring or maintaining a Vicious Dog.
5. Fines, fees and Charges. A violation for a "Potentially Dangerous Dog" is $500 and for a "Vicious Dog" is $1000.

The adoption of this new section does not change state law pertaining dog owners liability for their dog's actions.

ENVIRONMENTAL ASSESSMENT

The proposed code amendment is not considered a "project" under the California Environmental Quality Act (CEQA) because the proposal is not an activity that has the

potential for a direct physical change or reasonably foreseeable indirect physical change in the environment. Moreover, if the code amendment were to qualify as a "project" subject to CEQA, it would be exempt from further environmental review in accordance with CEQA Guidelines section 15061(b)(3) because the project involves the adoption of regulations regulating dogs and does not directly or indirectly authorize or approve any actual physical changes in the environment.

FISCAL IMPACT

There is no fiscal impact to the general fund for this action other than to codify the changes into the Municipal Code.

ATTACHMENTS

1. Draft Ordinance Vicious Dogs final

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

ORDINANCE NO. XXXX
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SEASIDE

AMENDING SEASIDE MUNICIPAL CODE CHAPTER 6.04.170 POTENTIALLY DANGEROUS AND VICIOUS DOGS

WHEREAS, A series of recent tragic events have lead to a review of the existing Section 6.04.170 and staff is recommending its update to model new provisions in state law related to dangerous and vicious dogs; and

WHEREAS, Seaside has had animal control policies since 1978 with updates to the vicious dog section in 1992 and 2017; and

WHEREAS, The proposed changes to 6.04.170 make it illegal to keep or maintain a judicially declared "Vicious Dog" within the Seaside jurisdictional boundaries; and

WHEREAS additionally the modifications creates a leash law that requires ALL DOGS be kept on a six-foot (6') leash when in any publicly owned area of the City, except in the areas designated for off-leash (i.e. the dog park).
; and

WHEREAS, The adoption of this new section does not change state law pertaining dog owners liability for their dog's actions.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF SEASIDE ORDAINED AS FOLLOWS:

SECTION 1: REVISIONS TO CHAPTER 17

A. Definitions

1. "Potentially Dangerous dog" is any dog which, when unprovoked,

(a) On two separate occasions within the prior 36–month period, engages in any behavior that requires a defensive action by any person to prevent bodily injury when the person and the dog are off the property of the owner or keeper of the dog.

(b) Bites a person causing a less severe injury than as defined in California Food and Agriculture Section 31604.

(c) On two separate occasions within the prior 36–month period, has killed, seriously bitten, inflicted injury, or otherwise caused injury attacking a domestic animal off the property of the owner or keeper of the dog.

2. "Vicious dog" is any dog that,

(a) When unprovoked, in an aggressive manner, inflicts severe injury on or kills a human being;

(b) Was previously determined to be and currently listed as a potentially dangerous dog, that, after its owner or keeper has been notified of this determination, continues the behavior described in Section 6.04.170A.

(c) When the owner of a Potentially Dangerous Dog fails to meet the conditions outlined in Section 6.04.170C.

3. "Severe Injury" means any physical injury to a human being that results in muscle tears or disfiguring lacerations or requires multiple sutures or corrective or cosmetic surgery.

4. "Impounded" means taken into custody by the Police Department.

5. "Enclosure" means a fence or structure suitable to prevent the entry of young children, and which is suitable to confine a vicious dog in conjunction with other measures which may be taken by the owner or keeper of the dog. The enclosure shall be designed in order the prevent the animal from escaping and the animal shall be housed pursuant to Section 597t of the Penal Code.

6. "Direct Neighbors" means the Properties within a three hundred foot (300') radius of the location where a Potentially Dangerous Dog is kept.

B. Process to Determine Dog to be Potentially Dangerous or Vicious.

1. If an animal control officer or a law enforcement officer has investigated and determined there exists probable cause to believe that a dog is potentially dangerous or vicious, law enforcement shall notify the Owner of the dog, who may agree that a dog is Potentially Dangerous or Vicious. Stipulation to owning a Potentially Dangerous Dog will subject the owner to meeting the conditions outlined in Section 6.04.172 within five (5) business days. Stipulation to owning a Vicious Dog will require the Owner to relinquish or relocate the Vicious Dog in accordance with Section 6.04.173. In the absence of any agreement as to the Potential Dangerousness or Viciousness of a dog, the City shall follow the Judicial Determination processes set forth in California Food and Agriculture sections 31621 through 31626, as such sections may be amended from time to time.

2. No dog may be declared a Potentially Dangerous or Vicious dog if:

(a) Any injury or damage is sustained by a person who, at the time the injury or damage was sustained, was committing a willful trespass or other tort upon premises occupied by the owner or keeper of the dog; or

(b) Any injury or damage is sustained by a person or domestic animal which was teasing, tormenting, abusing, or assaulting the dog; or

(c) Any injury or damage is sustained by a person who was committing or attempting to commit a crime; or

(d) The dog was protecting or defending a person within the immediate vicinity of the dog from an unjustified attack or assault; or

(e) An injury or damage was sustained by a domestic animal which at the time the injury or damage was sustained resulted from the teasing, tormenting, abusing, or assaulting the dog; or

(f) The injury or damage to a domestic animal was sustained while the dog was working as a hunting dog, herding dog, or predator control dog on the property of, or under the control of, its owner or keeper, and the damage or injury was to a species or type of domestic animal appropriate to the work of the dog.

2. Conditions by Which a Potentially Dangerous Dog May be Kept

1. The City shall maintain a list of dogs determined to be "Potentially Dangerous."
2. All Potentially Dangerous dogs shall be properly licensed, vaccinated and spayed or neutered. All licenses for a Potentially Dangerous Dog shall include the Potentially Dangerous designation in the registration records of the dog, either after the owner or keeper of the dog has agreed to the designation or the court or hearing entity has determined the designation applies to the dog. The licensing process shall require an Owner to provide proof of compliance, by declaration or otherwise, with all conditions required to keep a Potentially Dangerous Dog. A Potentially Dangerous dog fee shall be required in addition to the regular licensing fee to provide for the increased costs of maintaining the records of the dog.
3. The owner of the Potentially Dangerous dog must post their property with a Beware of Dog sign and the City will notify Direct Neighbors of the presence and designation by written notice, to the Property Owner and inhabitant.
4. A Potentially Dangerous dog, while on the owner's property, shall, at all times, be kept indoors, or in an Enclosure, as defined herein, suitable to prevent entry of young children.
5. A Potentially Dangerous dog may be off the owner's premises only if it is restrained by a substantial leash, of appropriate length but no more than six feet, and muzzled in a manner that its teeth cannot touch anything outside the muzzle and if it is under the control of a responsible adult.
6. If not already microchipped, prior to the return of the dog, an identification microchip must be implanted at cost to the owner. If the dog already has an existing microchip, the identification code must be submitted to the police department at time of licensing.
7. If not already spayed or neutered, the dog must be spayed or neutered at cost to the owner. Proof of spaying or neutering must be submitted to the police department at time of licensing the dog.
8. The owner of the dog shall be required to maintain canine general liability insurance or provide other proof of financial responsibility covering property

damage and bodily injury caused by the dog, with a combined single limit of $100,000.00 and will be required to show proof of such insurance.

9. If the dog in question dies, or is sold, transferred, or permanently removed from the city where the owner or keeper resides, the owner of a Potentially Dangerous Dog shall notify the Seaside Police Department licensing of the changed condition and new location of the dog in writing within two working days. If the new owner lives in the City of Seaside, they must comply with all of the above or surrender the dog.

D. Removal of Potentially Dangerous Dog Designation

1. If there are no additional instances of the behavior described in Section 6.04.170.A.1 within a 36–month period from the date of designation as a potentially dangerous dog, the dog shall be removed from the list of potentially dangerous dogs.
2. The dog may, but is not required to be, removed from the list of potentially dangerous dogs prior to the expiration of the 36–month period if the owner or keeper of the dog demonstrates to the Police Department that changes in circumstances or measures taken by the owner or keeper, such as training of the dog, have mitigated the risk to the public safety.

E. Vicious Dogs

1. It is unlawful to keep, harbor, or maintain a Vicious Dog in the City of Seaside.
2. Vicious Dogs may be impounded, or may be ordered humanely destroyed, as determined by a Court of competent jurisdiction in accordance with Section 6.04.170B herein above.
3. Any animal control officer or peace officer of the city may, pursuant to lawful authority, enter upon private premises in order to seize any vicious dog. Any Vicious Dog, whether running at large or not, which cannot safely be taken up and impounded, may be killed by a peace officer.
4. No dog impounded under the provisions of this section shall be destroyed or otherwise disposed of until and after written notice is given by the city to the owner of such dog, if known, or to the person having charge, care, control, or custody over such dog, as provided in this section. Such notice shall contain a description of the dog impounded, including the sex and breed thereof and the date the dog was impounded, and the circumstances of such impoundment. The notice required by this section may be served in the manner provided for the serving of notice set out in SMC 6.04.130.
5. The keeping, harboring or maintaining of any vicious dog is declared to be contrary to the public health, welfare and safety, and to be a public nuisance. In addition to the foregoing methods of abatement of such nuisance, the same may be abated by appropriate proceedings in any court of competent jurisdiction.

6. Any animal destroyed pursuant to this section shall immediately be taken, by the officer, to a licensed veterinarian or to the Monterey County S.P.C.A. for a rabies determination pursuant to state law.

F. Fines, Fees and Charges

Any Owner of a dog impounded under the provisions of this Section will be required to pay such impound fees and other charges associated with compliance of the provisions of this Section 6.04.170. Any violation of this ordinance involving a potentially dangerous dog or Vicious dog shall be punished by a fine not to exceed five hundred dollars ($500). Any violation of this ordinance involving a Vicious dog shall be punished by a fine of one thousand dollars ($1,000).

SECTION 2. REPEAL & SEVERABILITY

The City Council declares that, should any provision, section, paragraph, sentence, or word of this ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, or words of this ordinance are hereby adopted shall remain in full force and effect.

SECTION 3. EFFECT

This ordinance takes effect 30 days following the date of its passage.

INTRODUCED at a regular meeting of the City Council of the City of Seaside held on the 6th day of February 2020 and passed to print.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside duly held on the ____ day of _____ 2020 by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

Attest:

_____
Ian N. Oglesby, Mayor

_____
Lesley Milton, City Clerk

CITY OF SEASIDE
STAFF REPORT

Item No.: 10.A.

TO: City Council

FROM: Craig Malin, City Manager

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

DATE: February 6, 2020

SUBJECT: **RESOLUTION APPROVING THE SEASIDE & MARINA SAFE WALKING & BIKING TO SCHOOL: COMPLETE STREETS PLAN (SAFE ROUTES TO SCHOOL)**

PURPOSE & RECOMMENDATION

Adopt a resolution approving the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan, also known as the Safe Routes to School Plan, and direct staff to pursue grant funds for the planning, design, and construction of the proposed Broadway Avenue Corridor Improvements.

BACKGROUND

The Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan (Plan) planning effort was a partnership between the Monterey Peninsula Unified School District, cities of Seaside and Marina, Transportation Agency for Monterey County (TAMC), Monterey County Health Department and Ecology Action. The Plan identifies safe access routes to all K-12 public schools in Seaside and Marina and recommends infrastructure and non-infrastructure improvements. This high-level planning document is organized to meet state guidelines for Safe Routes to Schools Plans and will assist the City in applying for grant funds for recommended projects.

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.

The draft of the Plan was presented to the City Council and Planning Commission in December 2019 and comments were incorporated into the Final Plan included as Attachment 2. The additions to the final Plan are summarized as follows:

- Highland Elementary: Study options to improve visibility at Del Monte Manor driveways on Yosemite Street;
- Seaside Middle: Study options to install roundabout at intersection of Coe Avenue and General Jim Moore Boulevard;
- Seaside High: Install advance school warning signs as appropriate;
- Marshall: Install advance school warning signs as appropriate;
- Highland: Install advance school warning signs as appropriate.

The Plan summarizes recommended projects citywide and for all the K-12 public schools in Seaside with an estimated cost of $21 million. Smaller projects are identified that may be completed by city staff, however the larger long term projects will require additional funding likely provided through grant opportunities.

Implementation

A Safer School Pilot Program (SSPP) grant was secured from TAMC to design and implement improvements on Noche Buena Street, Wheeler Street and Yosemite Street that were identified within the Plan. The SSPP project will be designed and constructed concurrent with the City's Pavement Rehabilitation Phase III Project that is currently under design and schedule for construction in Summer 2020. These improvements consist of signage, striping, and curb extensions at five intersections.

Demonstration

A demonstration event was held in May 2019 on Broadway Avenue in front of Martin Luther King Jr. School of the Arts based upon the initial recommendations from the Plan. The goal was to see how the recommendations worked in practice and to get feedback from the community on whether they should be made permanent. The treatments were designed to work together; the reduction from four travel lanes to two provided space for bicycle lanes and lowered traffic speeds, which made the new offset crosswalk safer. As a result of the demonstration, additional recommendations were included to address the congestion observed at the school entrance and at the intersection of Yosemite and Broadway.

Broadway Avenue Corridor Improvements

The Plan recommends evaluating a road diet on Broadway Avenue from Fremont Blvd to General Jim Moore Blvd. consistent with the City's Draft General Plan. Additional recommendations include bikeways and Safe Routes to School Corridor treatments such as curb extensions, high visibility crosswalks, off-set crosswalks, and rectangular rapid flashing beacons. The city is moving forward with curb extensions on a portion of Broadway Avenue as part of the Pavement Rehabilitation Phase III project in addition to conducting the Broadway Avenue Corridor Study (Study). The Study will

analyzes the traffic data for a road diet and will identify suitable Safe Route to School treatments within the corridor which may include replacement of traffic signals with the construction of roundabouts at select locations along Broadway Avenue.

Funding
The Plan identifies several Local, State and Federal funding options, including the Active Transportation Program (ATP). The ATP was created by Senate Bill 99 with the goals to encourage increased use of active modes of transportation, such as walking and biking, increase the safety and mobility of non-motorized users, achieve greenhouse gas reduction, enhance public health, and benefit many types of users including disadvantaged communities. The ATP Cycle 5 grant is anticipated to be announced by the California Transportation Commission (CTC) in Spring 2020. This is a four year funding cycle with $445M available statewide.

Based upon recent feedback from the California Transportation Commission, the Broadway Avenue Corridor Improvements is a transformative project satisfying the ATP goals and is considered to be a competitive project with the potential to receive grant funds.

It is recommended that the City Council adopt a resolution approving the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan and direct staff to pursue grant funding for the Broadway Avenue Corridor Improvement Project.

ENVIRONMENTAL REVIEW

TAMC is the state-designated Regional Transportation Planning Agency ("RTPA") for Monterey County. On June 27, 2018, the Monterey County Regional Transportation Plan (RTP) was approved by TAMC (Resolution 2018-12) following review, consideration of, and adoption of findings from the program's Environmental Impact Report ("EIR") (SCH# 2015121080) for the 2040 MTP/SCS, certified by the Association of Monterey Bay Area Governments ("AMBAG") on June 13, 2018. The Monterey County RTP included the Seaside and Marina Safe Walking and Biking to School: Complete Streets Plan as an example of the Safe Routes To School Program, which was specifically identified and analyzed in the EIR and was included in the Project List (Appendix C). TAMC's Resolution 2018-12, includes the Plan's associated roadway widening projects, program/educational activities and infrastructure improvements. The implementation of these improvements are dependent upon the availability of funding for the individual projects.

Individual projects identified in the Seaside and Marina Safe Walking and Biking to School: Complete Streets Plan will receive further project-level environmental review as applicable to the individual project specifics.

Pursuant to CEQA Guidelines § 15162, no new effects could occur and no new mitigation measures would be required by reason of the adoption of the Seaside and

Marina Safe Walking and Biking to School: Complete Streets Plan and that no new environmental documentation is required for adoption of the Seaside and Marina Safe Walking and Biking to School: Complete Streets Plan.

FISCAL IMPACT

There is no fiscal impact associated with approval of the Plan. Implementation of the recommended projects will be completed through scheduled maintenance and grant funds.

ATTACHMENTS

1. SRTS_CC_Approval
2. Final Plan

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

RESOLUTION NO. 20-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE

APPROVING THE SEASIDE AND MARINA SAFE WALKING AND BIKING TO SCHOOL: COMPLETE STREETS PLAN

WHEREAS, the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan (Plan) identifies safe access routes to all K-12 public schools in Seaside and Marina and recommends infrastructure and non-infrastructure improvements; and

WHEREAS, this high-level planning document is the result of a partnership between the Monterey Peninsula Unified School District, cities of Seaside and Marina, Transportation Agency for Monterey County (TAMC), Monterey County Health Department and Ecology Action to ensure that children across Monterey County have access to safe, healthy and affordable transportation options; and

WHEREAS, the Plan meets state guidelines for Safe Routes to Schools Plans and will assist the City in applying for grant funds for recommended projects; and

WHEREAS, the Plan was presented to the City Council and Planning Commission in December 2019 and comments were incorporated into the final Plan recommendations which are estimated to cost $21 million; and

WHEREAS, the Transportation Agency for Monterey County (TAMC) is the state-designated Regional Transportation Planning Agency ("RTPA") for Monterey County; and

WHEREAS, the Monterey County Regional Transportation Plan (RTP) was approved by TAMC (Resolution 2018-12) after review, consideration of, and adoption of findings for the program Environmental Impact Report ("EIR") (SCH# 2015121080) for the 2040 MTP/SCS, which EIR incorporates the Monterey County RTP, in compliance with CEQA; and

WHEREAS, the Seaside and Marina Safe Walking and Biking to School: Complete Streets Plan is an example of the Safe Routes To School Program, which was specifically identified and analyzed in the EIR as part of the Project List (Appendix C); and

WHEREAS, the Seaside and Marina Safe Walking and Biking to School: Complete Streets Plan contains recommendations for both program/educational activities and infrastructure improvements, the implementation of which is dependent upon the identification of funding for individual projects; and

WHEREAS, the Seaside and Marina Safe Walking and Biking to School: Complete Streets Plan acknowledges that further environmental review will be needed by the

appropriate jurisdictions at the project-level to develop appropriate mitigation for individual projects and that no further environmental review is needed for the approval of the Plan.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Seaside hereby adopts the Seaside and Marina Safe Walking and Biking to School: Complete Streets Plan.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside duly held on the 6th day of February 2020 by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

_____
Ian N. Oglesby, Mayor

ATTEST:

_____
Lesley Milton, City Clerk

Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan

Funding provided by:

Caltrans

Measure X Excellent Transportation

In partnership with:

TAMC Transportation Agency for Monterey County

County of Monterey Health Department

Rebuilding California SB1

City of Marina

Monterey Peninsula Unified School District

City of Seaside California

Ecology Action Helping people act now.

Acknowledgements

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Project Stakeholders

City of Seaside City Council
City of Marina City Council
City of Seaside Traffic Advisory Committee
City of Seaside Planning Commission
City of Marina Public Works Commission
Monterey Peninsula Unified School District Board of Directors
TAMC Bicycle and Pedestrian Technical Advisory Committee

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Executive Summary

The Seaside and 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 and program recommendations to encourage more active transportation trips to school and improve the safety of children while walking and biking. This Plan will be used to pursue grant funding and as a resource for the Cities of Seaside and Marina and the 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 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 the current conditions in 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 related to Safe Routes to Schools.

Chapter 3: School-Level Recommendations and Profiles

This chapter contains specific infrastructure and program recommendations for each school site, descriptions of current 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 for improving safety and encouraging more walking and cycling. This chapter contains recommendations that address the other components of Safe Routes to Schools: education, encouragement, enforcement, and evaluation.

Chapter 6: Safe Streets Demonstrations

The planning process included two safe streets demonstrations, which allowed the community to experience some of the Plan's recommendations on a temporary basis. This chapter contains information on the Seaside and Marina events and the survey data collected from the community.

Chapter 7: Implementation

The final chapter discusses funding sources that the Cities of Seaside and Marina can use to finance the recommended projects and 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 cycling and walking trips by implementing projects and programs from the Complete Streets Plan.

City of Seaside:

- The majority of students arrive at school via active transportation or carpooling.
- Severe injuries and fatal collisions for bicyclists and pedestrians are eliminated.

City of Marina:

- 50% of students arrive at school via active transportation or carpooling.
- Severe injuries and fatal collisions for bicyclists and pedestrians are eliminated.

Recommended Projects & Prioritization

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

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

Implementation & Funding

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

There are three main funding sources 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 and Marina Safe Walking & Biking to School: Complete Streets Plan provides recommendations for improving 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 and program recommendations to encourage more active transportation trips to school and improve the safety of children who are 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 also accommodate users of all ages and abilities and expand transportation options by making all modes of travel 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. Seaside and Marina face challenges with traffic around schools, youth obesity rates, and collisions involving youths who are walking or bicycling. More carpooling and active transportation trips will provide 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.[1]
- Cleaner Air and Environment: Transportation is the largest source of greenhouse gas emissions in California.[2] Shifting car trips to walking and biking helps our planet.

Complete Streets

1. AAA Newsroom: https://newsroom.aaa.com/auto/your-driving-costs/.
2. 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.

The Six E's:

1. Engineering
2. Education
3. Encouragement
4. Enforcement
5. Evaluation
6. Equity

Mode-Shift and Collision-Reduction Goals

The Cities of Seaside and Marina have set the following goals to reduce bicycle and pedestrian collisions and increase the number of students who bike, walk, or carpool to school by implementing these recommendations.

City of Seaside

- The majority of students arrive at school via active transportation or carpooling.
- Severe injuries and fatal collisions are eliminated for bicyclists and pedestrians.

City of Marina

- 50% of students arrive at school via active transportation or carpooling.
- Severe injuries and fatal collisions are eliminated for bicyclists and pedestrians.

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 meetings, and Spanish translation was offered at each meeting. Dinner and childcare were provided using local funds to let parents and guardians 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 the existing infrastructure around the schools, traffic circulation patterns, and the behavior of pedestrians, bicyclists, and drivers. Following the audit, the group came together to report their observations, record any barriers to safe walking and cycling, and start the discussion of possible infrastructure improvements.

School Walk Audits

Parent Surveys

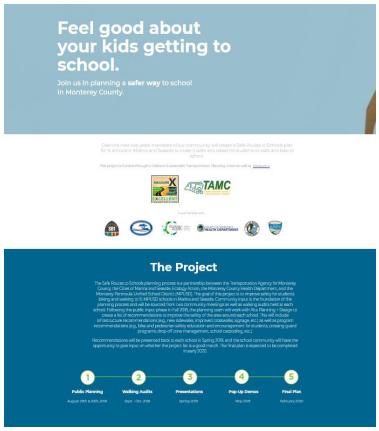
Bilingual paper surveys from the National Center for Safe Routes to School were distributed to parents at each school. These surveys collected data on how students get to school now, how far they live from school, and the barriers that prevent parents from allowing their children to walk or bike. Full survey results can be found in Appendix 2.

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 2.

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 changes should be made permanent. More information on the pop-up demonstrations can be found in Chapter 7.

Chapter 2: Existing Conditions

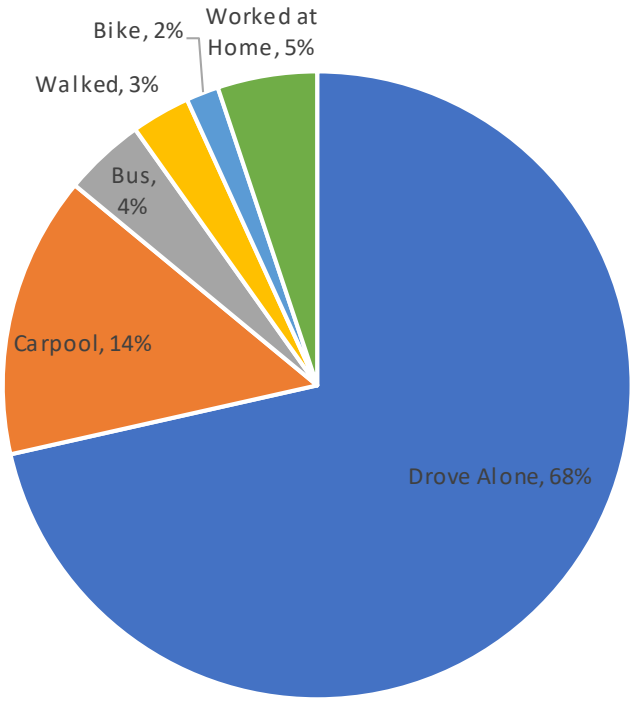
This chapter describes existing conditions in the cities of Seaside and Marina, including transportation mode split characteristics, school locations, and collision data. This chapter also describes the Plan's consistency with other local and regional planning documents and current projects and programs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

Community Profile: City of Seaside

Seaside is the second-largest city in Monterey County, with a population of 34,165 in 2017.[3] It is also a demographically young city, with 25% of its population under the age of 18. Seaside is the most ethnically diverse city in Monterey County: 42% of residents are Hispanic/Latino, 31% are white, 10% are Asian, and 7% are African American.[4]

According to census data, the majority of Seaside residents drive alone to work. Five percent of residents walk or bike to work, and 4% take public transportation.[5]

Mode Share for Work Trips City of Seaside 2013-2017



3. California Department of Finance, 2017.

4. Census American Community Survey 2013-2017 Demographics and Housing Estimates, Table S0501.

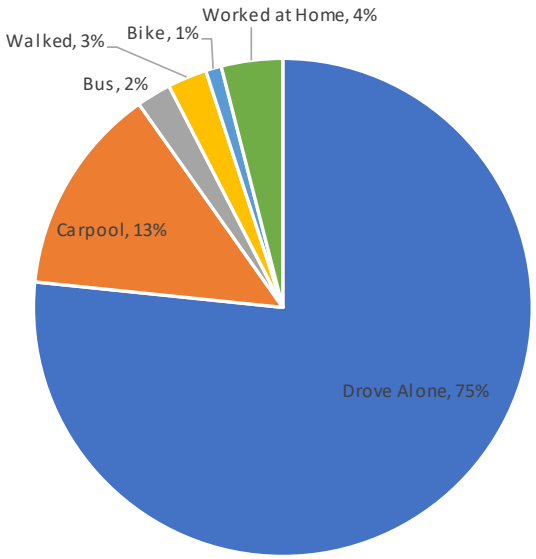
5. Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table SO801.

Community Profile: City of Marina

The city of Marina is located to the north of Seaside and had a population of 21,528 in 2017.[3] It has a smaller percentage of people under 18 (21.4%) than Monterey County as a whole but a larger percentage of older residents, with 14% being 65 or over. Marina is also ethnically diverse: 28% of residents are Hispanic/Latino, 36% are white, 18% are Asian, and 7% are African American.[4]

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.[5]

Mode Share for Work Trips City of Marina



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 who attend the 15 schools covered in this Plan, 64% are eligible for Free or Reduced Price Meals, which is an indicator of low-income households.[6]

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 lives in a disadvantaged neighborhood: one where 60% of households live in poverty, 17% of households lack access to a car, and 53% of people have no high school education. One in ten Marina residents lives in a disadvantaged neighborhood, where 53% of households live in poverty, 16% lack access to a car, and nearly 30% have no high school education.[7]

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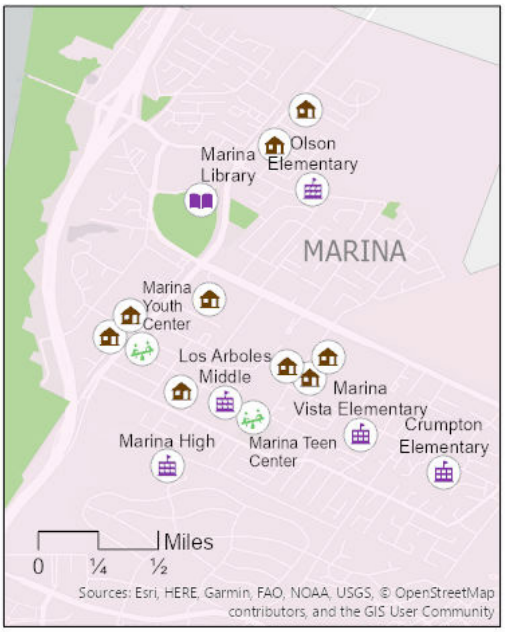
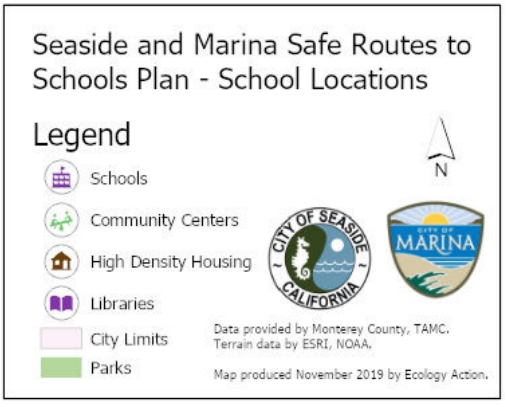
3. California Department of Finance, 2017.
4. Census American Community Survey 2013-2017 Demographics and Housing Estimates, Table S0501.
5. Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table SO801.
6. California Department of Education: https://www.cde.ca.gov/ds/sd/sd/filessp.asp.
7. 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 along with key destinations like parks, libraries, community centers, and high-density housing developments as defined by the Seaside and Marina general plans.



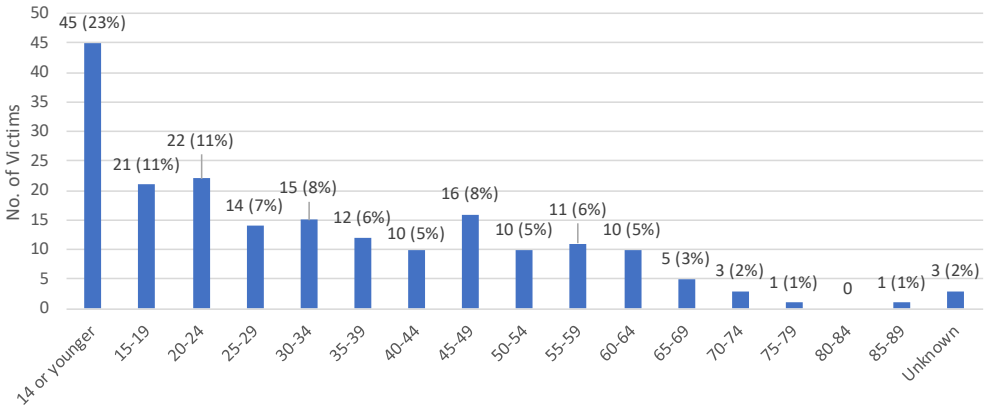


Collision Data

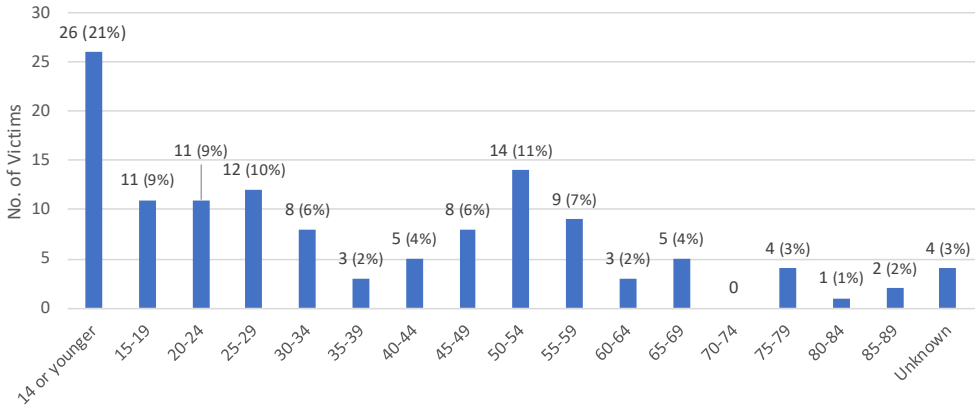
Bicyclists and pedestrians are disproportionately involved in collisions in Seaside and Marina. Between 2013 and 2017, walking and bicycling accounted for 5% of trips to work in Seaside and 4% of work trips in Marina.[5] During the same time period, bicyclists and pedestrians were involved in 18% of the collisions in Seaside and 14% of those in Marina.[8]

Youths are also disproportionately involved in bicycle and pedestrian collisions. As shown in the graphs below, 34% of victims in bicycle and pedestrian collisions in Seaside are 19 or younger, and 23% are 14 or younger. In Marina, 30% of victims in bicycle and pedestrian collisions are under 19, and 21% are 14 or younger.[8]

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



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

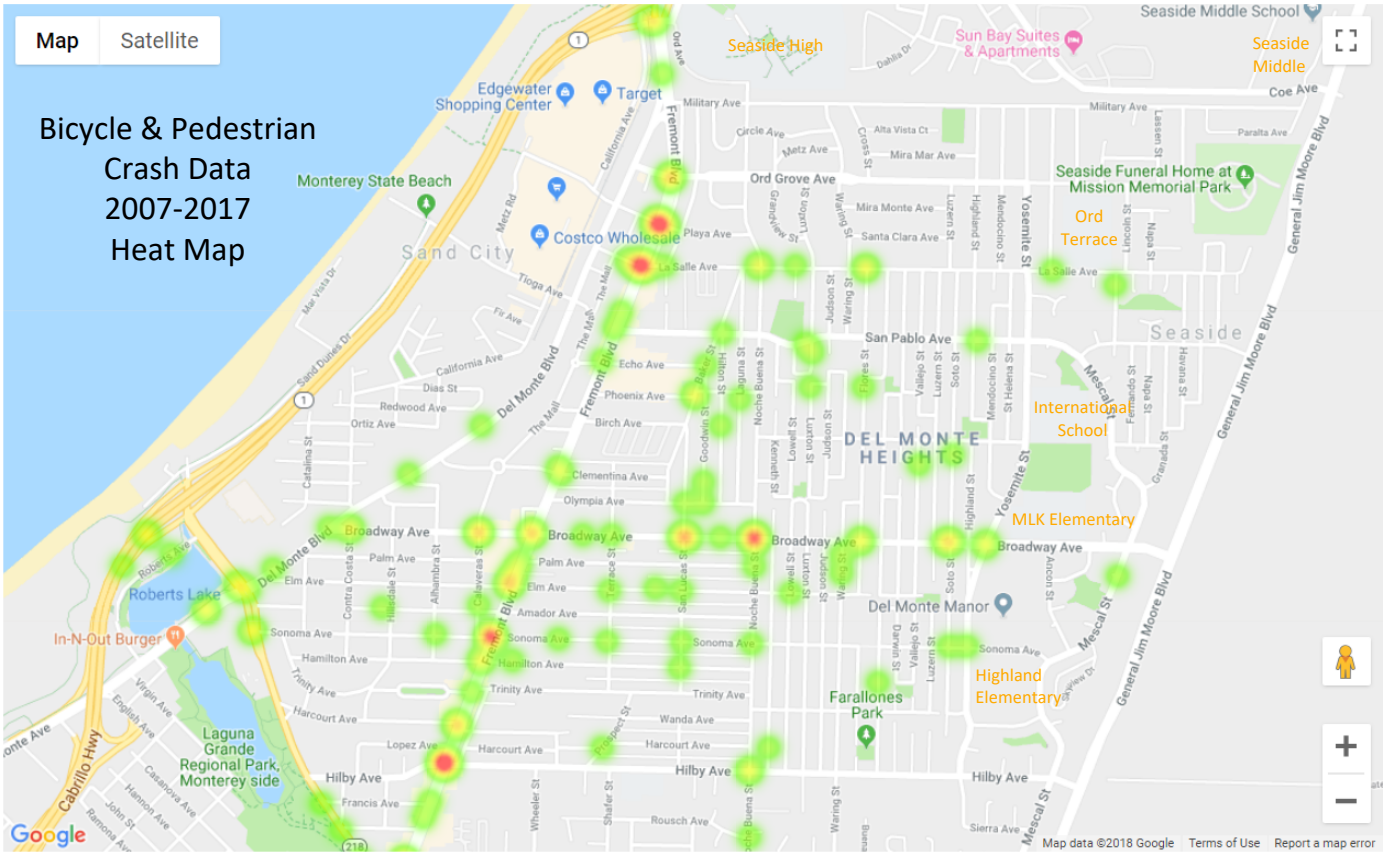
5. Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table SO801.

8. 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 in the cities of Seaside and Marina from 2007 to 2017. Not surprisingly, major corridors and intersections are the sites of most collisions in both cities. In Seaside, Fremont Boulevard and Broadway Avenue have high collision rates, particularly the intersections of Fremont Boulevard with Hilby Avenue, La Salle Avenue, and Playa Avenue.

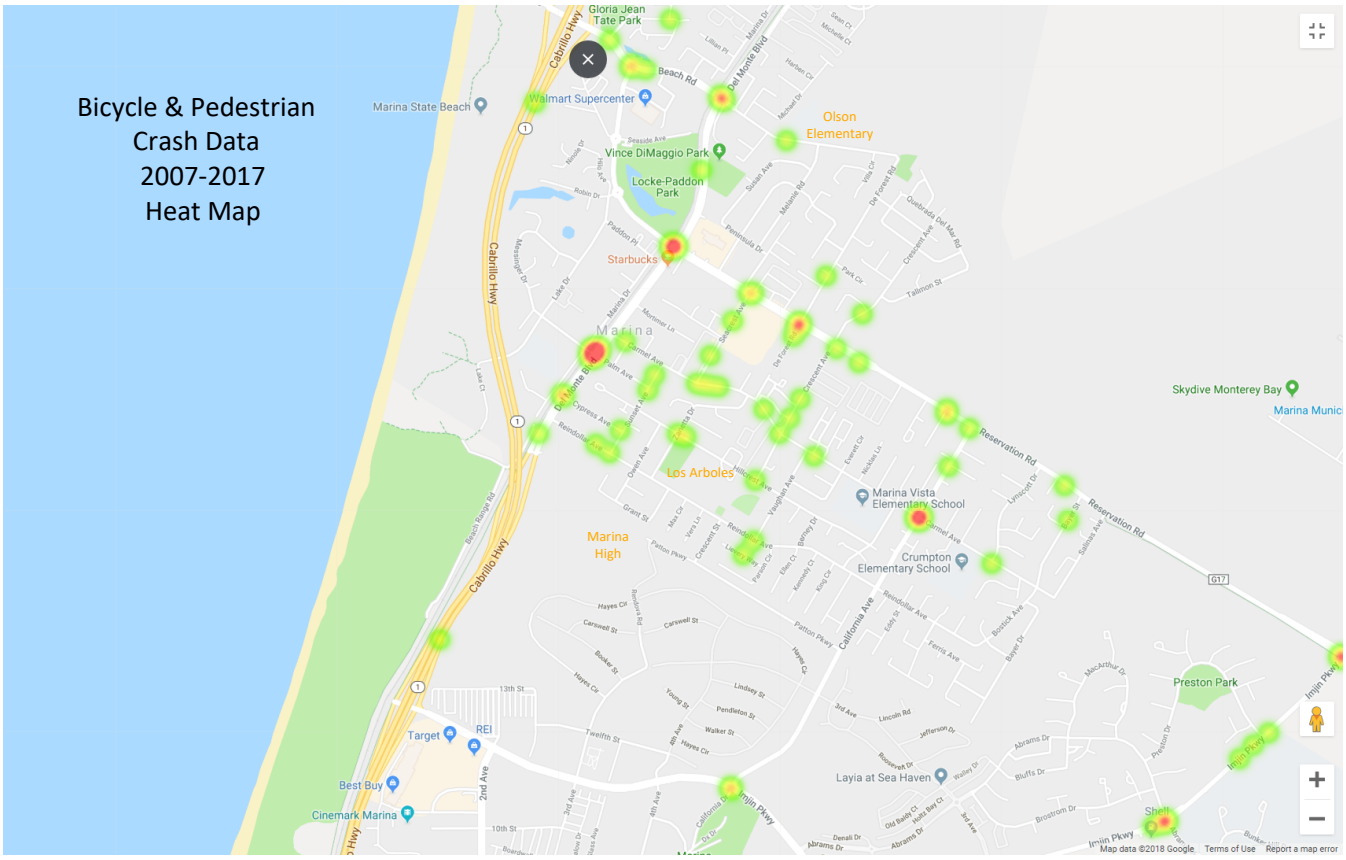
In Marina, Del Monte Boulevard, Reservation Road, and Carmel Avenue have high collision rates. The intersections of Del Monte Boulevard and Palm Avenue, Carmel and California Avenues, and Del Monte Boulevard and Reservation Road are hotspots for bicycle and pedestrian collisions.

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.

Current Plans

As part of the development of this Complete Streets Plan, the Regional Transportation Plan, the Seaside and Marina General Plans, and other relevant specific plans were consulted to ensure the consistency of all the planned Complete Streets improvements. Plan consistency is discussed below.

2040 Sustainable Communities Strategy

Senate Bill 375 requires the development of a sustainable communities strategy (SCS), which coordinates future transportation investments with land use patterns to provide and encourage alternatives to driving and reduce greenhouse gas emissions. The Association of Monterey Bay Area Governments produced an SCS for Monterey, Santa Cruz, and San Benito Counties as part of its 2040 Metropolitan Transportation Plan.[9]

9. 2040 Sustainable Communities Strategy:
https://ambag.org/programs/met_transp_plann/documents/Final_2040_MTP_SCS/04-AMBAG_MTP-SCS_Chapter4.pdf.

The Complete Streets Plan does not include land use changes. However, it 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 fewer 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.*[9]

2018 Monterey County Regional Transportation Plan

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

The Complete Streets Plan is consistent with the following goals of the 2018 Monterey County RTP:

- **Access & Mobility:** Improve the 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.[10]

The Complete Streets 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 fewer vehicle trips. The recommendations in the Complete Streets Plan are designed to improve the convenience, quality, and safety of bicycle and pedestrian trips and encourage more biking and walking. These recommendations have the potential to improve students' health and safety, reduce 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.[10]

9. 2040 Sustainable Communities Strategy: https://ambag.org/programs/met_transp_plann/documents/Final_2040_MTP_SCS/04-AMBAG_MTP-SCS_Chapter4.pdf.

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

Monterey County Active Transportation Plan

The 2018 Transportation Agency for Monterey County Active Transportation Plan (ATP) identifies gaps in the bicycle and pedestrian network and areas of opportunity 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.[11]

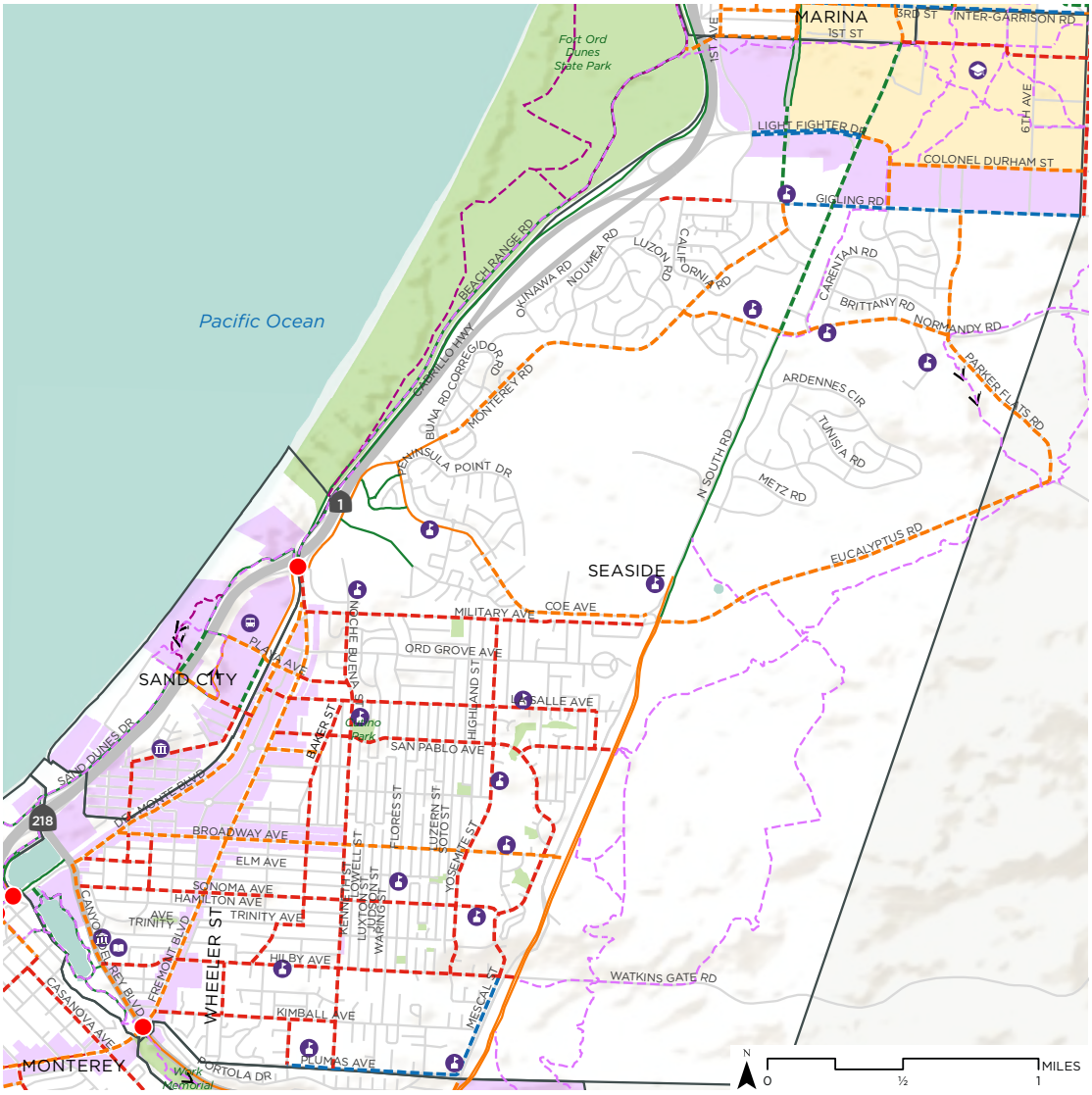
The ATP identifies the following goals for walking and bicycling in Monterey County:

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.[11]

The Complete Streets 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 fewer vehicle trips. The Complete Streets 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 Complete Streets planning process, and projects from the ATP that would provide safe routes to schools are reiterated in the Complete Streets Plan.

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



Seaside and Sand City

Monterey County Active Transportation Plan

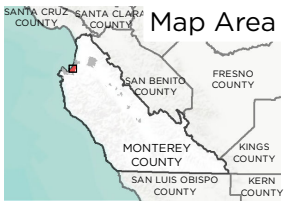
Existing Bikeways
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

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

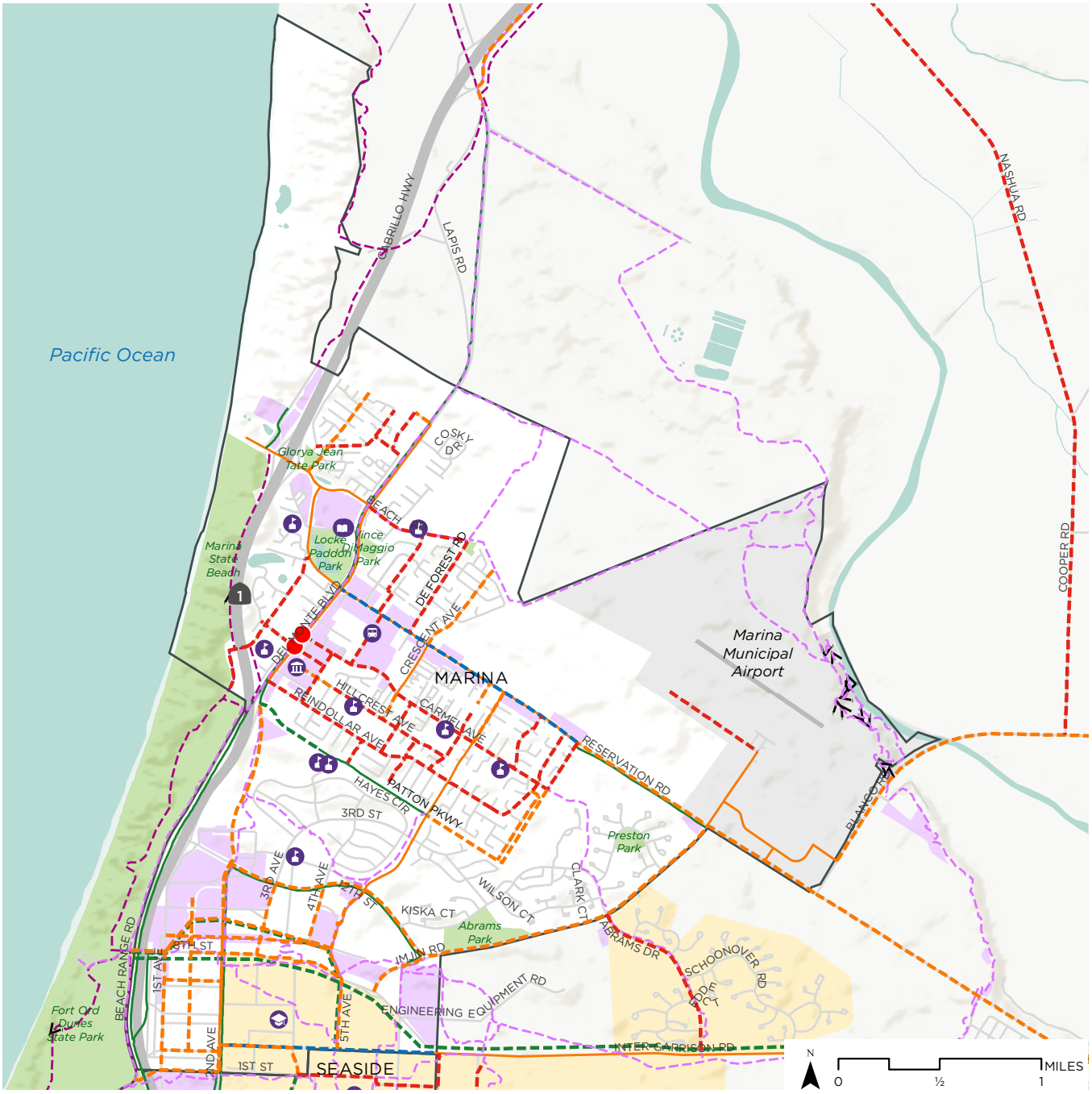


Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.

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

- Coe Avenue: Class II bike lanes from Monterey Road to General Jim Moore Boulevard.
- Del Monte Boulevard: Class II bike lanes from Canyon Del Rey Boulevard to Broadway Avenue.
- Broadway Avenue: Class II bike lanes from Del Monte Boulevard to Fremont Boulevard.
- Broadway Avenue: Class III bike route 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
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- College/University
- City Hall
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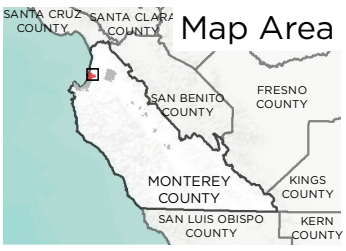
Land Use
- Park/Open Space
- Cal State Monterey Bay
- Commercial Area
- City Boundary



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 Complete Streets Plan is consistent with the policies of the City of Seaside 2003 General Plan Circulation Element, including the following.

- **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, and 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.[12]

The Complete Streets 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 fewer 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 with the Complete Streets Plan. The Complete Streets 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.[13]

City of Marina General Plan

The Complete Streets 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 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.

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

13. Seaside General Plan Update: http://seaside2040.com/.

- 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.

- 80 3. Community Infrastructure Element. Traffic-calming devices should be employed to reduce travel speeds and increase pedestrian and bicyclist safety.[14]

The Complete Streets 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 fewer vehicle trips.

Fort Ord Regional Trail and Greenway

The Fort Ord Regional Trail and Greenway (FORTAG) is a proposed bicycle and pedestrian path connecting 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.[15] 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.[15]

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

The Complete Streets 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.

Campus Town Specific Plan

The Campus Town project site is located along Lightfighter Drive in Seaside, about one mile north of Marshall Elementary and Dual Language Academy (see following map). Nearly 1,500 new housing units have been proposed, along with areas for commercial, office, and light industrial use, and for parks and open space.[16]

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

- A Class IV separated bikeway on the south side of Gigling Road between General Jim Moore Boulevard and 7th Avenue.

- A trail crossing at Gigling Road at the terminus of the FORTAG spur trail.

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

15. Fort Ord Regional Trail: http://www.fortag.org/.

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

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 Complete Streets 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.

Campus Town Existing and 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 and for retail, office, and industrial uses. The Marina Station Specific Plan includes a network of bicycle lanes and pedestrian walkways within the site (see the map below).[17] The Complete Streets Plan reiterates the recommendation of 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., RJA and Associates, 2008.

17. Marina Station Specific Plan, EMC Planning Group INC., RJA and Associates, 2008. http://www.emcplanning.com/projects/marina_station.html

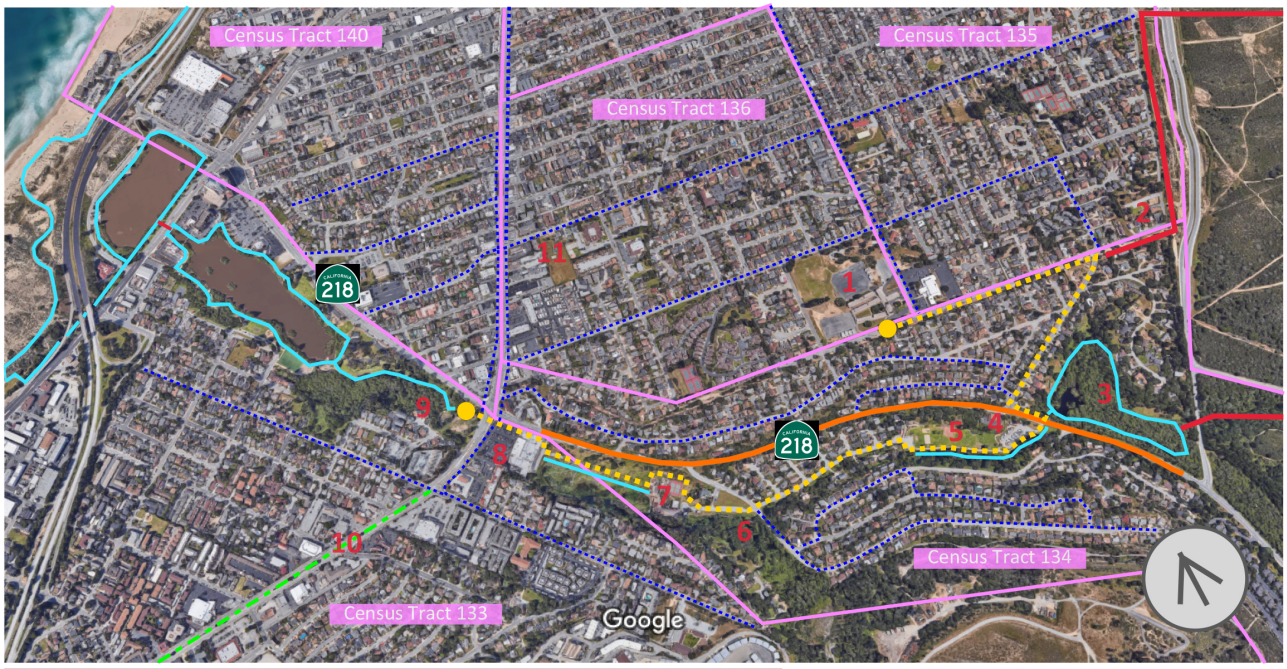
Current Projects

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

City of Seaside

Fort Ord Regional Trail and Greenway (FORTAG) - Highway 218 Segment

In January 2019, the California Transportation Commission allocated $10.3 million in Active Transportation Program grant funding to a 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.[18]



Source: Transportation Agency for Monterey County, 2019.

18. FORTAG webpage: https://www.tamcmonterey.org/measure-x/programs-projects/fort-ord-regional-trail-greenway/. Transportation Agency for Monterey County, 2019.

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 Buffered 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 will start in summer 2020, and the project is funded through SB1, Measure X, State Transportation Improvement Program funding, and local developer impact fees.

Current 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 every 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 Six 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 other community members can practice traffic safety skills without interacting with motorized vehicles. They include features such as stop signs, crosswalks, and roundabouts to simulate the 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 2nd- and 5th-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 2nd- and 5th-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 school. After completing the training, students help to direct pedestrian traffic and serve as role models for younger students on safe pedestrian and bicycling behavior.[19]

School Resource Officers

A member of the Seaside Police Department serves as the school resource officer (SRO) for Seaside public schools. A major duty of the SRO is to identify at-risk behavior and provide mentorship and alternative methods to prevent youths from being diverted to the criminal justice system. The SRO also 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 to after-school programs for students in Marina. 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 to after-school programs at the church for students of Martin Luther King Jr. Elementary. The Village Project, Inc. offers bus transportation between schools and after-school programs for Seaside students.

Marina BOX Program and Helmet Distribution

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

19. AAA: https://exchange.aaa.com/safety/school-safety-patrol/#.XbsqJ-hKg2w.

Chapter 3: School-Level Recommendations and Profiles

The school-level infrastructure recommendations listed in this chapter are the core of the Complete Streets Plan. They 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 the current conditions at each school, observations from the walking audit, and the list of infrastructure recommendations. School-specific non-infrastructure recommendations are also listed under each school's profile, and citywide non-infrastructure recommendations are listed in chapter 5. Schools are organized by city and alphabetically, with Seaside schools listed first.

Infrastructure Treatment Options

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

High-Visibility Crosswalk

Crosswalks marked with a continental pattern have been found to be significantly more visible to drivers than basic crosswalks consisting of two transverse lines. High-visibility crosswalks have also been found to make drivers more likely to yield to pedestrians.

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 and to make pedestrians more visible to drivers. Raised crosswalks usually have sloped ramps leading and following a flat walking section to let cars drive over them.

Offset Crosswalk

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

Source: FHWA Traffic Calming ePrimer

Rectangular Rapid Flash Beacons (RRFBs)

RRFBs are user-actuated flashing lights that supplement warning signs at unsignalized intersections or mid-block crosswalks. They are designed to alert drivers to pedestrians and bicyclists who are waiting to cross the street.

Curb Extensions

Curb extensions narrow the roadway, reduce the pedestrian crossing distance, and make pedestrians more visible to drivers by providing an extension of the sidewalk area into the parking lane.

Curb Ramps

Curb ramps provide access between the sidewalk and the street for people with disabilities, children on bicycles, and people pushing strollers. Curb ramps must include warnings that are detectable by people with vision impairments.

Centerline Diverters

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

Compact Roundabout

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

Leading Pedestrian Interval

A leading pedestrian interval gives pedestrians the opportunity to cross an intersection a few seconds before drivers are given a green light. This head start makes pedestrians more visible to drivers who are making a left turn.

Buffered Bike Lanes

Buffered bike lanes have a striped buffer that provides more space between the bicycle lane and the vehicle lane.

Class IV Separated Bikeway

A separated bikeway is a bicycle facility that is physically separated from the vehicle lanes by plastic bollards, planters, curbs, or parked cars. These facilities provide more safety and comfort for bicyclists by separating them from vehicle traffic.

Safe Routes to School Corridors and Connectors

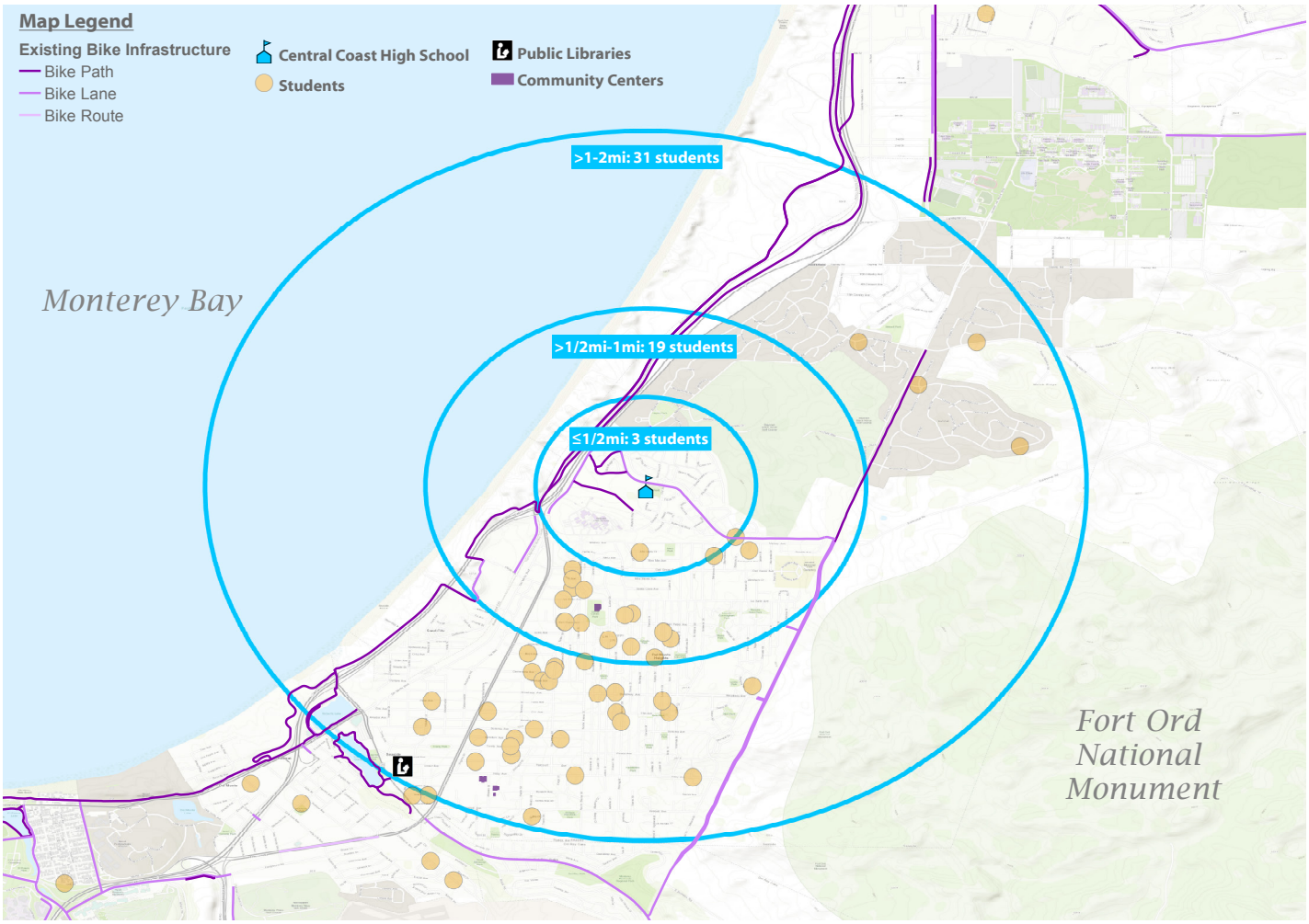
Key routes to school in Seaside and Marina have been identified as Safe Routes to Schools corridors and connectors. Corridors are direct routes to schools and are higher priority for improvements, and connectors are routes through the city that link to the corridors. The recommendation for these roadways 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 biking. Wayfinding would be included to direct students to Safe Routes to Schools corridors and to let drivers know to expect pedestrians and bicyclists.

City of Seaside

Central Coast High

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

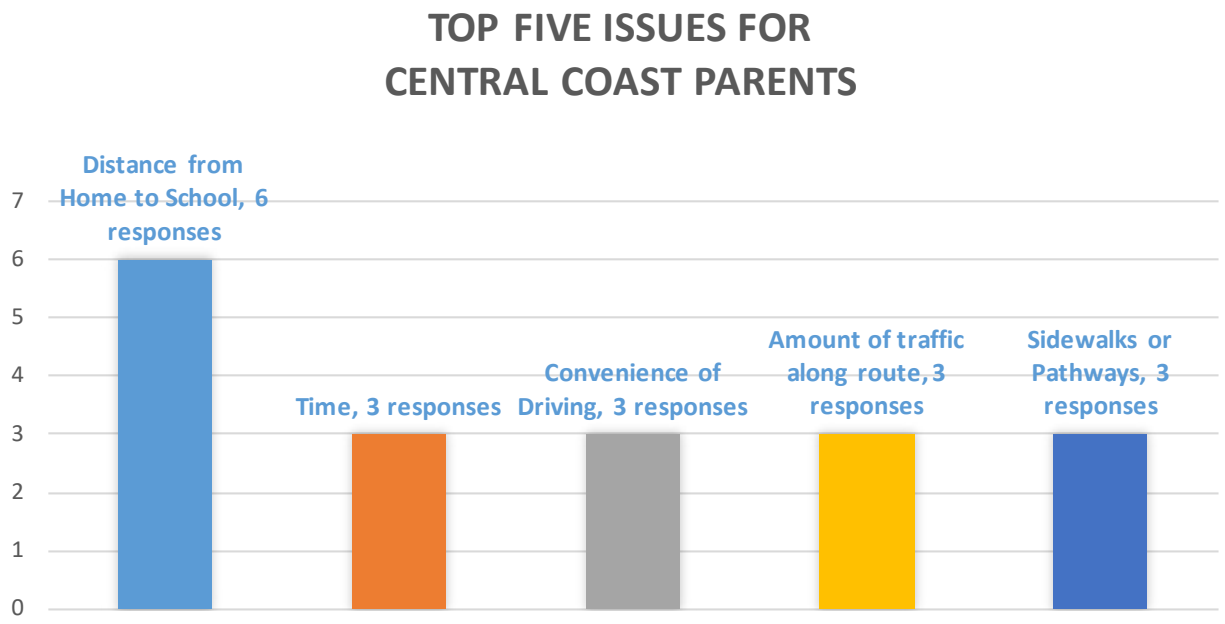
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
9–12	103	21.4%	80.6%	45%



Parent Survey

Central Coast High parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018, and 13 surveys were received. The full survey report is in Appendix 2.

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



Current Infrastructure Conditions

Motorist Conditions

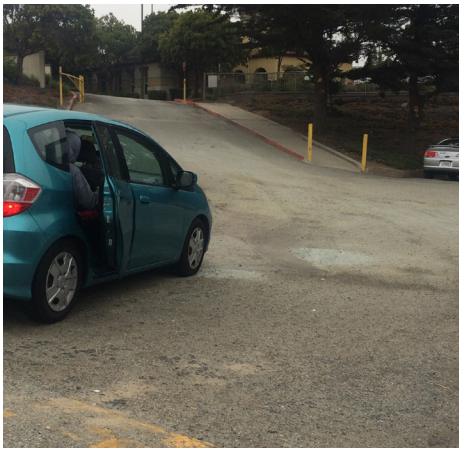
- Students are dropped off in the school parking lot. Because of the small student population, there is little congestion before or after school.
- Students park in the Seaside Community Center parking lot.
- A school zone speed limit of 25 miles per hour is in place.
- The school parking lot was in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

Pedestrian Conditions

- Students walk to school through the Seaside High campus, which requires climbing over a locked gate to access the track and football field. There are dirt paths between Central Coast High and Seaside High.
- 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.
- 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.
- There is a 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.
- There is missing sidewalk between the Seaside Community Center parking lot and the parking lot at the east end of campus.

Bicycling Conditions

- There are Class II bike lanes on Coe Avenue between Monterey Road and General Jim Moore Boulevard, but the lane line striping is faded in front of the school.
- There are Class II bike lanes on Monterey Road between Ord Avenue and Buna Road.
- 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 High, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Coe Avenue between Monterey Road and Dahlia Drive	Bike lane striping 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 between Coe Avenue and Monterey Road, northwest of school	Dirt paths are well used but are muddy in winter. Paths offer an alternative to walking through Seaside High campus.	Formalize pathway between existing paved trail and Monterey Avenue south of retention pond. Explore Class I facility on east side of Monterey between Fremont Boulevard 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. Look at moving pathway to school property if sidewalk at street level is not feasible.	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	Roundabout would 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	Roundabout would improve pedestrian safety and allow drivers and bicyclists to travel more efficiently through the intersection.	Install compact roundabout.	Long
Community center driveway	Students park in community center parking lot, and there is sidewalk missing 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 intersection of Monterey Road/Fremont Boulevard 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.

N

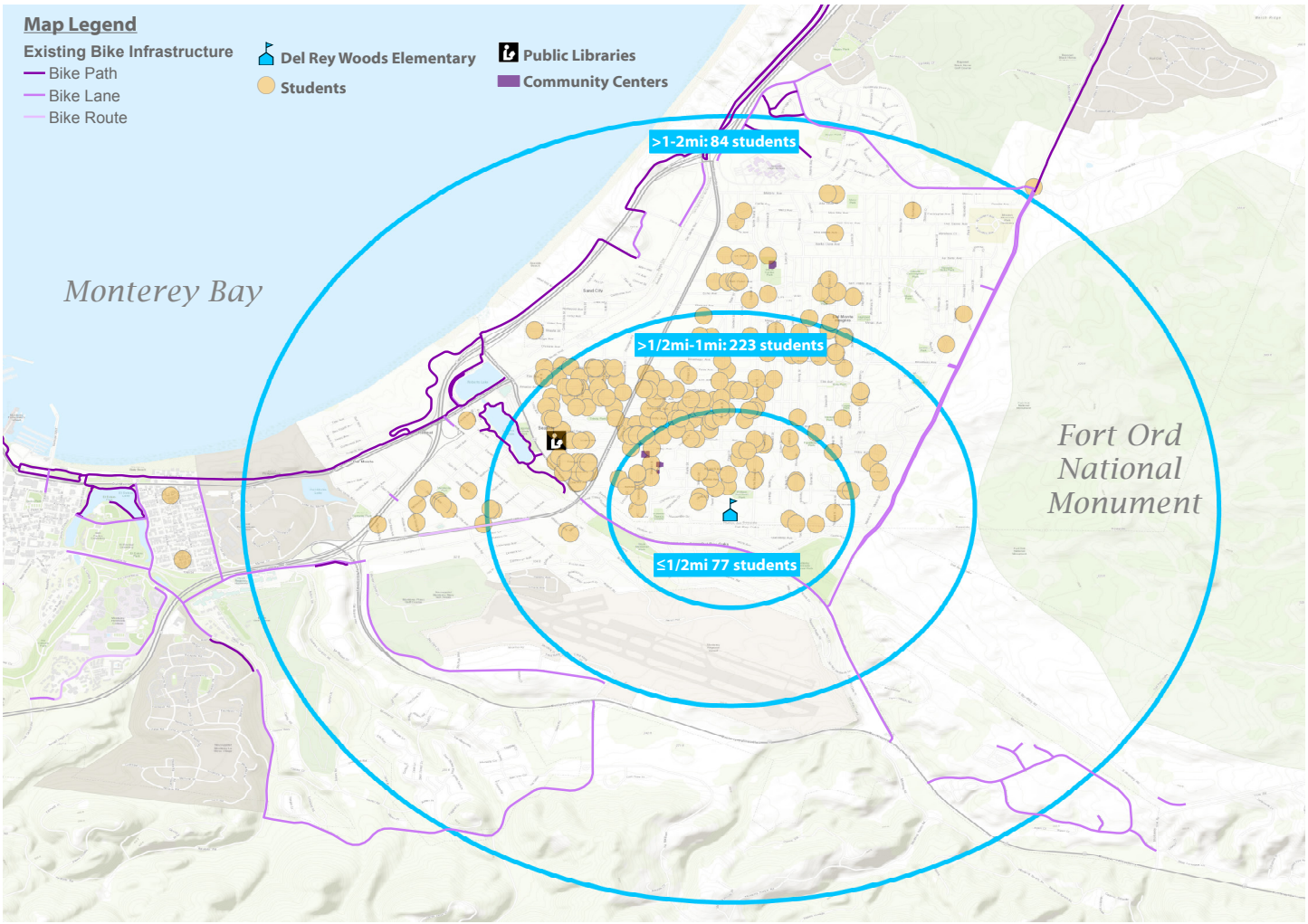
250 ft 500 ft

City of Seaside

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 below).

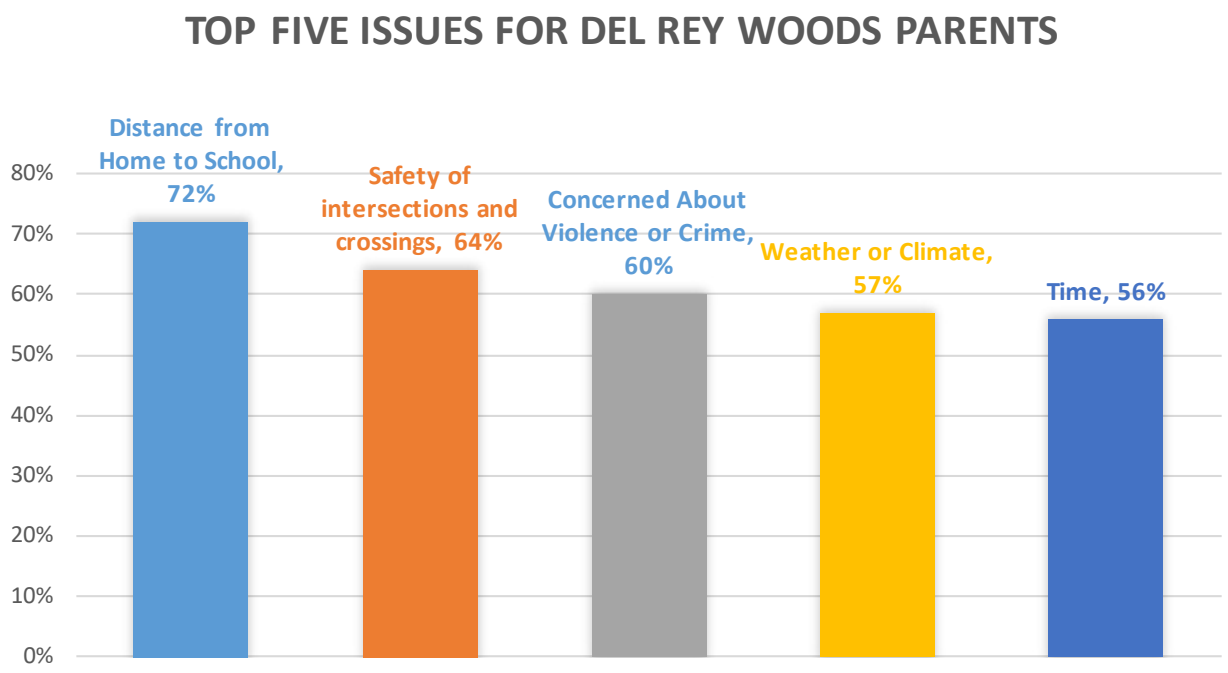
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	413	72.6%	91.3%	15%



Parent Survey

Del Rey Woods parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018, and 192 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

- 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 students off in the parking lot at the north end of campus, where they circle around the lot and drop children off at the school gate.
- Drivers drop students off on Noche Buena Street, Plumas Avenue, and Tweed Street.
- Student drop-off also occurs in the church parking lot across Noche Buena Street from the school.
- Tweed Street is closed to through traffic south of Plumas Avenue.

Pedestrian Conditions

- 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.
- There are high-visibility yellow crosswalks on all legs of the intersections of Kimball Avenue and San Lucas Street and of Kimball Avenue 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.
- 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.
- There are no pedestrian facilities in the parking lot where drop-off occurs.

Bicycling Conditions

- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Parallel to Plumas Avenue, 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 Plumas Avenue, 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 Street at Plumas Avenue	Heavy traffic congestion near school and low pedestrian visibility.	Install curb extensions. Install ramp and high-visibility crossings over Plumas Avenue to connect to future Class I facility parallel to Plumas Avenue.	Medium
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 on each crosswalk leg.	Medium
Tweed Street at Kimball Avenue	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 or bike lanes.	Medium
Kimball Avenue at San Lucas Street	Pedestrian travel should be focused on one improved crosswalk. Heavy traffic congestion in front of school could be reduced by encouraging use of other school entrances.	Remove crosswalk across Kimball Avenue on western side. Replace crosswalk on eastern side with offset crosswalk and median. Install street lighting. Consider unlocking the gate at this location before and after school.	Medium

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 the loading zone.	Short
Plumas Avenue	School signage missing, drivers parking in loading zone.	Install school advance crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school.	Short
Noche Buena Street	School signage missing.	Install school advance crossing signs as appropriate.	Short
Tweed Street	School signage missing.	Install school advance crossing signs as appropriate.	Short
School parking lot at Noche Buena Street and Plumas Avenue	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 Street 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 Street and Kimball Avenue.	–

Del Rey Woods Elementary School SRTS Recommendations Map

Recommendations

1. Noche Buena St.:
Install School Advance Crossing signs as appropriate.

2. Tweed Street:
Install 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.

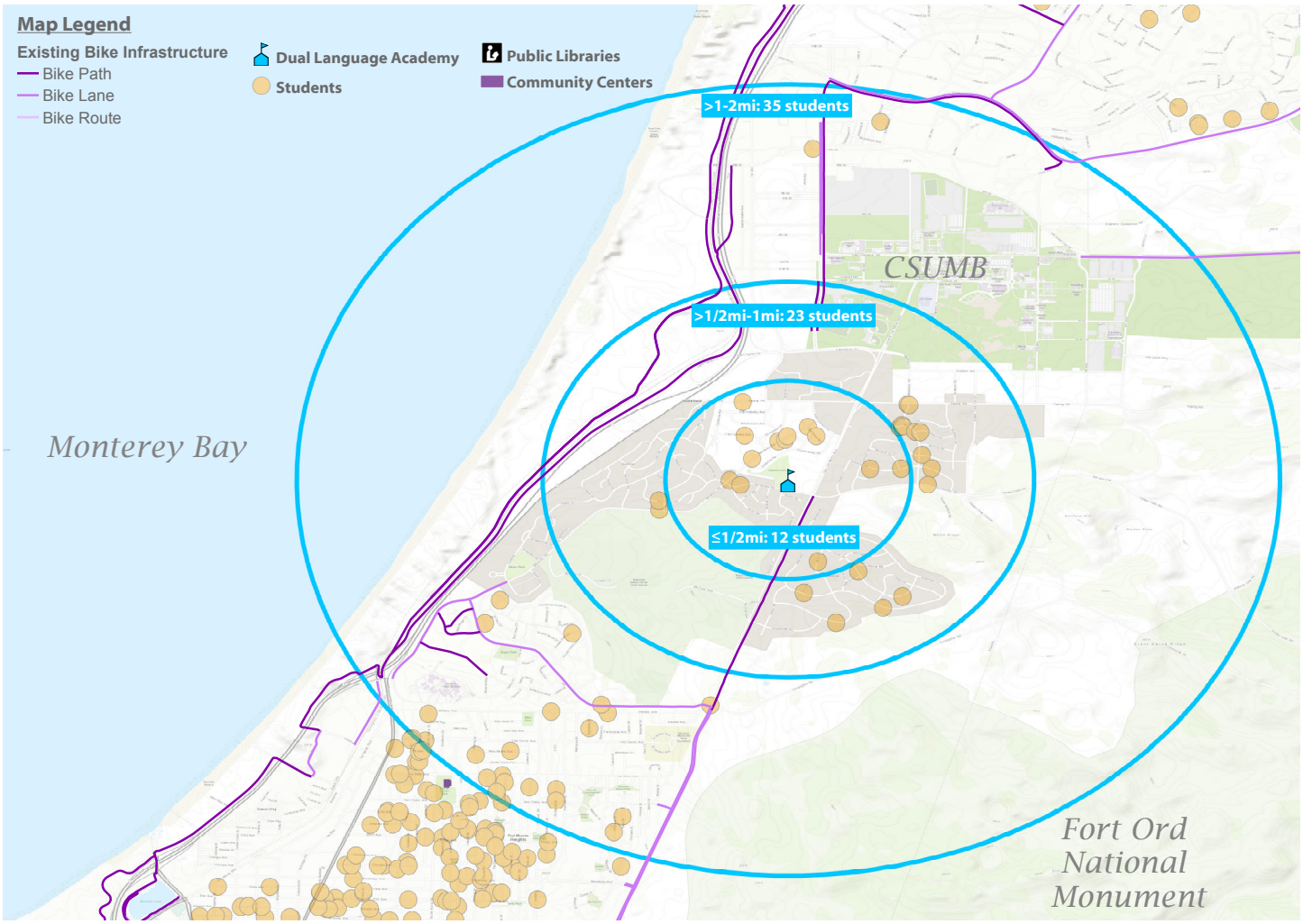
15. Plumas Avenue:
Install School Advance Crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school.

City of Seaside

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 below).

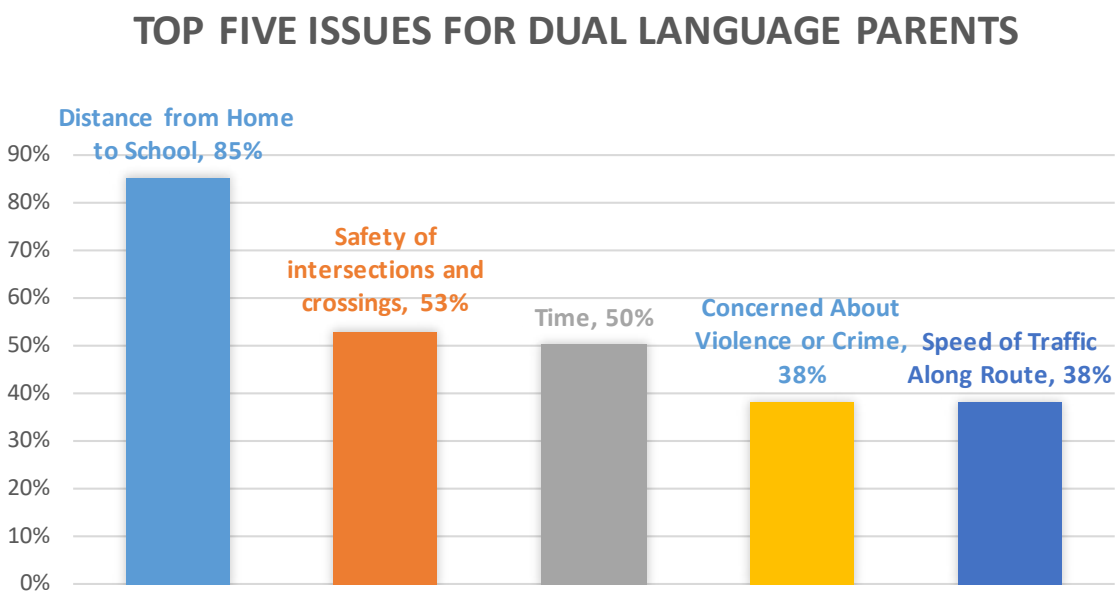
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–8	475	7.4%	66.7%	8%



Parent Survey

Dual Language parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 143 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

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

Pedestrian Conditions

- 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 and the school parking lot.
- 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.
- 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.
- 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

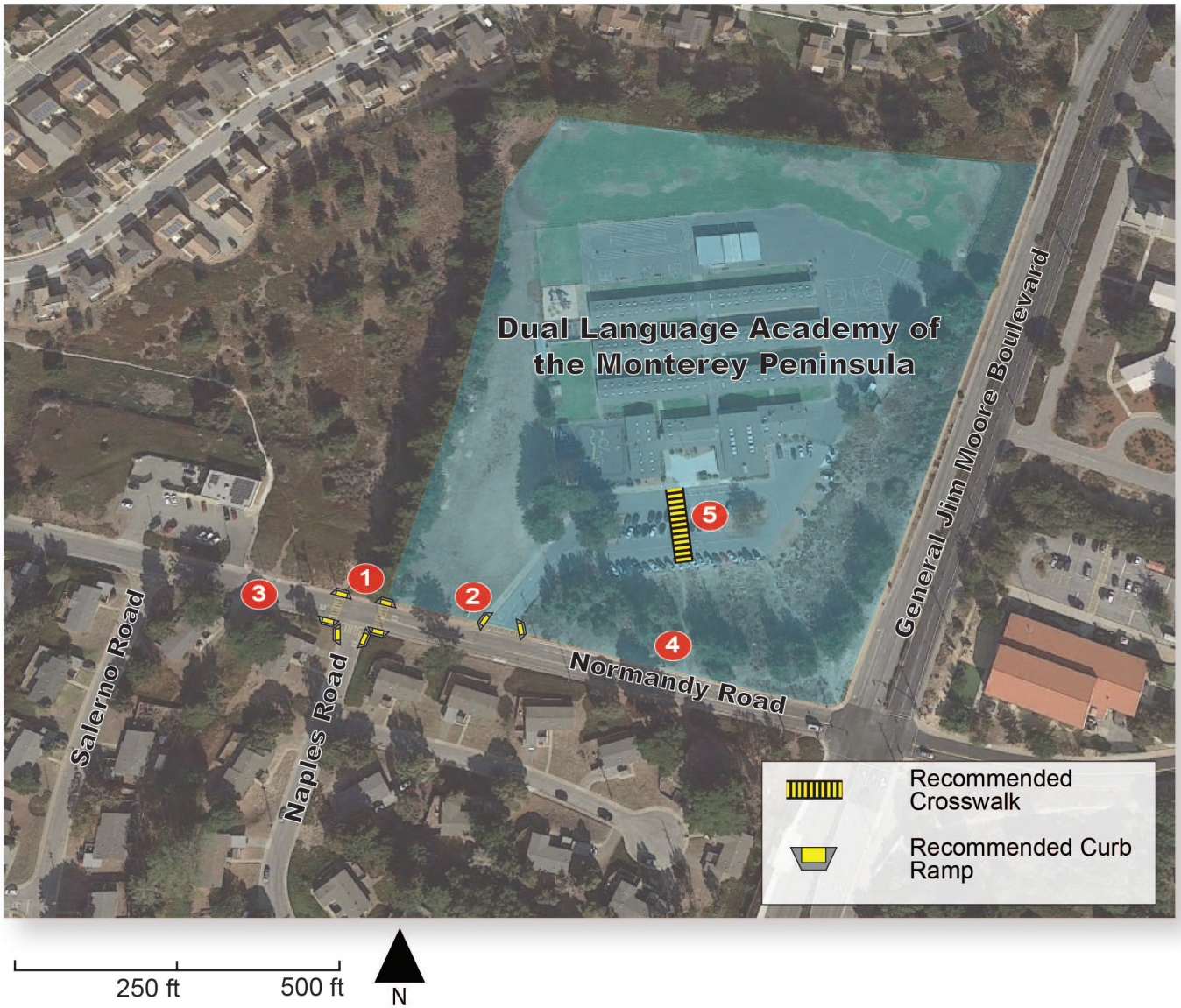
- There are no bicycle facilities on Normandy Road or other residential streets near the school.
- There is a Class I multi-use path on the east side of General Jim Moore Boulevard between Normandy Road and Coe Avenue and Class II bike lanes south of Coe Avenue. There are no bicycle facilities on General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

Recommended Infrastructure Improvements around Dual Language Academy

The following table lists recommendations for Dual Language Academy, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
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 and 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 the school driveway to the intersection would make it easier to enter and exit. Limited parking on campus.	Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy and Naples and additional parking.	Long
–	–	See Marshall for recommendations for intersection of General Jim Moore Boulevard and Normandy Road.	–

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.

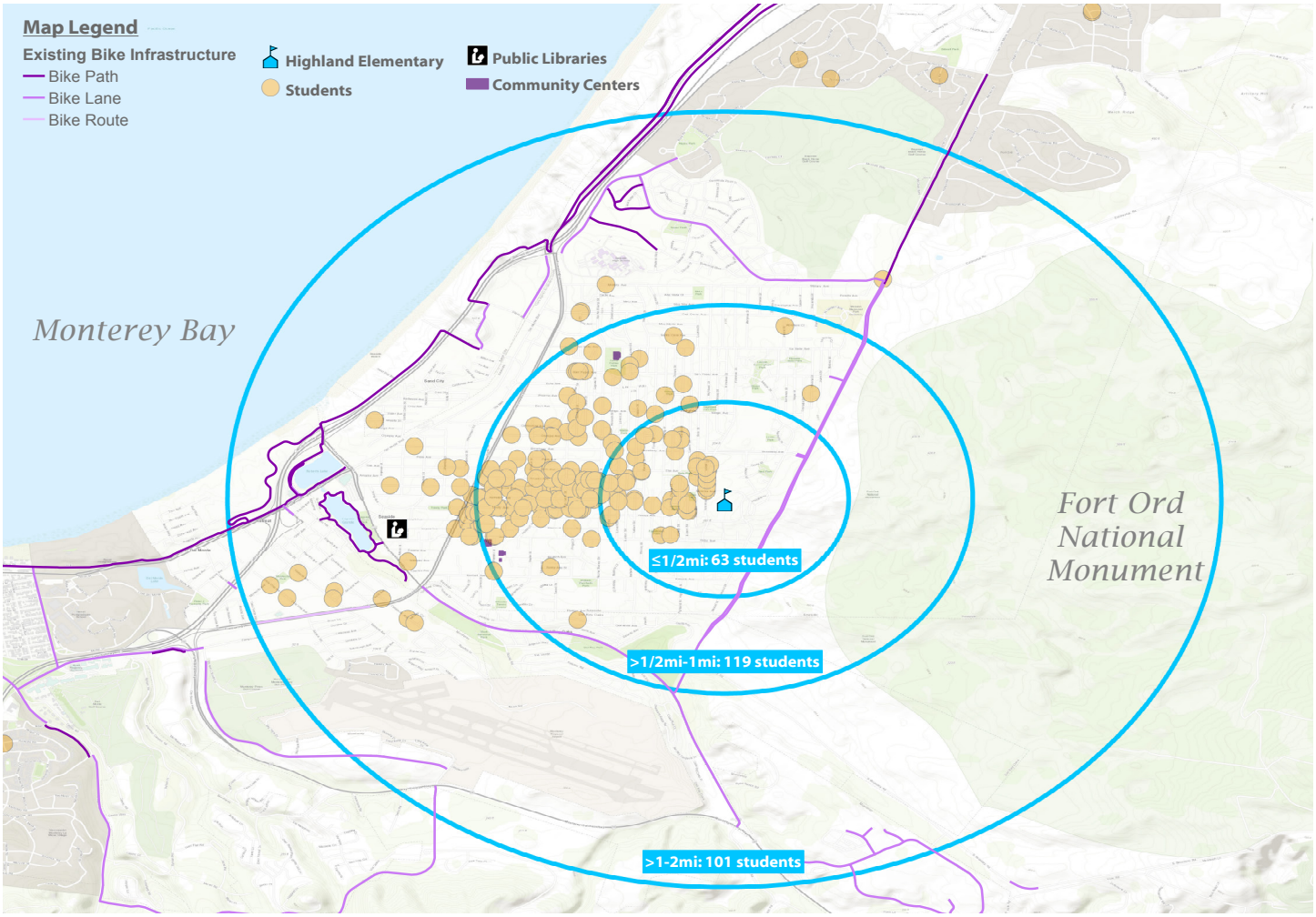
5. School parking lot - Phase 1:
Install high-visibility crosswalk from new path to existing crosswalk on north side of parking lot. Pave dirt and install parking on east side of parking lot. Install high-visibility crosswalk from new parking to existing pedestrian space on southeast corner of school. 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.

City of Seaside

Highland Elementary

Highland is located in eastern Seaside near the Broadway Avenue corridor. It draws most of its students from the surrounding neighborhoods, though the majority live more than a half-mile from the school (see map below).

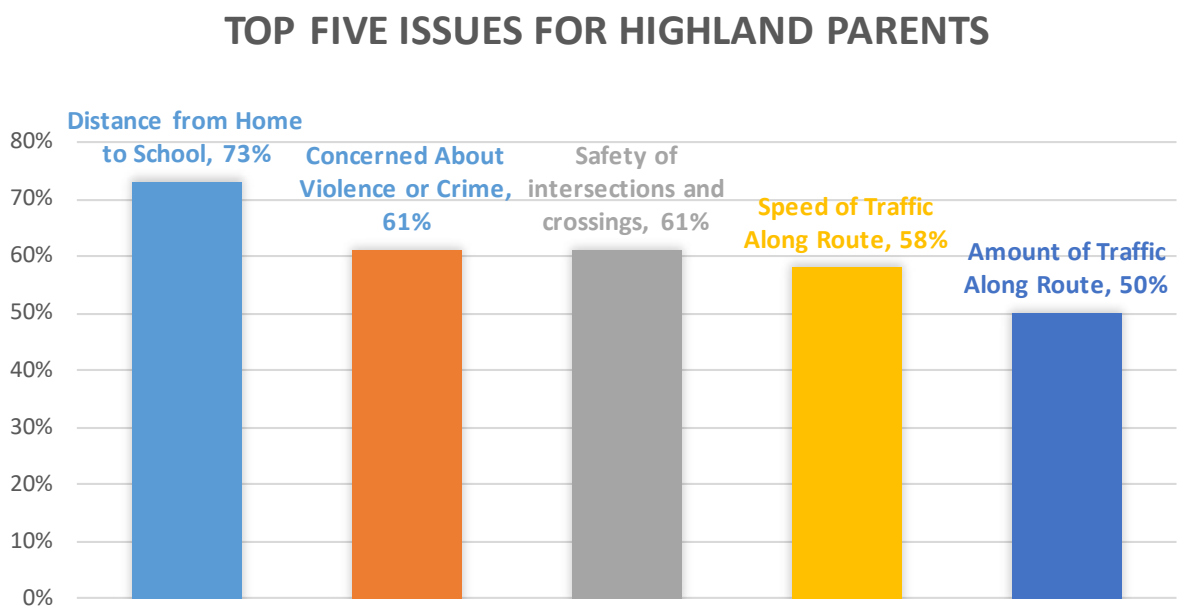
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	333	54.7%	93.7%	16%



Parent Survey

Highland parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 178 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

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

Pedestrian Conditions

- There are complete sidewalks on both sides of Sonoma Avenue and other roadways near the school.
- There is a high-visibility yellow crosswalk on Sonoma Avenue in front of the school at the Del Monte Manor driveway.
- 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.
- There is a back gate into campus on Yosemite Street with a steep ramp between the sidewalk and the campus.

Bicycling Conditions

- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Streets surrounding school	Missing school signage.	Install advance school warning signs as appropriate.	Short
Sonoma Avenue at crosswalk connecting 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 parking available 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	Safety of mid-block crossing could be improved.	Install offset crosswalk with ADA-compliant curb ramps and street lighting.	Medium
Sonoma Avenue at Yosemite Street	Roundabouts would 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. Part of citywide path linking parks.	Long
Del Monte Manor driveways on Yosemite Street	Low visibility for drivers exiting Del Monte Manor parking lot.	Study options to improve visibility at Del Monte Manor driveways.	Medium
–	–	See citywide recommendations for Yosemite Street, Sonoma Avenue, and Waring Street/Flores Street.	–

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. See Citywide recommendation for citywide path linking parks.
8. Yosemite Street: Install Advance school warning signs as appropriate.
9. Yosemite Street at Del Monte Manor: Study options to improve visibility at Del Monte Manor driveways on Yosemite.

N

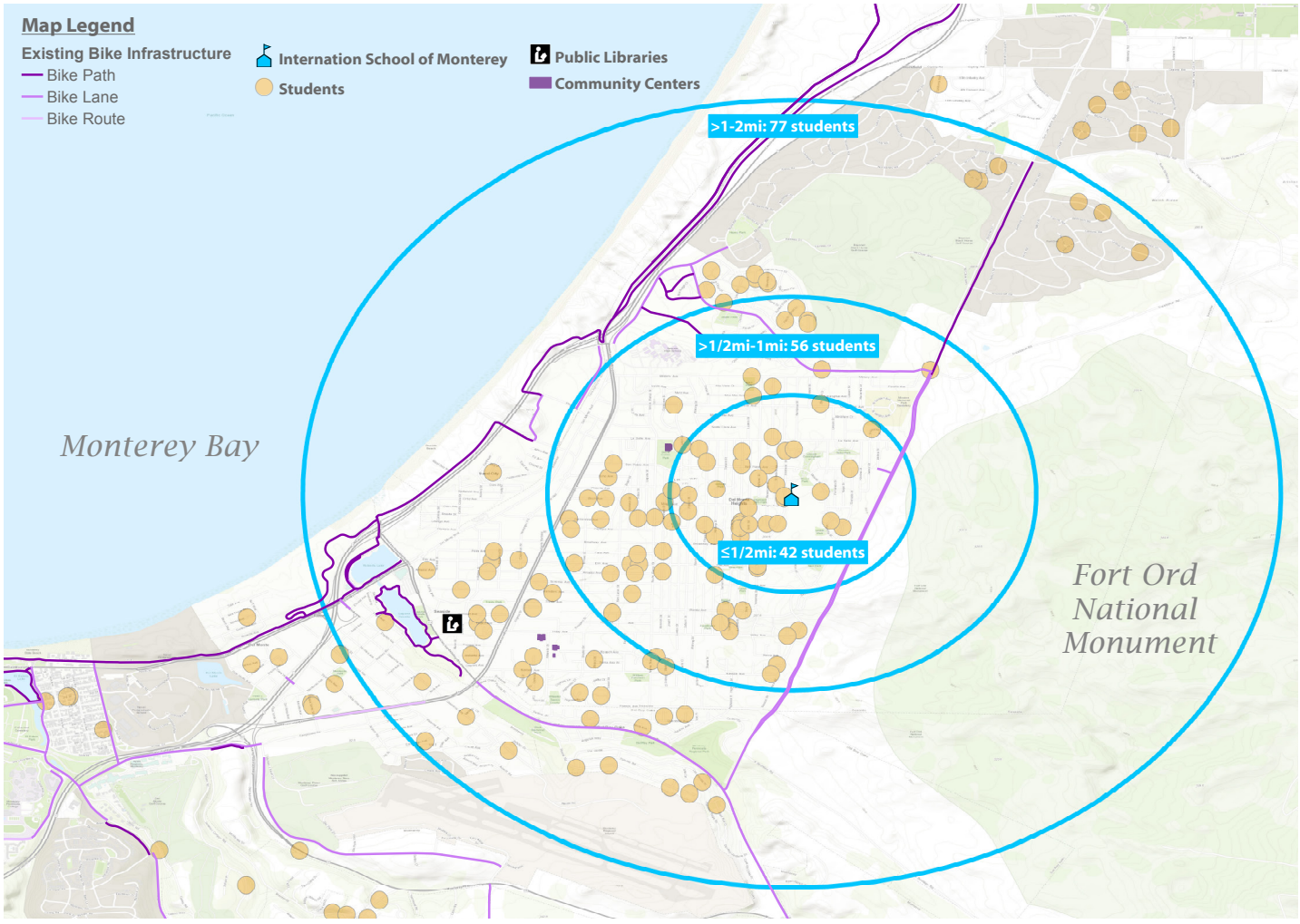
250 ft 500 ft

City of Seaside

International School of Monterey (ISM)

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

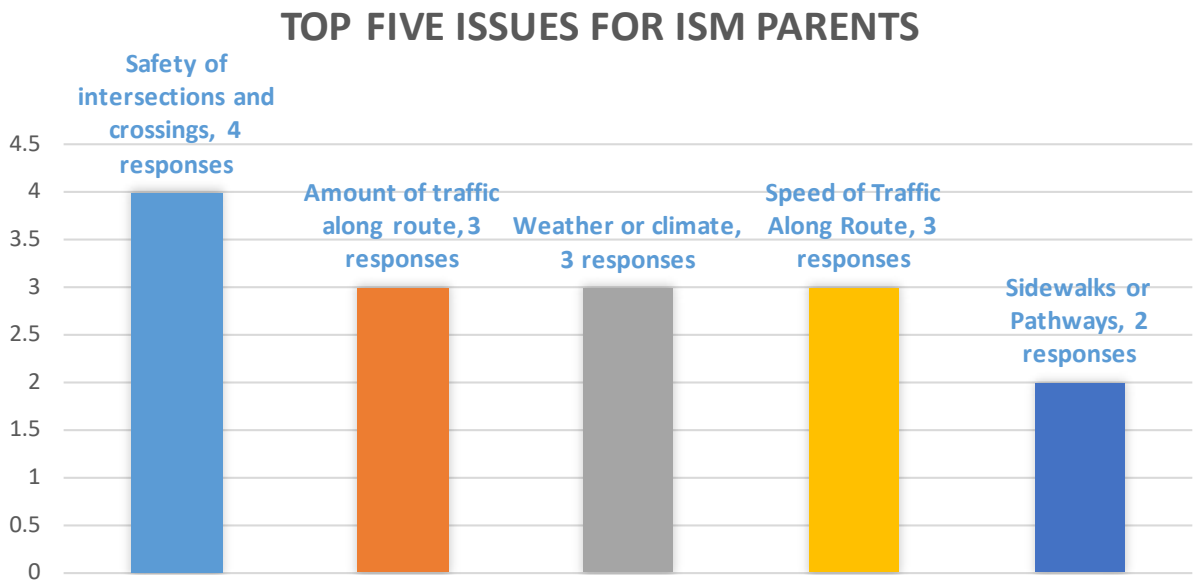
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–8	419	23.4%	24.8%	N/A

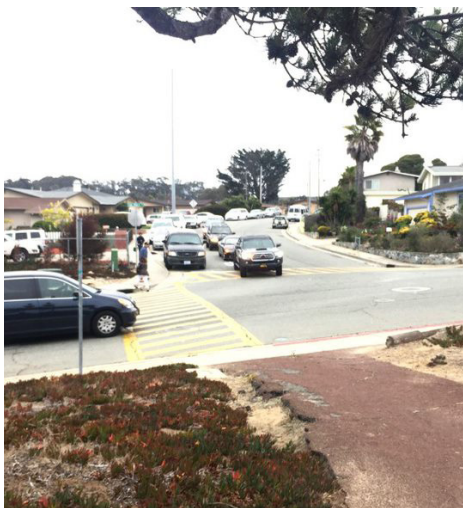


Parent Survey

ISM parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018, and four surveys were received. The full survey report is in Appendix 2.

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





Current Infrastructure Conditions

Motorist Conditions

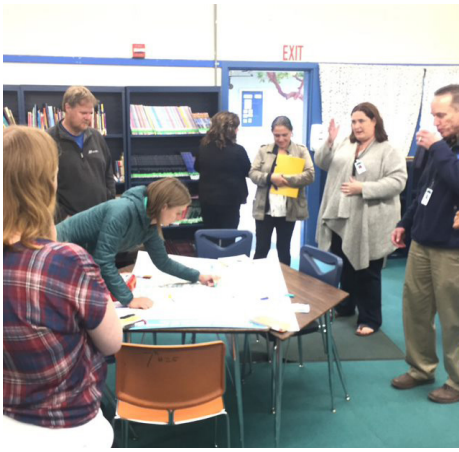
- ISM has a long drop-off loop and a small parking lot. Parking spaces in the loop are reserved for staff. Drop-off takes place in the drop-off loop as well as in the parking lot. The drop-off loop is congested before and after school.
- Yosemite Street near ISM is very congested before and after school.
- 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.
- Some drop-off occurs on Westminster Court, which is congested before and after school.
- Some drop-off occurs on San Pablo Avenue where paths through Stuart Park lead to the school campus.

Pedestrian Conditions

- There are complete sidewalks on both sides of Yosemite Street, Mingo Avenue, San Pablo Avenue, and other roadways near the school.
- 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.
- There are missing curb ramps on the school campus at the entrance to the parking lot and at the school driveway exit, on Yosemite Street at Westminster Count, and on San Pablo Avenue at Mescal Street.
- 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

- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
School parking lot	Parking lot is chaotic during drop-off and pick-up.	Reserve lot for 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 would allow students to be dropped off adjacent to the school, and reduce conflicts in the school parking lot.	Convert staff parking to loading during pick-up and drop-off times and to visitor parking during 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 and Stuart Park	Bollard obstructs bike access. Missing curb ramp.	Remove bollard from east end of path. Install curb ramp at west end of path. Part of citywide path linking parks.	Short
San Pablo Avenue at Mescal Street	Sidewalk ends in drain. Heavy traffic congestion near school and low pedestrian visibility.	Shift crosswalk on San Pablo Avenue at Mescal Street northwest to avoid drain. Install curb extensions on both sides of the crosswalk and a landing on the south side.	Medium
Pedestrian bridge between Stuart and Cunningham Parks	Heavy traffic on Yosemite Street in front of school.	Promote pedestrian bridge as alternative 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, both onto and from the 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. Part of citywide path linking parks.	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. Part of citywide path linking parks.	Medium

Yosemite Street at Mingo Avenue	Heavy traffic congestion near school and low pedestrian visibility.	Install curb extensions on all crosswalk legs.	Medium
MLK Elementary 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. Install red curb striping on both sides of the school loop exit.	Short
–	–	See citywide recommendations for Yosemite Street	–

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 Westminster Court:
Install ADA-compliant curb ramps on both sides of crosswalk.

4. Path between Westminster Court at Stuart Park path:
Remove bollard on east end of path. Install curb ramp at west 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. See Citywide recommendation for citywide path linking parks.

8. Path between Stuart Park and school:
Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours. See Citywide recommendation for citywide path linking parks.

9. Yosemite Street at Mingo Avenue:
Install curb extensions on all crosswalk legs.

10. MLK School entrance from Yosemite Street:
Upgrade ramp to be ADA-compliant.

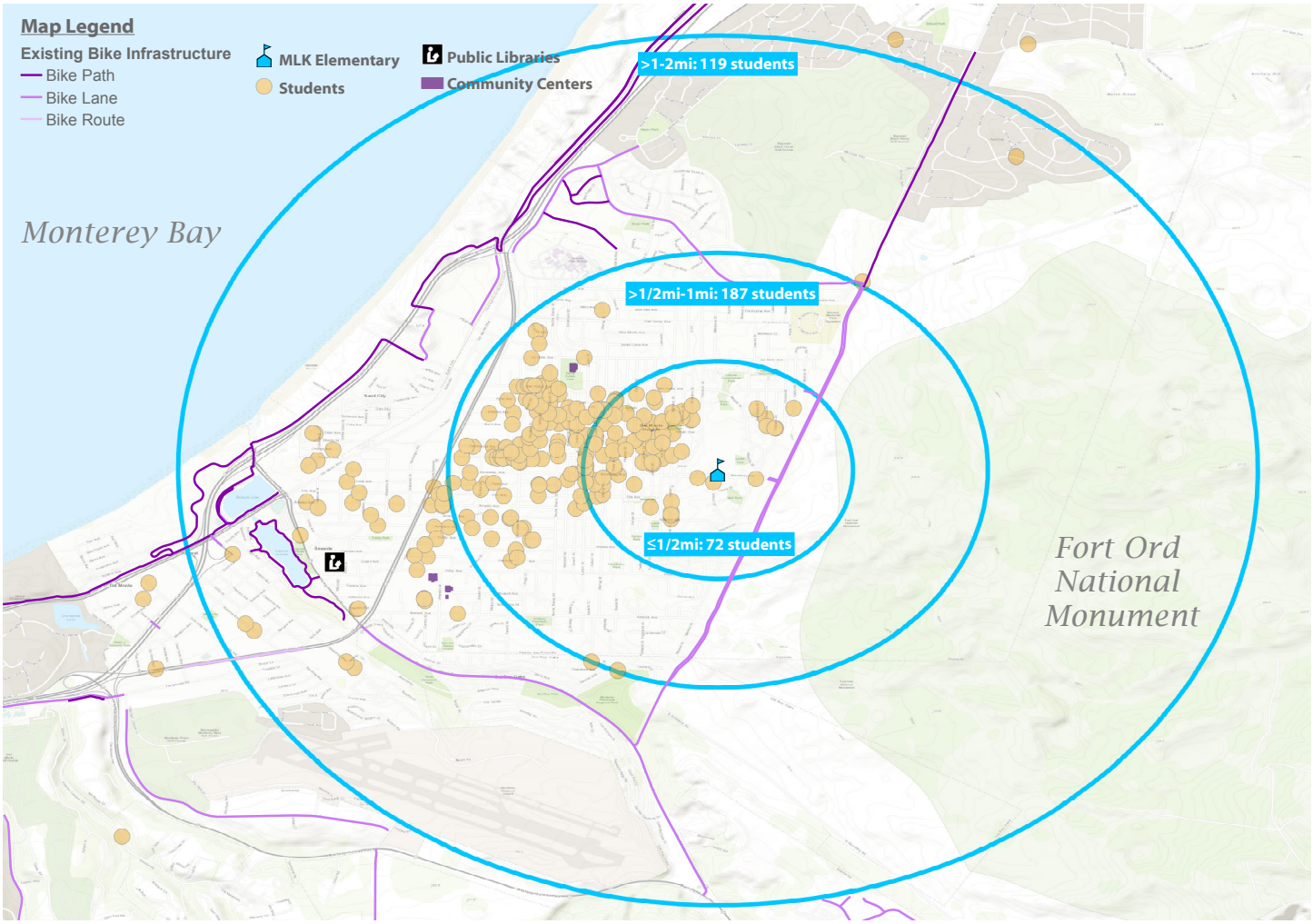
11. Yosemite Street between Mingo Avenue and Westminster Court:
Add centerline diverters to prevent left turns into or out of school drop-off loop. Daylight school loop exit.

City of Seaside

Martin Luther King Jr. School of the Arts (MLK)

MLK is located in central Seaside along the Broadway Avenue corridor. Most MLK students live in the surrounding neighborhoods, though the majority live more than a half-mile from the school (see map below).

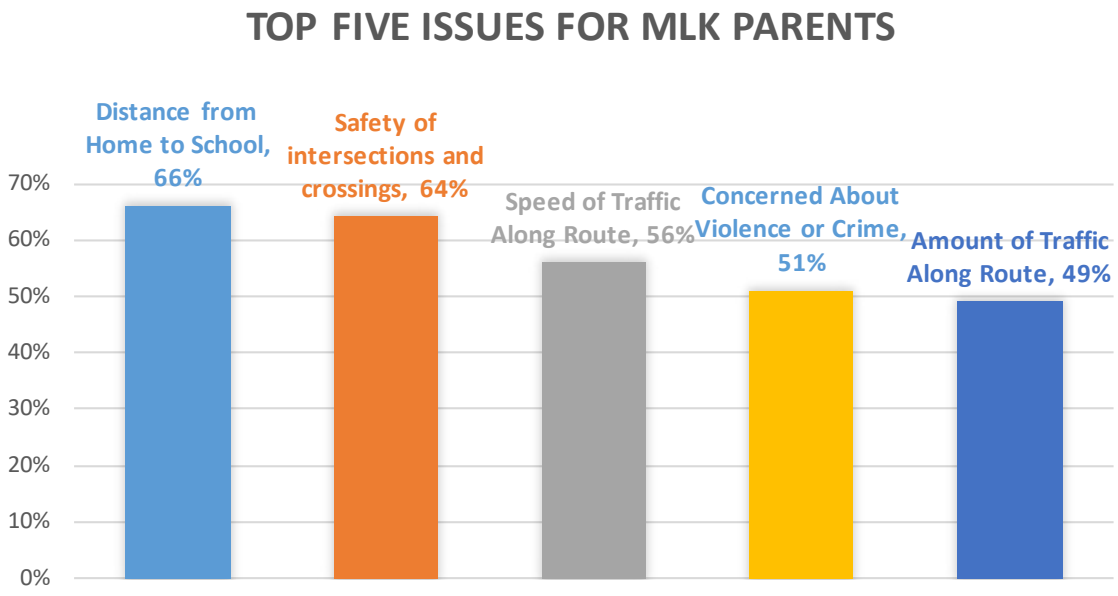
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	402	64.4%	88.6%	14%



Parent Survey

MLK parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 164 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

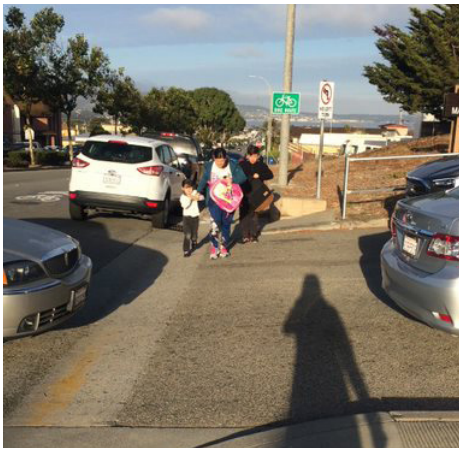
- Broadway Avenue is a four-lane roadway with parking on both sides of the street. Most families live west of the school campus, and drivers coming from the west must make an unprotected left turn to reach the school parking lot.
- Drop-off occurs in the school parking lot and on both sides of Broadway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

Pedestrian Conditions

- There are complete sidewalks on Broadway Avenue, Yosemite Street, and other roadways near the school.
- There are high-visibility yellow crosswalks on all legs of the intersection of Broadway Avenue and Yosemite Street. The intersection is large and has long crossing distances for pedestrians.
- There are no marked crosswalks on Broadway Avenue between Yosemite Street and General Jim Moore Boulevard.
- There are pedestrian pathways to campus from Yosemite Street near Mingo Avenue and from Mescal Street and Marietta Street. The gates to the school were not open at the time of the audit.

Bicycling Conditions

- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Broadway Avenue east of school driveway entrance	No marked crosswalk on Broadway Avenue between Yosemite Street and General Jim Moore Boulevard. Families cross without a marked crosswalk.	Install high-visibility offset crosswalk across Broadway Avenue and lengthen or widen the center median to serve as a pedestrian refuge island. Install curb extensions on both sides of crosswalk, and install RRFB.	Medium
Broadway Avenue between Ancon Street and Yosemite Street	If a road diet is installed, it will be necessary to resolve congestion caused by drivers waiting to enter the school parking lot.	Explore options to accommodate parent travel into school parking lot; either install a left-turn pocket that is long enough to accommodate the school queue, or install a roundabout at Broadway/Ancon and prevent left turns into the 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 the intersection.	Medium
Broadway Avenue at Yosemite Street	If a road diet is installed, a way must be found to move traffic more efficiently through this intersection. Crossing distances are long and drivers do not always yield to pedestrians.	Study the possibility of a roundabout at this intersection. If infeasible, 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. Part of citywide path linking parks.	Medium
Sidewalk on west side of staff parking lot	Bollard blocks sidewalk access.	Remove bollard blocking sidewalk access.	Short
–	–	See citywide recommendations for Broadway Avenue and Yosemite Street.	–

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 accomodate 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. See Citywide recommendation for citywide path linking parks.

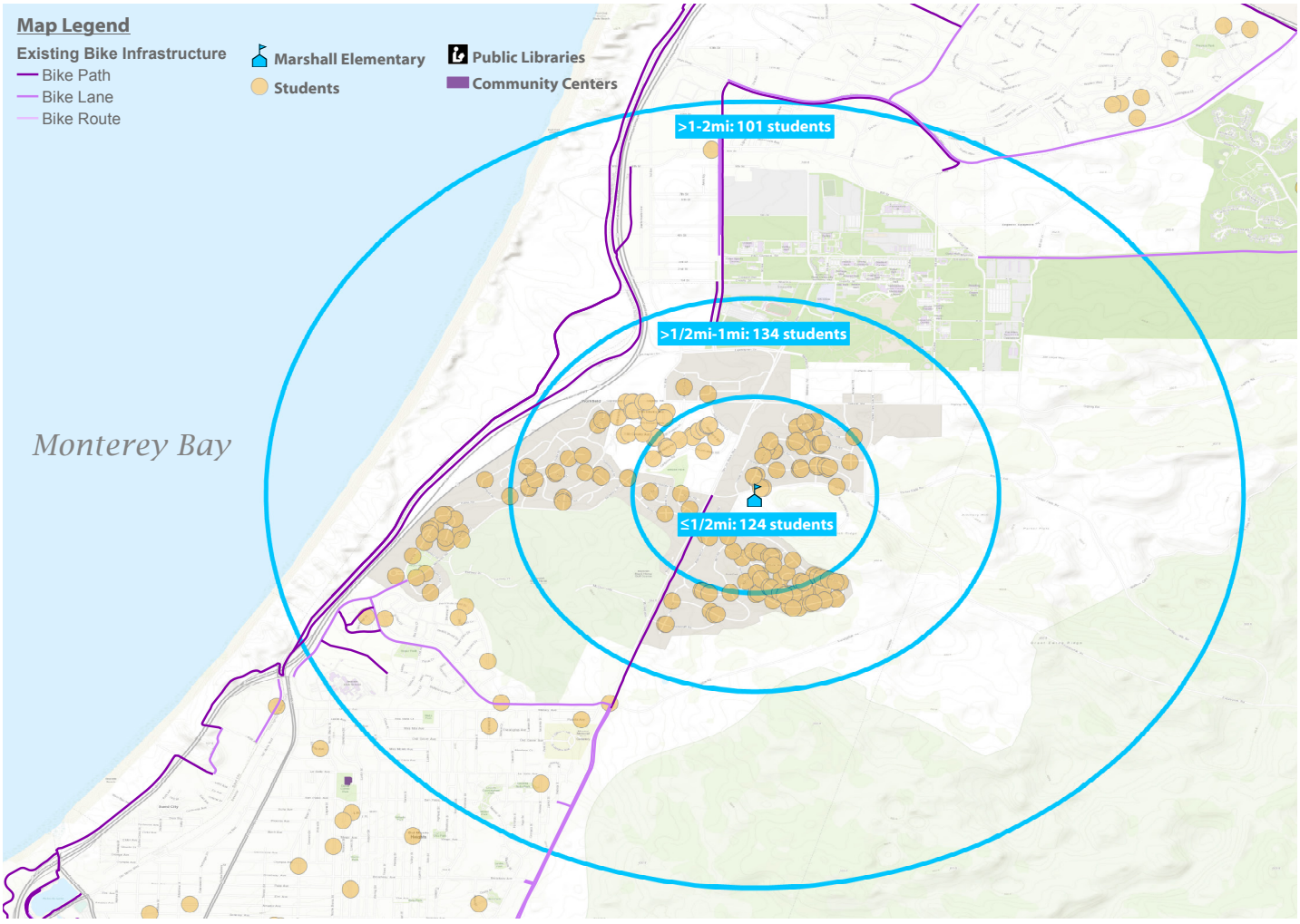
7. Sidewalk on west side of staff parking lot:
Remove bollard blocking sidewalk access.

City of Seaside

Marshall Elementary

Marshall Elementary is located in northern Seaside. About half its students live within one mile of the school, and the remainder come from Marina and central Seaside (see map below).

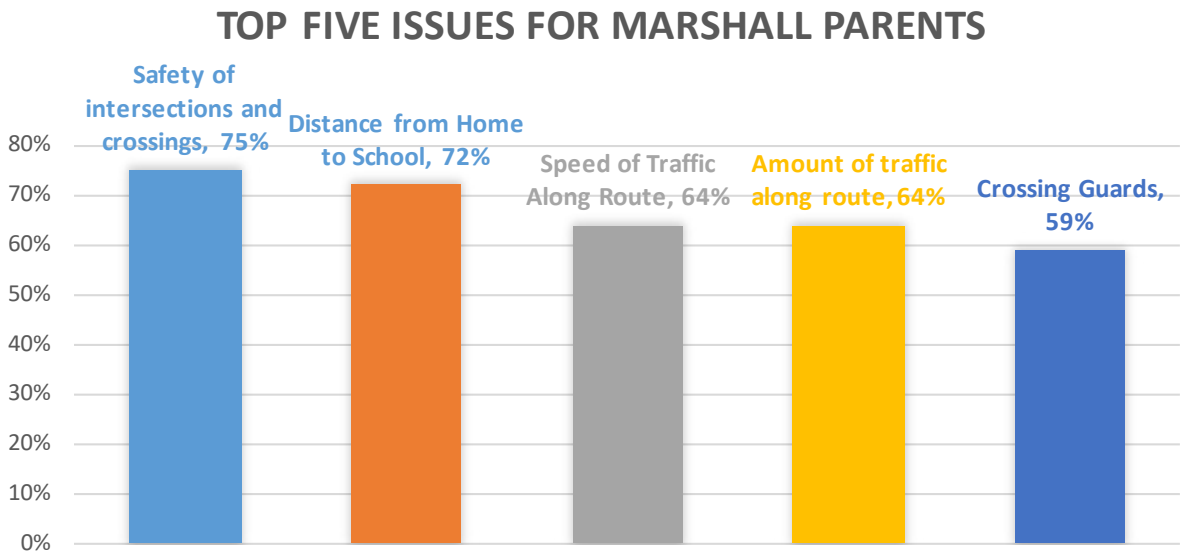
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	519	49.7%	41.2%	28%



Parent Survey

Marshall parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 285 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

- Marshall Elementary is located on Normandy Road, a two-lane roadway that 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.
- The intersection of General Jim Moore Boulevard is congested during the drop-off period, particularly the northbound right-turn lane and the southbound left-turn lane.
- Most drop-off takes place in the school parking lot, which has recently been upgraded with the installation of a center sidewalk to allow two lanes of drop-off.
- Some drop-off also occurs on Chapel Drive and in the church parking lot.

Pedestrian Conditions

- 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.
- There is a 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.
- There are high-visibility yellow crosswalks on two legs of the intersection of Normandy Road and Carentan Road in front of the school, and on three legs of the intersection of Normandy Road and General Jim Moore Boulevard.
- There is a high-visibility yellow crosswalk across Chapel Drive at Normandy Road and a transverse crosswalk on Chapel Drive at the Porter Youth Center driveway.
- There is a paved pedestrian pathway connecting Normandy Road and Ardennes Circle. The pavement is damaged in some areas and disappears into sand at the end of the trail.

Bicycling Conditions

- There are no bicycle facilities on Normandy Road or other residential roadways near the school.
- There is a Class I 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Normandy Road	Missing school signage	Install advance school warning signs as appropriate.	Short
Dirt south of Normandy Road between existing trail and school driveway entrance	Missing sidewalk, no bicycle facilities.	Install trail or pathway.	Long
Normandy Road between school driveway exit and Parker Flats Cut Off Road	Missing sidewalk, no bicycle facilities.	Install trail or pathway on south side of Normandy Road.	Long
School driveway entrance	Cars parked close 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 heavily used by pedestrians and bicyclists, no bicycle facilities on Normandy Road.	Widen sidewalk on north side of Normandy Road to a 10-foot 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 the 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 Road	Path is in poor condition.	Repave trail.	Medium
General	Heavy traffic congestion. Drivers cross double yellow line to pass school queue.	Initiate larger discussion of 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.

16. Normandy Road:
    Install Advance school warning signs as appropriate.

N

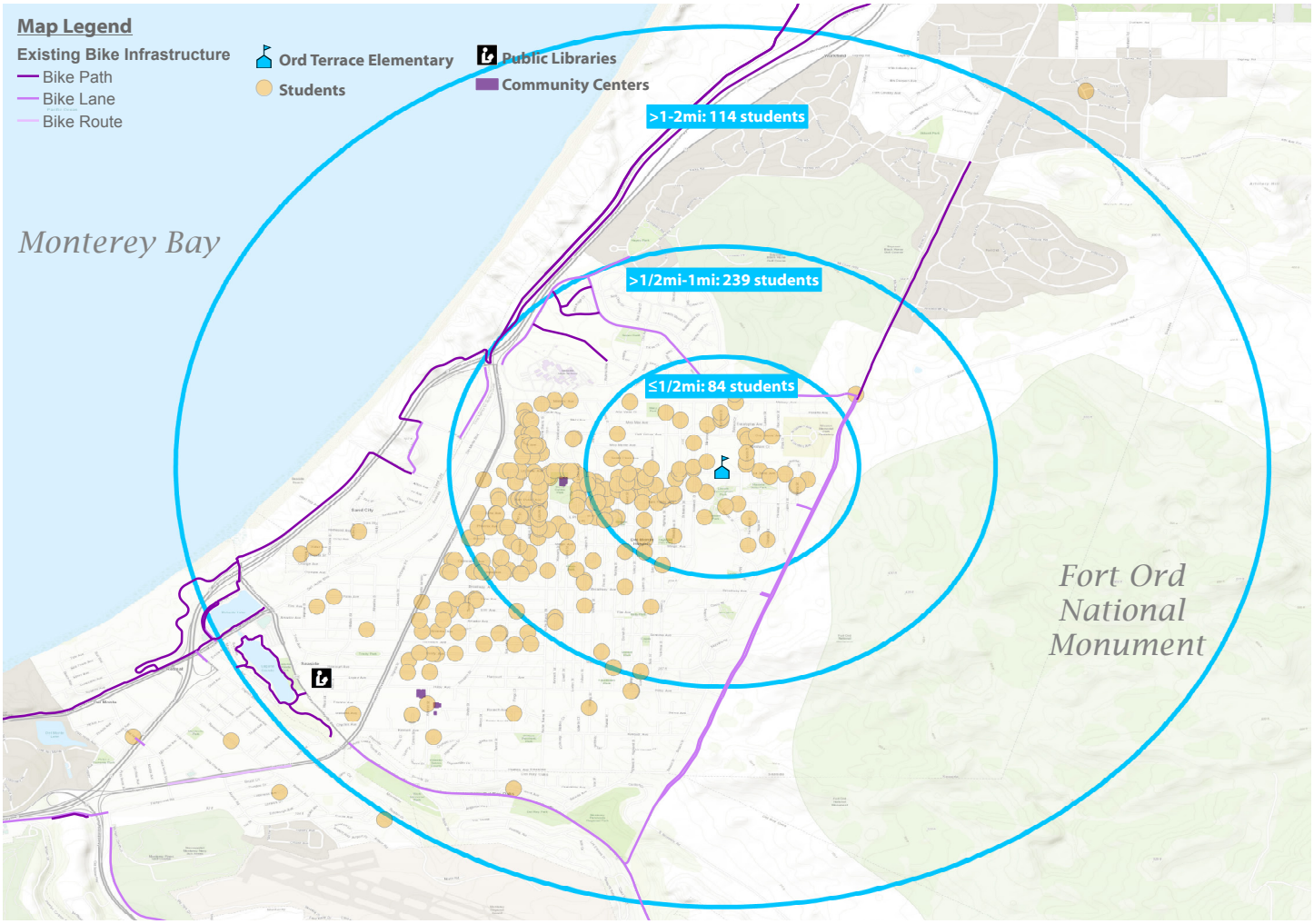
500 ft 1000 ft

City of Seaside

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. It draws students from the surrounding neighborhood and throughout Seaside (see map below).

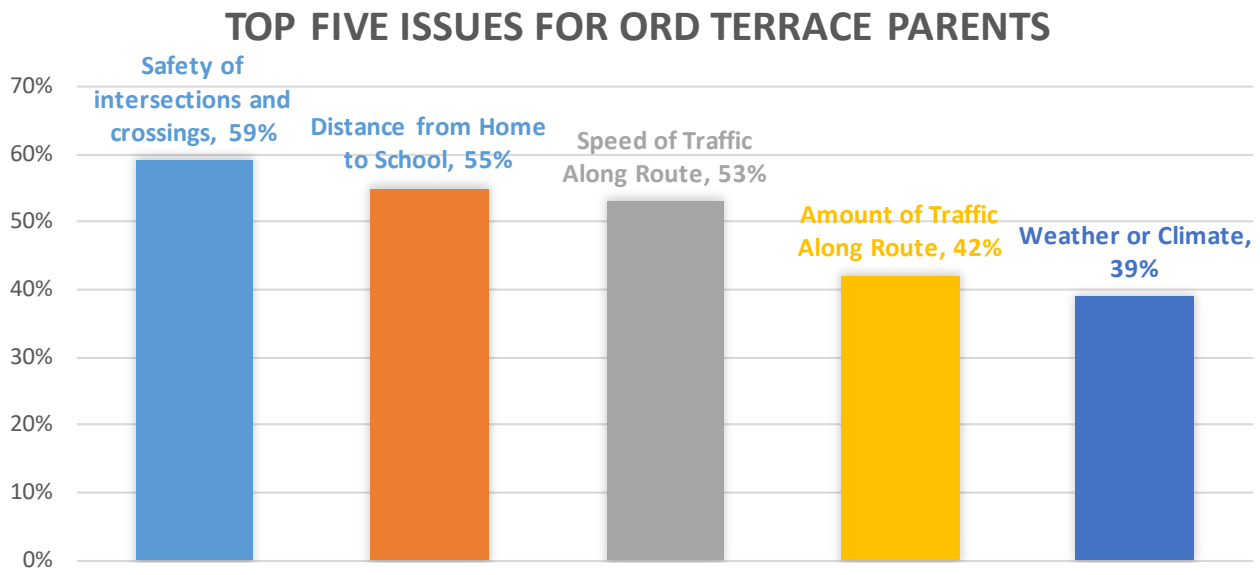
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	487	65.9%	92.8%	23%



Parent Survey

Ord Terrace parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 174 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

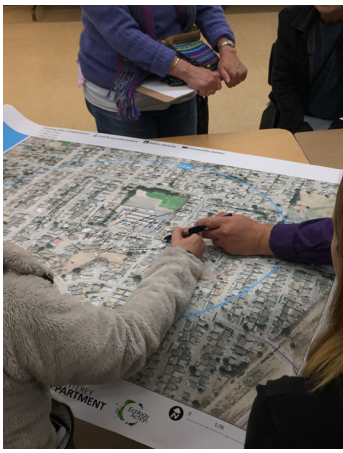
- Ord Terrace is located on LaSalle Avenue, which is a residential two-lane roadway. La Salle Avenue is congested before and after school.
- The school is located at the crest of a hill, and visibility is limited for drivers traveling east toward the school.
- There is no school drop-off loop at Ord 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, which is designated for short-term parent parking, and a drop-off lane with a painted white curb along the school frontage.
- 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 of LaSalle Avenue to discourage U-turns.
- There is a loading zone on Ord Grove Avenue adjacent to the back entrance to the school campus.

Pedestrian Conditions

- 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.
- There are high-visibility yellow crosswalks on all legs of the intersection of LaSalle Avenue and Yosemite Street, 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. In back of the 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.
- 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.
- 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.
- There are stairs that provide an alternative entrance to campus from Ord Grove Avenue. There is not an ADA-accessible entrance at this location.

Bicycling Conditions

- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
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 on Lindberg Court. Reconfigure crosswalk on LaSalle as an offset crosswalk. Install a median on either side of Lindberg Court, to east and west of school driveway entrances, to serve as a pedestrian refuge island at the 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 to 45° to accommodate center median. Move accessible parking onto campus and closer to school entrance.	Short
La Salle Avenue at Lincoln Street (east)	Heavy traffic congestion near school and limited pedestrian visibility. Pedestrians should be directed to cross at Lindberg Court, which has a crossing guard and is recommended for safety improvements.	Remove crosswalk on La Salle and restripe crosswalk on Lincoln. Install curb extensions on both legs of crosswalk.	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 on 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 and 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 Avenue, Ord Grove Avenue, Yosemite Street.	–

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.

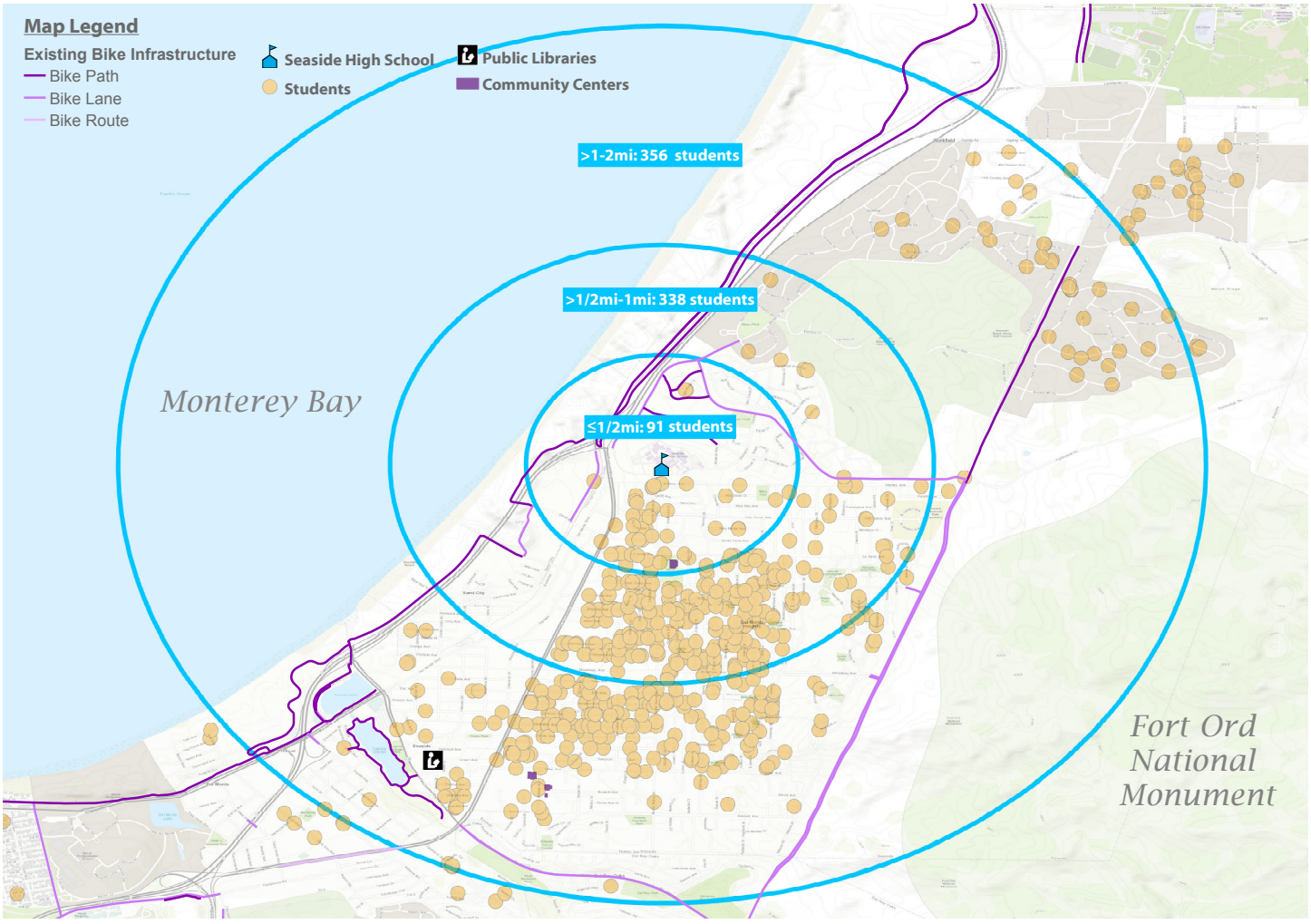
10. Mariposa Street at LaSalle Avenue:
Fill sidewalk gaps.

City of Seaside

Seaside High

Seaside High is located at the northwestern end of the main residential area of Seaside, near Fremont Boulevard and Highway 1. Its students come from throughout Seaside and Del Rey Oaks (see map below).

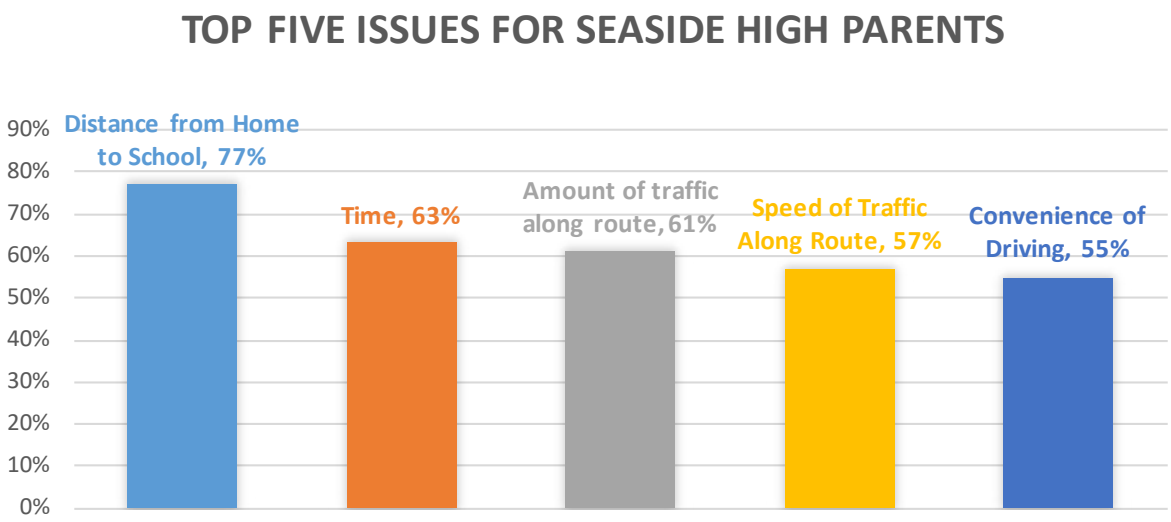
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
9–12	1,121	38.3%	68.7%	30%

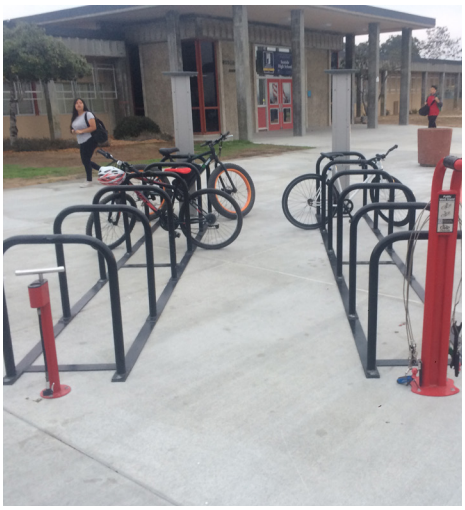


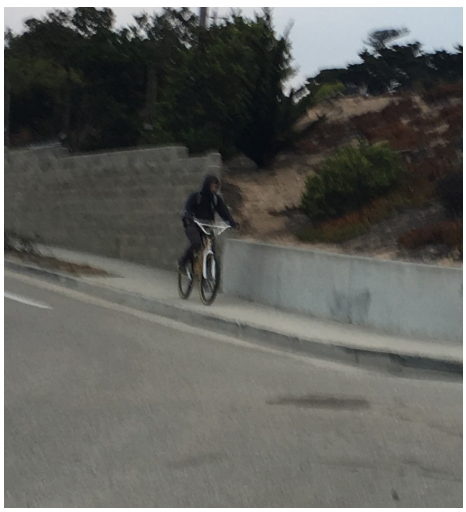
Parent Survey

Seaside High parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 164 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.







Current Infrastructure Conditions

Motorist Conditions

- There are two roadway entrances to Seaside High, one from Noche Buena Street and one from Ord Avenue, off Monterey Road.
- There is a gate at the intersection of Ord Avenue and Noche Buena Street that prevents drivers from turning left from Noche Buena onto Ord. There is a road around the perimeter of the school that provides a connection between Ord Avenue and Noche Buena Street.
- Noche Buena Street and Military Avenue are extremely congested before school. School traffic from both Seaside High and Seaside Middle combine with commuter traffic on Military Avenue.
- 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.
- 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

- 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.
- 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 and Playa Avenue, across La Jolla Avenue at Noche Buena Street, and across both legs of Military Avenue at Noche Buena Street.
- There is a high-visibility crosswalk on the school campus on the western leg of the intersection of Ord Avenue and Noche Buena Street.
- 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.
- There are transverse crosswalks on the southern legs of the intersections of Monterey Road with California Avenue and Fremont Boulevard. These are large intersections with long crossing distances.

- 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.
- There are no sidewalks on Ord Avenue.
- There are informal dirt paths that connect to the school campus from the north.

Bicycling Conditions

- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Highway 1/Monterey Road/Fremont Boulevard	Difficult intersection for pedestrians, with long crossing distances, long wait times, and missing sidewalk.	Study opportunities for bicycle and pedestrian improvements in a 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 path on south side of intersection, pedestrian median islands, and narrowed lanes.	Long
General	Missing school signage.	Install advance school warning signs as appropriate.	Short
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 Avenue 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 Street	Traffic is congested entering the school. No sidewalk on east side of street; students currently cross Noche Buena mid-block to reach sidewalk on west side.	Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Avenue.	Long
Ord Avenue on school campus	No safe path for students entering campus from the east. Traffic complicated by the 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 path from north side of Ord Avenue into campus.	Long

Noche Buena Street at Military Avenue	Low pedestrian visibility.	Install curb extensions on all corners to shorten crossing distance over Military Avenue.	Medium
Ord Grove Avenue at Noche Buena Street	Low pedestrian visibility.	Install curb extensions on all corners to shorten crossing distance over 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 Avenue, Noche Buena Street, and Ord Grove Avenue.	–

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.

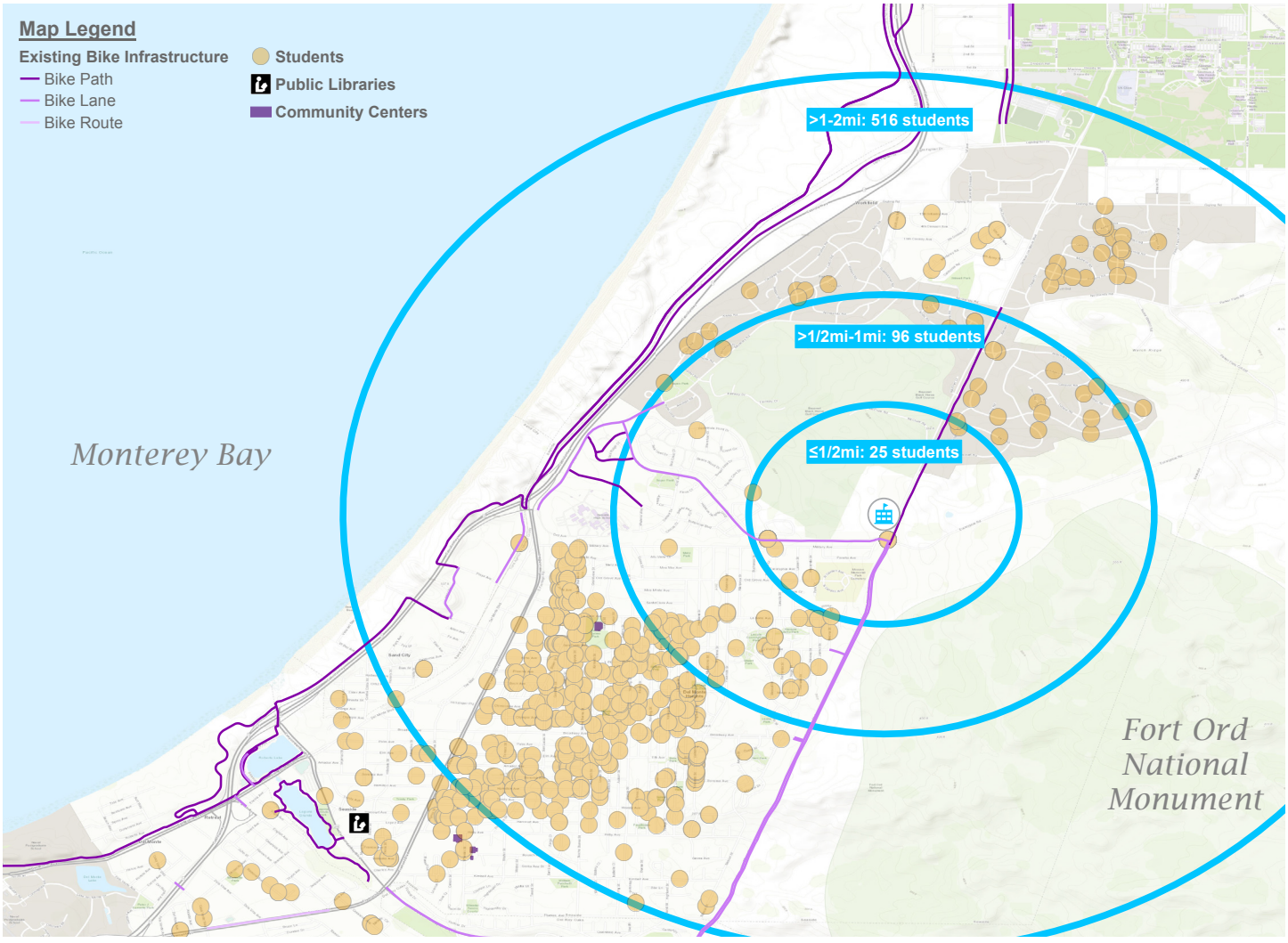
10. Noche Buena Street:
Install Advance school warning signs as appropriate.

City of Seaside

Seaside Middle

Seaside Middle is located at the northeastern end of the main residential area of Seaside and draws students from throughout the city (see map below).

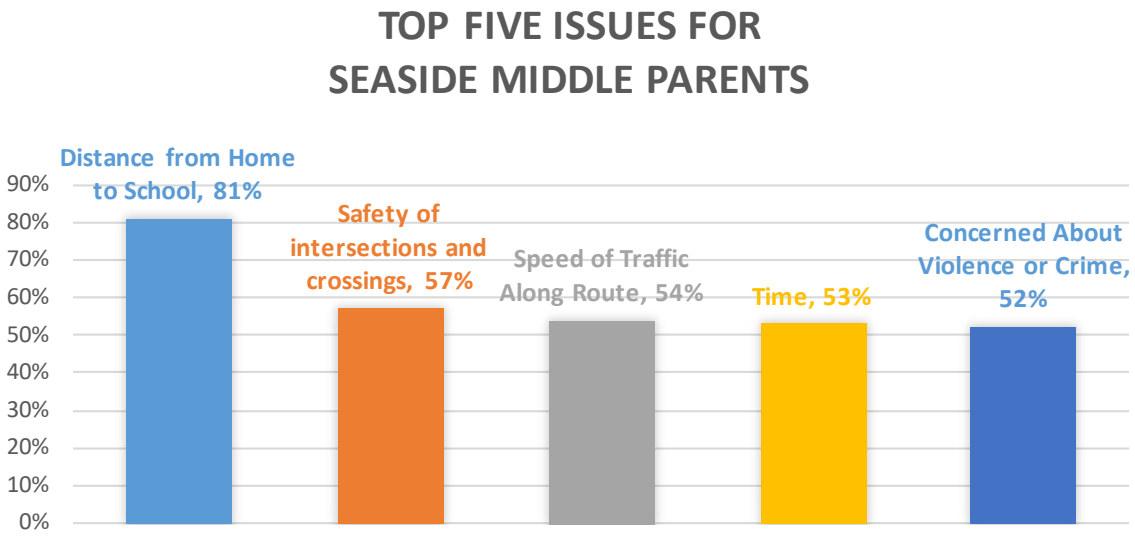
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
6–8	827	25.2%	89.4%	14%



Parent Survey

Seaside Middle parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 188 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

- 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 and Coe Avenue/Monterey Road from the west. This configuration leads to heavy school drop-off traffic on Coe Avenue and at the intersection of Coe Avenue and General Jim Moore Boulevard.
- The school drop-off loop is heavily congested before and after school.
- 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.
- There is a second school driveway on the west side of campus that is designated for bus drop-off only.

Pedestrian Conditions

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

Bicycling Conditions

- There are Class II bike lanes on Coe Avenue between General Jim Moore Boulevard and Monterey Road.
- There are Class II bike lanes on General Jim Moore Boulevard between the Seaside city limits and Coe Avenue, and a Class I multi-use path 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
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 multi-use 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 very congested and inefficient.	Create new roadway adjacent to school buildings to connect school driveway with bus drop-off area and add new drop-off area adjacent to school buildings. Restrict current drop-off loop to bus drop-off and staff parking.	Long
Coe Avenue at General Jim Moore Boulevard	Intersection is inefficient and congested before school.	Study options to install roundabout.	Medium
Coe Avenue at Paralta Avenue	Intersection is inefficient, with drivers unable to cross due to constant stream of pedestrians.	Consider a 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 Jim Moore Boulevard	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
Military Avenue at western leg of Peralta Avenue	Substantial drop-off traffic on Military Avenue and Peralta Avenue. Conditions are chaotic. Forcing traffic to run in only one direction would make drop-off movements more consistent.	Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.	Medium
Peralta Avenue at Coe Avenue	Drivers drop students off 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 Avenue.	–

Seaside Middle School SRTS Recommendations Map

N

250 ft 500 ft

Recommendations

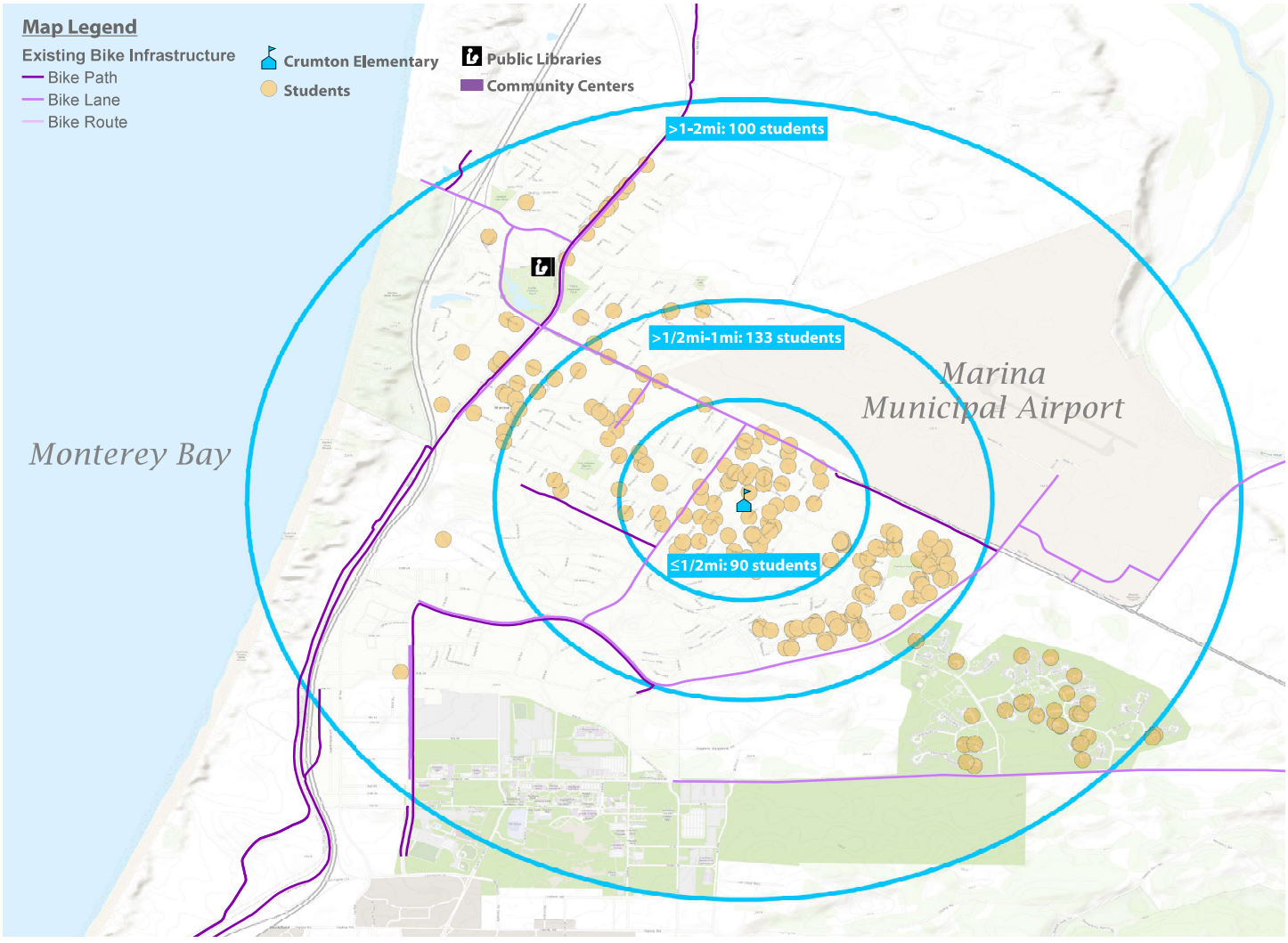
1. South side of school between drop-off driveway and Coe Avenue (approximately 350 feet north of Coe Avenue):
   Upgrade informal pathway to Class I facility.
2. School parking lot:
   Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign 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 Paralta Avenue:
   Consider roundabout.
5. Coe Avenue at Paralta 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 western leg of 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.
9. Coe Avenue at General Jim Moore Boulevard:
   Study options to install roundabout.

City of Marina

Crumpton Elementary

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

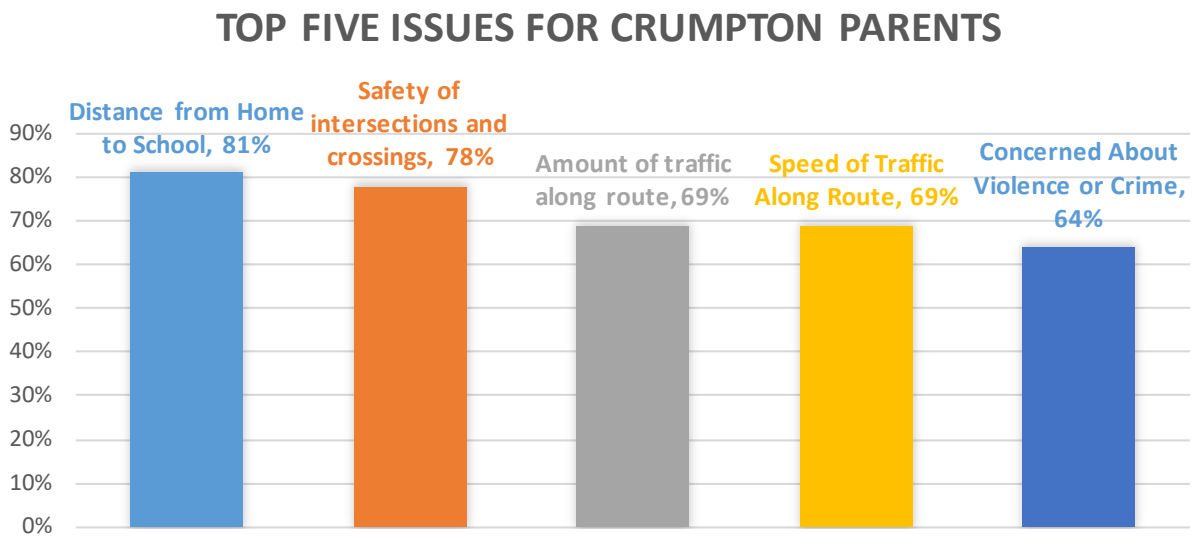
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	444	50.2%	63.3%	12%



Parent Survey

Crumpton parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 181 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

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

Pedestrian Conditions

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

Bicycling Conditions

- There are no bicycle facilities on Carmel Avenue or other roads near the school.
- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Carmel Avenue at Lynscott Drive	Speeding on Carmel Avenue. 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 each leg of intersection to one vehicle lane.	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. Project to be installed in winter 2020.	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 those.	Medium
Epiphany Lutheran and 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
–	–	See citywide recommendations for Carmel Avenue and California Avenue.	–

Crumpton Elementary School SRTS Recommendations Map

Recommendations

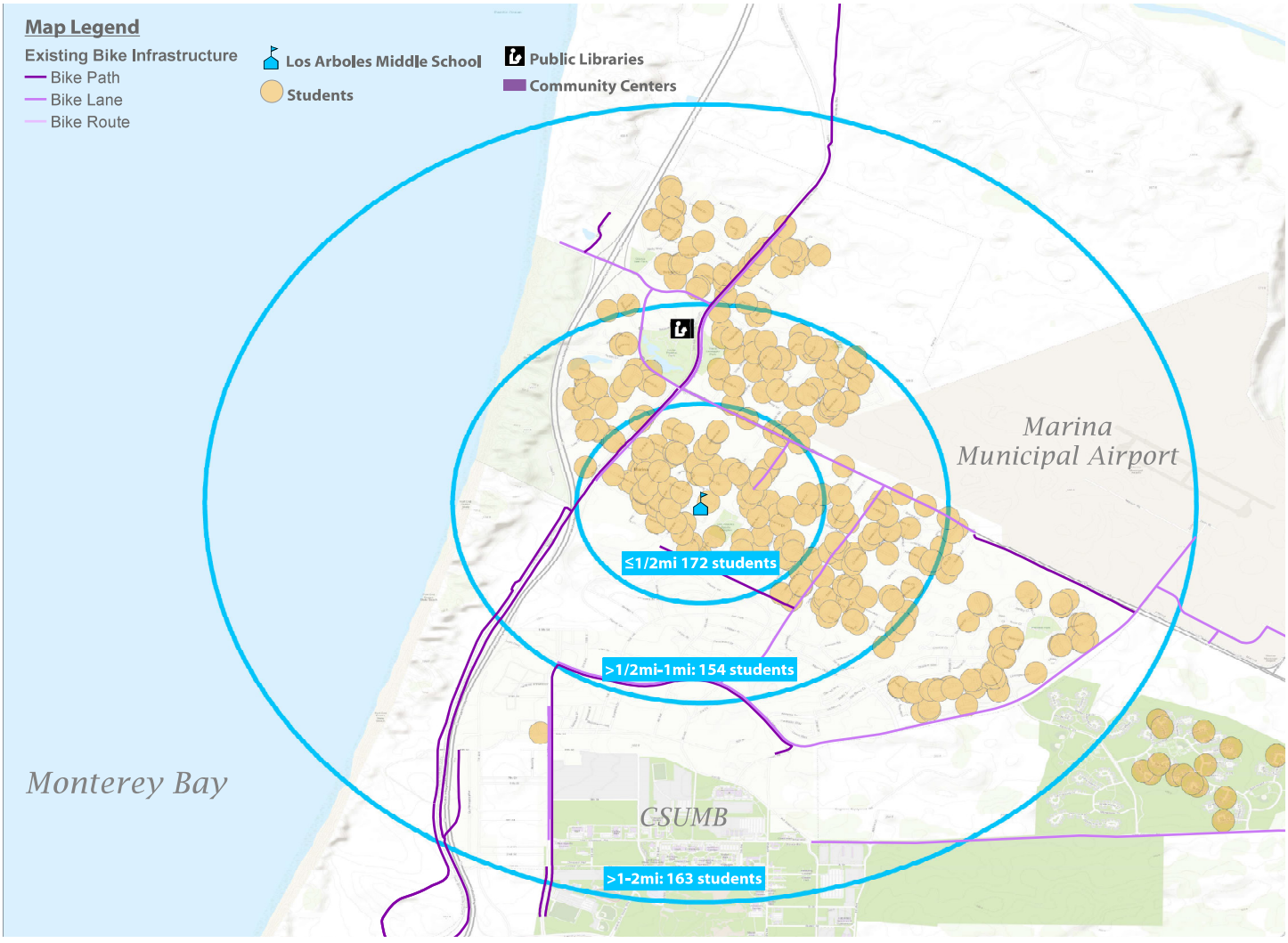
1. Carmel Avenue at Lynscott Drive:
   Install curb extensions on northern corners of intersection. Upgrade crosswalks to high visibility.
2. School drop-off loop entrance:
   Reconfigure dropoff loop so that entrance aligns with Carmelo Circle intersection. Install ADA-compliant curb ramps at driveway 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. Lynscott 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.

City of Marina

Los Arboles Middle

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

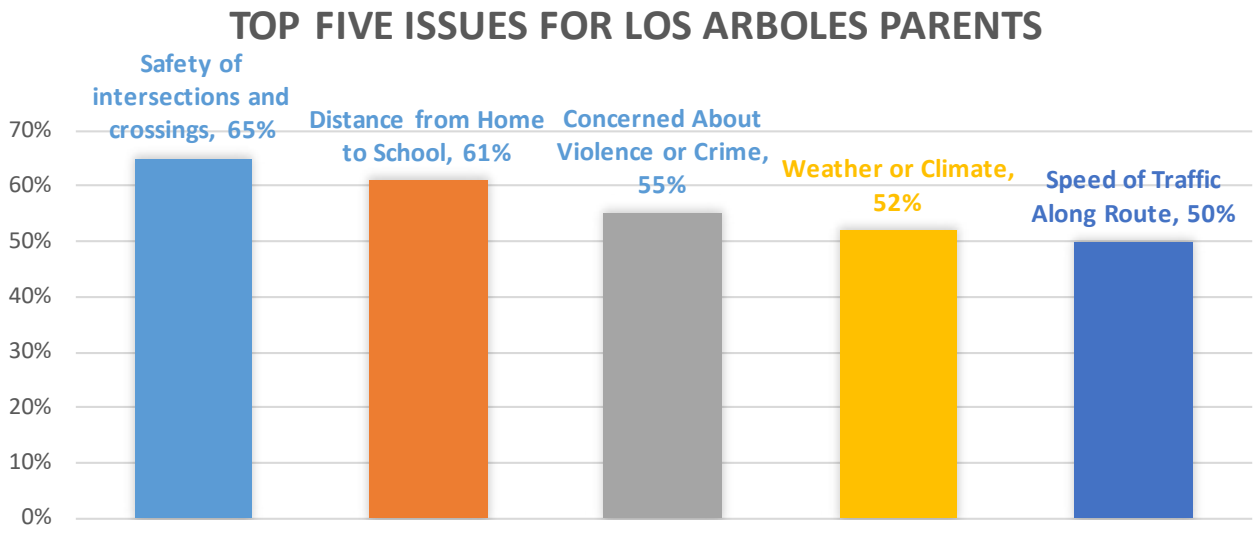
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
6–8	568	57.4%	70.4%	31%



Parent Survey

Los Arboles parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 142 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

- 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.
- 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.
- Like many schools in Marina and Seaside, the morning sun creates visibility issues for eastbound traffic at certain times of the year.
- There is a church across the street from Los Arboles where drivers frequently drop students off.
- There is a bus drop-off area on Hillcrest Avenue to the west of the school driveway entrance.

Pedestrian Conditions

- 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.
- 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 intersections of Hillcrest Avenue with Vaughn Avenue and Zanetta Drive, and across Reindollar Avenue at Talcott Avenue and Vaughn Avenue.
- 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

- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Path between campus and Reindollar Avenue	Pathway damaged.	Expand and repair pathway to the west of the 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 students off outside school gate.	Install curb extensions to shorten crossing distance, and install high-visibility crosswalk. Move gate closer to Hillcrest Avenue 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 RRFB. Install curb extensions on either side of new crosswalk.	Medium
Zanetta Drive at Hillcrest Avenue	Low pedestrian visibility.	Install curb extensions. Upgrade crosswalks to high-visibility.	Medium
Vaughan Avenue at Hillcrest Avenue	Heavy traffic congestion and low pedestrian visibility.	Install curb extensions. 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. 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 Drive between Reindollar Avenue and Hillcrest Avenue	Missing sidewalk.	Fill sidewalk gaps.	Long
–	–	See citywide recommendations for Hillcrest Avenue, Reindollar Avenue, Zanetta Drive and Vaughn Avenue.	–

Los Arboles Middle School SRTS Recommendations Map

Recommended High-Visibility Crosswalk

Recommended Curb Ramps

Recommended Rectangular Rapid Flashing Beacon

N

250 ft 500 ft

Recommendations

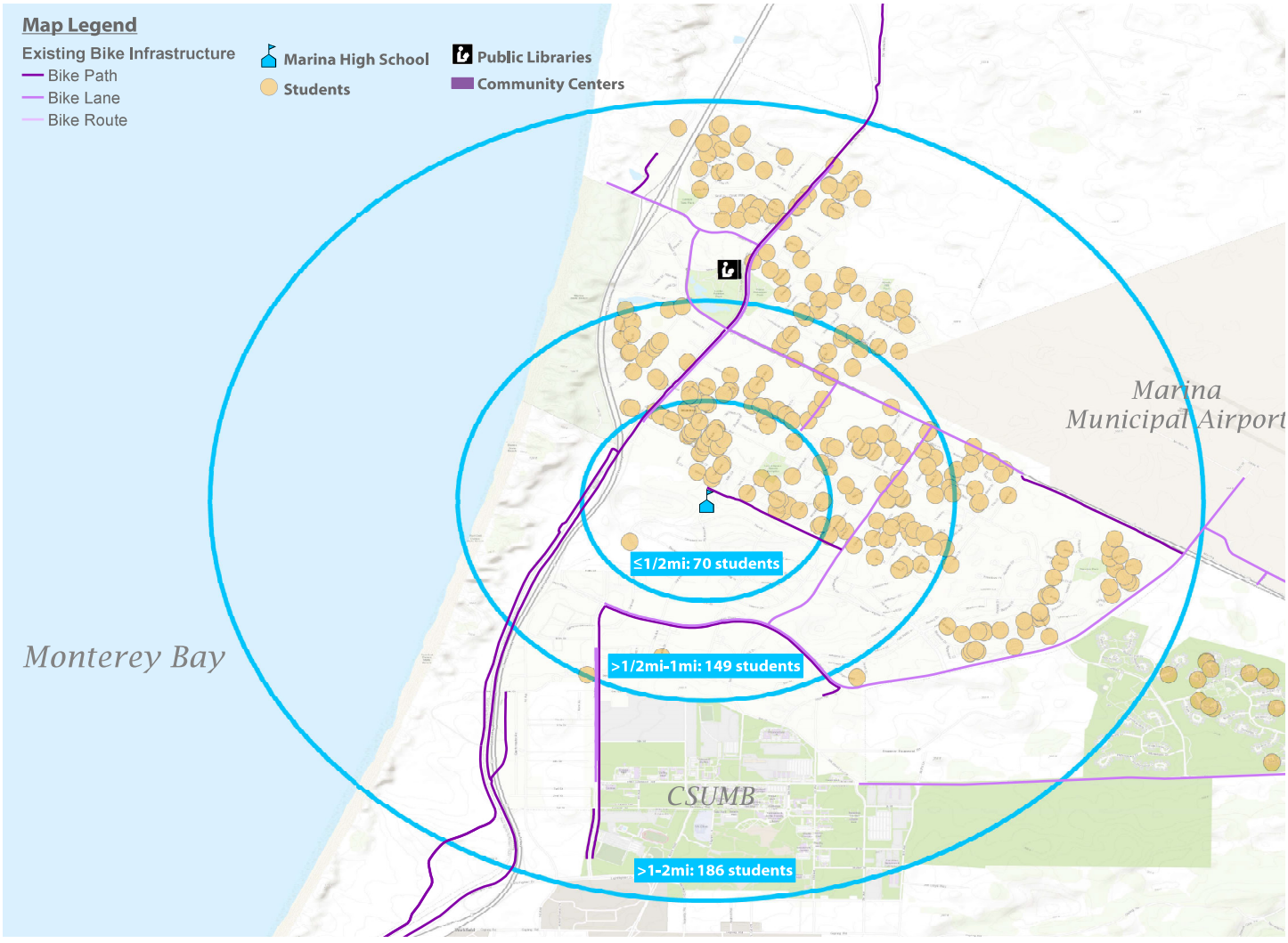
1. Path between campus and Reindollar Avenue:
   Expand and repair pathway to the west of tennis courts.
2. School driveway exit:
   Upgrade crosswalk to high visibility. Install ADA-compliant curb ramp on western crosswalk leg.
3. School driveway entrance:
   Install curb extensions to shorten crossing 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.

City of Marina

Marina High

Marina High is located in central Marina and draws students from throughout the city (see map below).

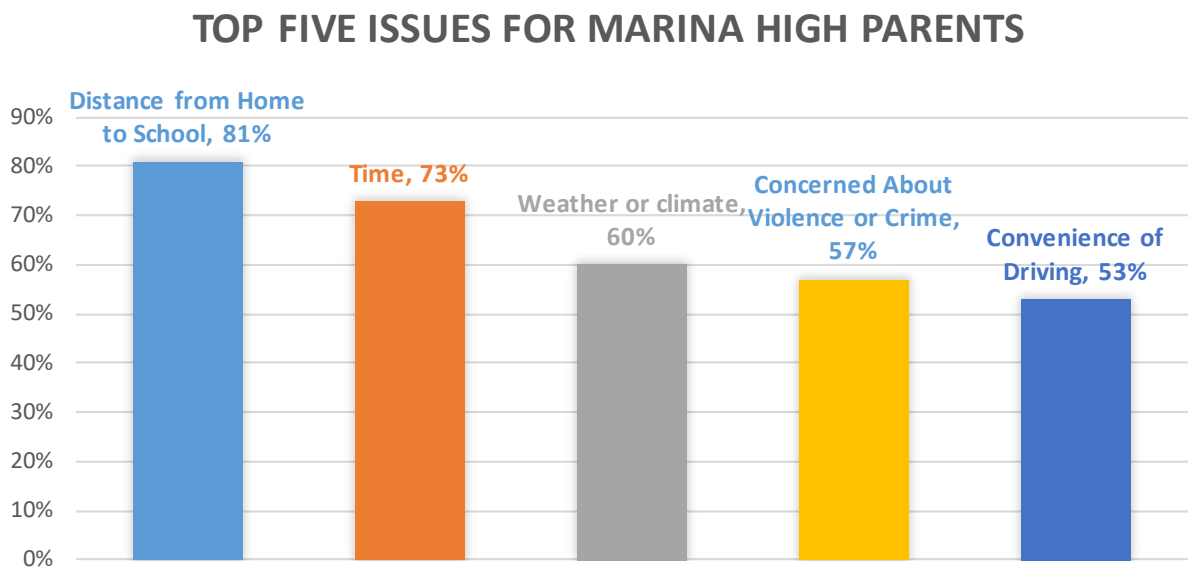
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
9–12	584	37.5%	62.3%	28%



Parent Survey

Marina High parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 235 surveys were received. The full survey report is in Appendix 2.

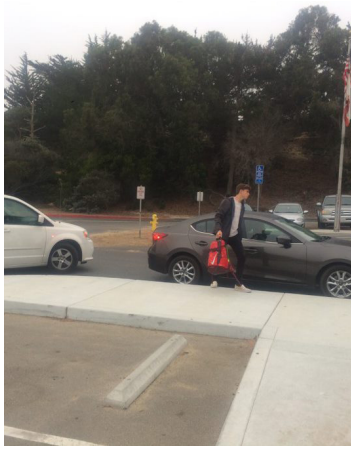
The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

- 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.
- 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 reduced congestion on Crescent Street and increased pedestrian safety.
- The school is also accessible from the south via 3rd Avenue and Rendova Road. This route is less used, as fewer students live south of the school.
- There is a small drop-off loop on the school campus. Parents also drop students off next to the preschool that is on the school campus.
- The parking lot at the north end of the campus is designated for student parking.



Pedestrian Conditions

- 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.
- There is continuous sidewalk on Crescent Street. There is intermittent sidewalk on Reindollar Avenue, with several sidewalk gaps near the intersection with Crescent Street.
- There are yellow high-visibility crosswalks on two legs of the intersection of Patton Parkway and Crescent Street, which were recently installed by the City of Marina.
- 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 parking lot.
- 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.
- There is a pedestrian pathway from Grant Street to Patton Parkway that is currently closed.
- There are continuous sidewalks on both sides of Rendova Avenue and 3rd Avenue. Sidewalks are in poor condition in some locations or obstructed by sand or vegetation.

Bicycling Conditions

- The Class I multi-use path on the north side of Patton Parkway is usable for students walking and biking.
- There are Class II bike lanes on California Avenue between Imjin Parkway and Reservation Road.
- There is a Class I multi-use path and Class II bike lanes on Imjin Parkway between 2nd Avenue and Imjin Road.
- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
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 east side of California Avenue, and no marked crosswalk to enable pedestrians to reach sidewalk on west side.	Install high-visibility crossing across California Avenue.	Short
3rd Avenue and Imjin Parkway	Large intersection on the 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 crosswalk.	Install high-visibility crossing on California Avenue and one leg of Reindollar Avenue. Consider curb extensions to shorten crossing distance.	Medium
Rendova Road	Fencing damaged, debris obstructing sidewalk.	Improve or repair fencing along roadway and keep sidewalks clear of sand and vegetation.	Medium
–	–	See citywide recommendations for Crescent Street/Avenue, California Avenue, Patton Parkway, and Reindollar Avenue.	–

Marina High School SRTS Recommendations Map

Recommendations

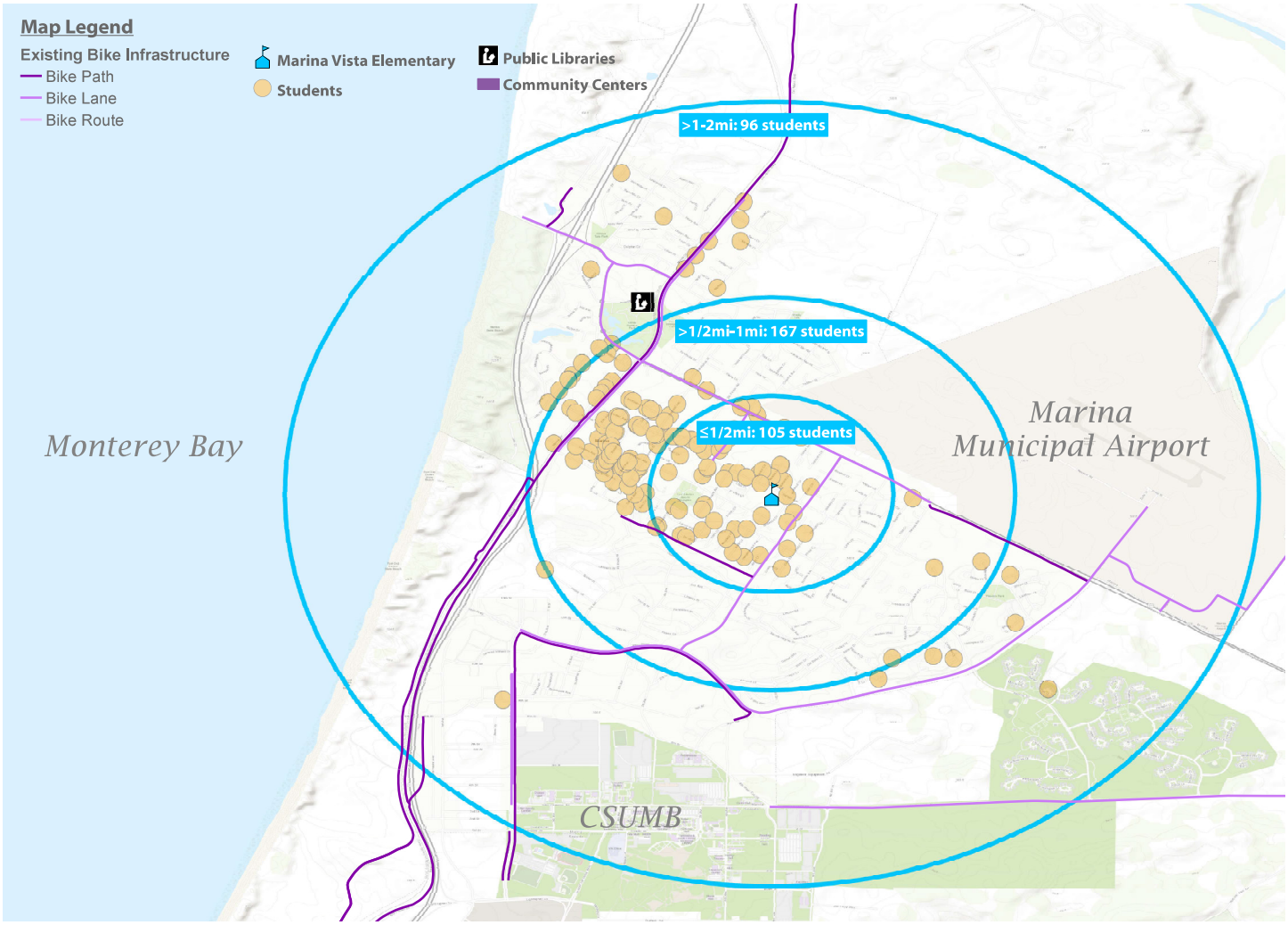
1. Reindollar Avenue between Crescent Street and Vaughan Avenue: Install sidewalk on north side of street.
2. Reindollar Avenue between Vera Lane and Vaughan Avenue: Fill sidewalk gaps on south side of the street.
3. School driveway entrance from Patton Parkway: Convert crosswalk to high visibility.
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.

City of Marina

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 below).

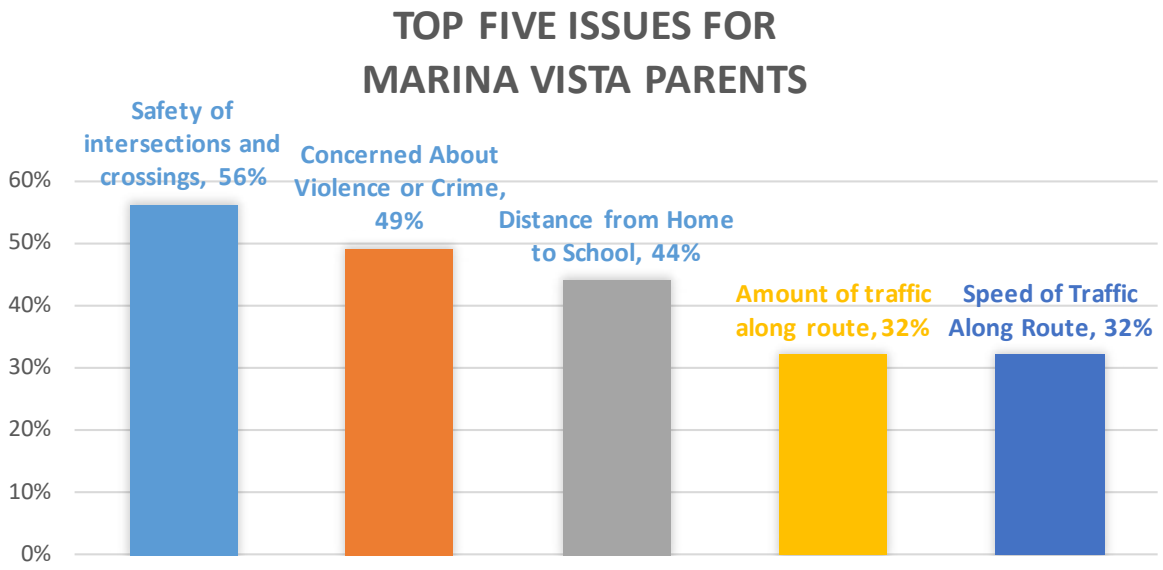
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	448	60.7%	87.8%	32%



Parent Survey

Marina Vista parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 54 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

- 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.
- 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.
- There is a staff parking lot on the west side of the school campus.
- School bus pick-up and drop-off take place on Carmel Avenue east of the school driveway exit.
- 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

- 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.
- 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.
- 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.
- There are missing curb ramps at many of the intersections on Carmel Avenue surrounding the school.

Bicycling Conditions

- There are no bicycle facilities on Carmel Avenue or other roadways surrounding the school.
- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Bus drop-off area on Carmel Avenue	Current location obstructs visibility for drivers leaving school parking lot.	Move bus drop-off 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 on Pleasant Circle to high-visibility. Remove eastern crosswalk from Carmel Avenue 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 Avenue east of Pleasant Circle.	Medium
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
Carmel Avenue at Everett Circle	Heavy traffic congestion near school, and low pedestrian visibility.	Install curb extensions, and upgrade crosswalk on Everett Circle to high-visibility.	Medium
Carmel Avenue at Nicklas Lane	Drivers frequently drop students off on Nicklas Lane, where they cross Carmel Avenue without a marked crosswalk.	Install high-visibility crosswalk across Nicklas Lane. Install high-visibility raised crosswalk with RRFB on 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 on 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 to minimize conflict with staff members 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 sidewalk.	Long
–	–	See citywide recommendations for Carmel Avenue, California Avenue, and Vaughn Avenue.	–

Marina Vista Elementary School SRTS Recommendations Map

Recommended High-Visibility Crosswalk

Recommended Curb Ramps

Recommended Pedestrian Beacon

250 ft 500 ft

N

Recommendations

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.

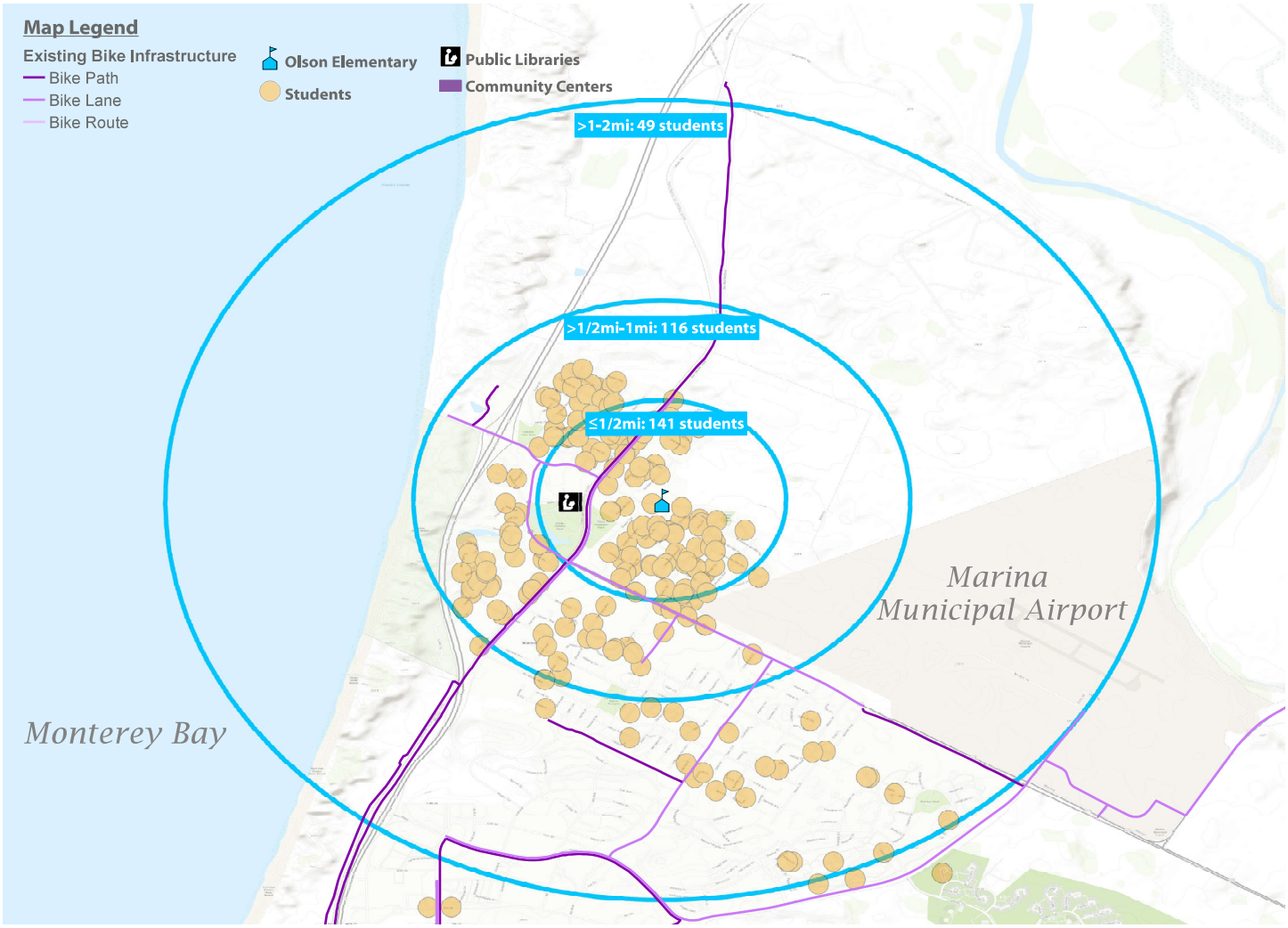
10. School driveway exit:
Install curb extensions on both sides of driveway to prevent drivers from parking in existing red zone and narrow driveway. Move existing stop sign to Pleasant Circle intersection and install Keep Clear markings across school driveway.

City of Marina

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 below).

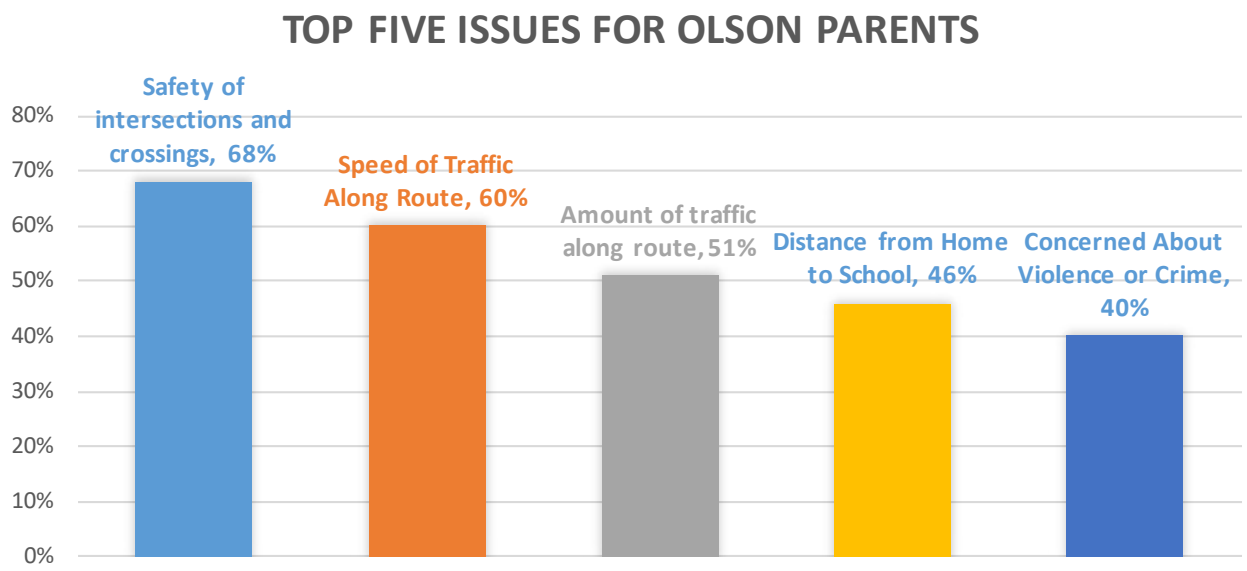
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	360	71.4%	62.2%	18%



Parent Survey

Olson parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 105 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.



Current Infrastructure Conditions

Motorist Conditions

- 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.
- 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. Left turns are prohibited out of the school parking lot.
- The morning sun creates visibility issues for eastbound traffic at certain times of the year.
- Bus drop-off takes place on Beach Road east of Melanie Road, adjacent to the school campus.

Pedestrian Conditions

- 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.
- There is no sidewalk on the north side of Beach Road between the Methodist Church and De Forest Road. Sidewalks cannot be installed in this location because there is a row of heritage trees that cannot be removed.
- 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.
- There are yellow crosswalks on all legs of the intersection of Beach Road and Melanie Road.
- There are missing curb ramps at many intersections surrounding the school.
- There is a pedestrian pathway to the school campus from Michael Drive.

Bicycling Conditions

- There are no bicycle facilities on Beach Road or other residential roadways near the school.
- 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 the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
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 RRFBs.	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. Consider high-visibility raised crosswalk on Beach Road.	Medium
Beach Road at Villa Circle	Low pedestrian visibility.	Install curb extensions and high-visibility crosswalk on Villa Circle.	Medium
Beach Road between Cordoza Avenue 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 Bouldevard and De Forest Road	Main route to school.	Study feasibility of Safe Routes to Schools corridor treatments.	Medium
Beach Road at De Forest Road	Drivers speed through turn from Beach Road to De Forest Road, may not see pedestrians in crosswalk near park.	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 on Susan Avenue. 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 in future development.	Long
Melanie Road between Beach Road and Peninsula Drive	Secondary route to school.	Study feasibility of Safe Routes to Schools connector treatments.	Medium

Beach Road between Del Monte Boulevard and Fitzgerald Circle	Missing sidewalk.	Fill sidewalk gaps.	Long
Marina United Methodist Church	Heavy traffic congestion near school.	Work with church to explore parking lot as alternative 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 on 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
–	–	See citywide recommendations for De Forest Road and Cordoza Avenue.	–

Ione Olson Elementary School SRTS Recommendations Map

N

250 ft 500 ft

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 interstection. 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

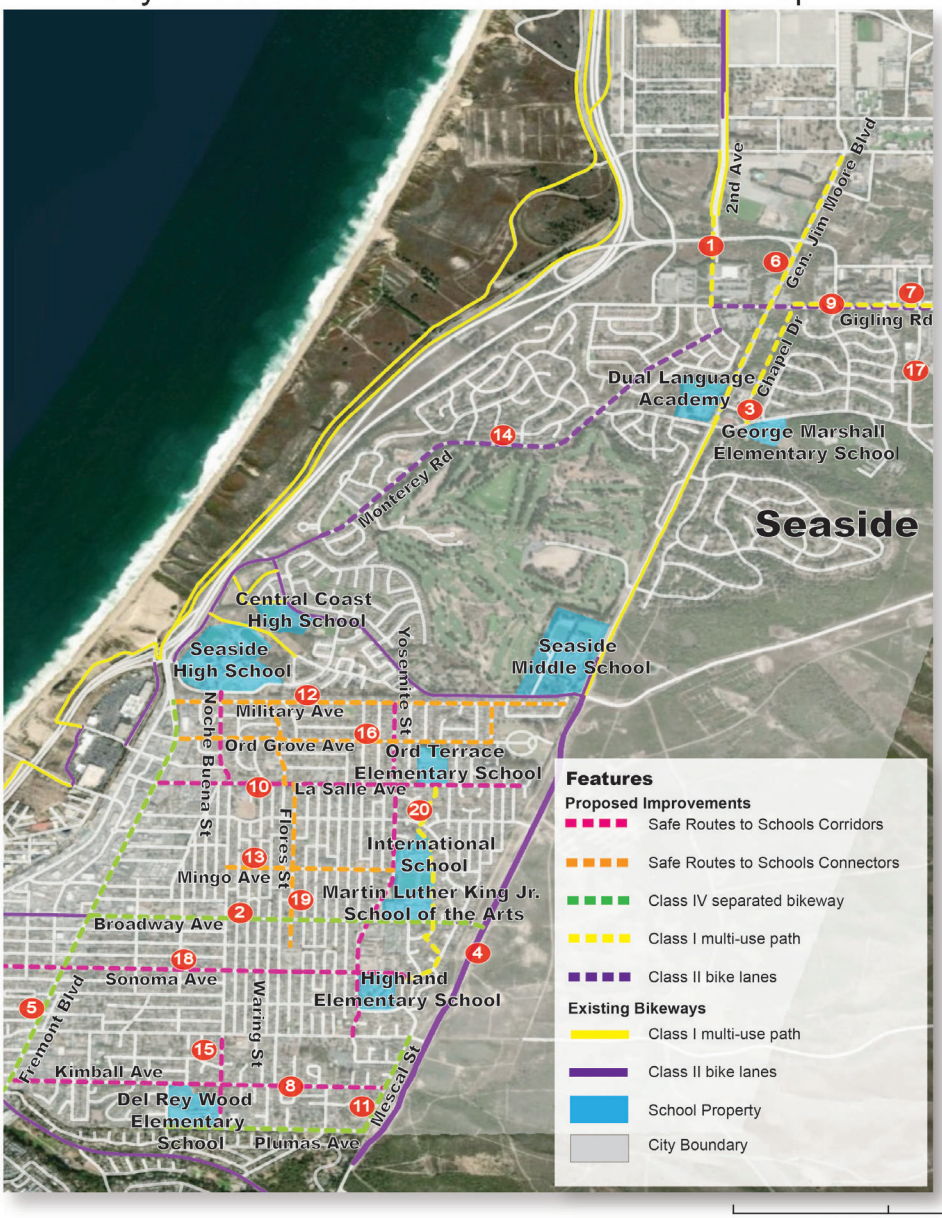
The infrastructure recommendations in this Plan are broken into two categories: citywide recommendations, which serve multiple schools or address larger corridor-wide issues, and school-specific recommendations, which address the area immediately around each school. Citywide recommendations can be found below, and school-specific recommendations are given in chapter 3.

Seaside Citywide Recommendations

Location	Recommendation	Timeframe
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 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 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 enhanced bike facility. 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 over 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 and 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 Street to Canyon Del Rey Boulevard	Study feasibility of Safe Routes to Schools corridor treatments, especially near school.	Medium
Waring Street and 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 Street to one-way between Mingo Avenue and La Salle Avenue.	Medium

City of Seaside SRTS Recommendations Map



Recommendations

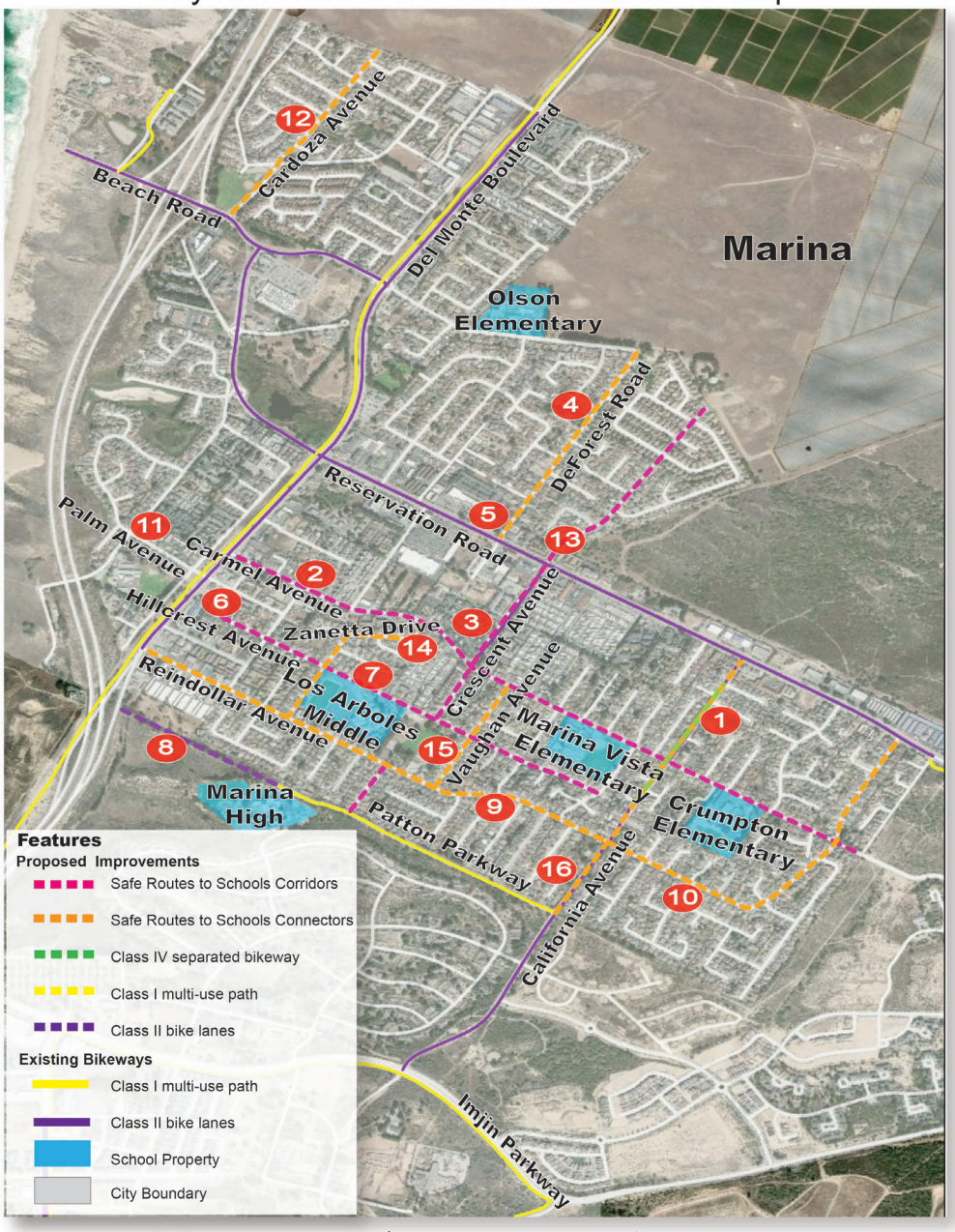
1. 2nd Avenue between Gigling Road and existing Class I path just north of Lightfighter Drive:
   Install Class I shared-use path.
2. Broadway Avenue/Obama Way east of Fremont Boulevard:
   Road diet to install protected bikeways or buffered bike lanes. Install protected bikeway on north side of Broadway 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 enhanced bike facility. 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.

Marina Citywide Recommendations

Location	Recommendation	Timeframe
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 Avenue 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 where 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 down right turns.	Medium
De Forest Road	Study feasibility of Safe Routes to Schools connector treatments, especially near schools.	Medium
De Forest Road at Reservation Road	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 Extension between Patton Parkway and Del Monte Boulevard	Install Class I or Class II bike facility as part of Patton Parkway Extension project.	Long
Reindollar Avenue: California to Eddy, Vera to Vaughn, and 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 and 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

City of Marina SRTS Recommendations Map



Recommendations

Half Mile Mile

N

1. California Ave between Windsor Court and Tamara Court:
   Install Class IV separated bikeway. If infeasible, install Class II bike lanes.
2. Carmel Avenue:
   Improve lighting and install missing sidewalks. Widen sidewalks as feasible. Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools.
3. Carmel Avenue at Crescent Avenue:
   Install curb extension at northwest corner of intersection to slow right turns.
4. DeForest Road:
   Study feasibility of Safe Routes to Schools Connector treatments, especially near schools.
5. DeForest Road at Reservation:
   Study intersection improvements including high visibility crosswalks, pedestrian refuge islands, and leading pedestrian intervals.
6. Del Monte Boulevard at Palm Avenue:
   Conduct collision analysis to identify bicycle and pedestrian crossing improvements.
7. Hillcrest Avenue:
   Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools.
8. Patton Parkway between Patton Parkway and Del Monte:
   Install Class I or Class II bike facility as part of Patton Parkway Extension project.
9. Reindollar (California to Eddy, Vera to Vaughn, Del Monte to Sunset) :
   Fill sidewalk gaps.
10. Reindollar Avenue + Bostwick Avenue + Bayer Street:
    Study feasibility of Safe Routes to Schools Connector treatments, especially near schools.
11. Palm Avenue between Lake Drive and Marina Drive :
    Fill sidewalk gaps.
12. Cordoza Avenue:
    Study feasibility of Safe Routes to Schools Connector treatments.
13. Crescent Street/Avenue:
    Study feasibility of Safe Routes to Schools Connector treatments.
14. Zanetta Drive :
    Study feasibility of Safe Routes to Schools Connector treatments.
15. Vaughn Avenue:
    Study feasibility of Safe Routes to Schools Connector treatments.
16. California Avenue :
    Study feasibility of Safe Routes to Schools Connector treatments.

Chapter 5: Non-Infrastructure Recommendations

The project recommendations in the School Profiles section (chapter 3) address engineering, the first of the Six E's. The other five—education, encouragement, enforcement, evaluation, and equity—are equally important for increasing active transportation trips to school. The recommendations below are for all school sites and are arranged by implementing agency and by the six E's. Some recommendations are listed under multiple organizations that could take the lead on implementation. Non-infrastructure recommendations for individual school sites 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 such as 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 Schools partners to provide bicycle and pedestrian safety education and training 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 programs and best practices.
- Where a bus stop for one school is near another school, relocate the bus stop or adjust pickup times to reduce 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 pick-up times, or develop volunteer crossing guard program to recruit and motivate volunteers.

Cities of Seaside and Marina: 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

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

School Sites

Education

- Distribute a 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 drop-off practices.
- Pass out bike maps, resource lists, and bike cage information to students every fall, and conduct annual bike safety clinics.
- Develop a curriculum for teaching 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 student bike/ped counts, active transportation projects, and Safe Routes to Schools support for younger students.

Encouragement

- Designate an administrative staff person as Safe Routes to Schools contact at each school.
- Host biannual Walk and Bike 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 lanes.
- Establish and encourage use of Park and Walk/Ride locations.
- Promote and incentivize middle- and 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 periods.

Enforcement

- When possible, have school staff or volunteers help with traffic control in school parking lots for 15 minutes before and after school (Marshall Elementary is a model).
- Pursue AAA School Safety Patrol programs (Ord Terrace Elementary is a model).

Non-Profits and Monterey County Health Department

Education

- Develop programs and events to provide parents and guardians with traffic safety education:
  - Community traffic safety education events on weekends.
  - Traffic safety messaging at established parent meetings and events, such as back to school nights and spring open houses.
  - Traffic safety education staff at schools during drop-off.
- Provide pedestrian safety training in after-school programs, such as the Boys and Girls Club.
- Provide pedestrian safety education and training for 2nd graders, including classroom education and on-blacktop or neighborhood walking instruction.
- Provide bicycle safety education and training for 5th graders, including classroom education and on-bike safety rodeos taught by certified safety instructors.
- Develop a vertical education program with specific safety messaging for every grade level.
- Pass out bike maps, resource lists, and bike cage information to students every fall, and conduct annual bike safety clinics.
- Develop a curriculum for teaching 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 student bike/ped counts, active transportation projects, and Safe Routes to Schools support for younger

students.

- Promote TAMC program that allows citizens to report sidewalk hazards.

Encouragement

- Provide orientation for principals and school staff on Safe Routes to Schools 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 such as priority parking spaces and drop-off lanes.
- Consider program to provide free bus passes to students.
- Offer middle- and 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, in which students earn a bike by riding frequently or maintaining perfect attendance.

Enforcement

- Develop an annual crossing guard training program.

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

Encouragement

- Consider a program to provide free bus passes to students.

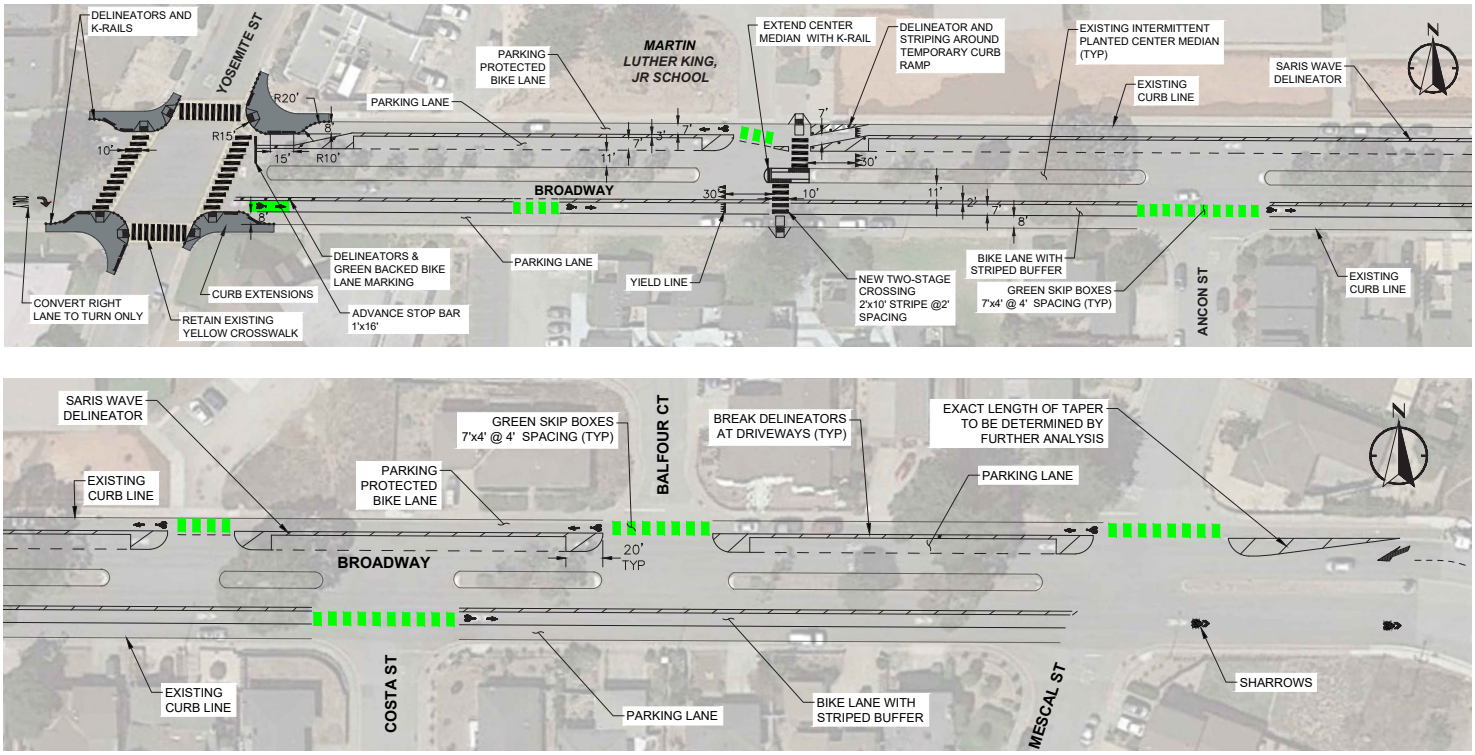
Chapter 6: Funding and Implementation

In May of 2019, the planning team hosted two events to demonstrate several of the recommendations from the Complete Streets 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 they should be made permanent.

Seaside Demonstration

The Seaside demonstration took place on Broadway Avenue from May 1 to May 13, 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 and a buffered bike lane on the south side, curb extensions at the intersection of Broadway Avenue and Yosemite Street, and an offset crosswalk on Broadway Avenue at the school driveway.

Demonstration Plans near Martin Luther King Jr. School of the Arts



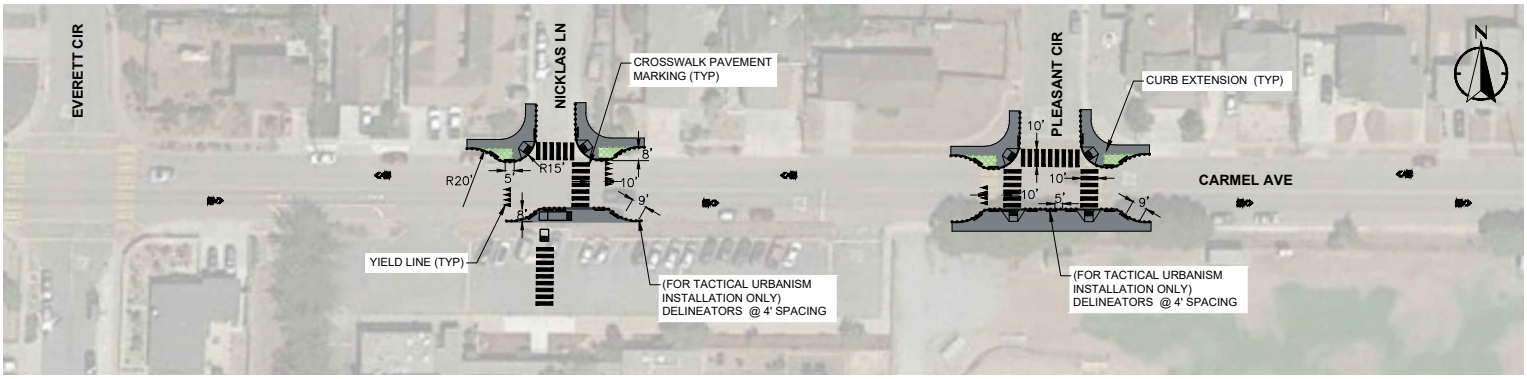
Source: Alta Planning + Design, 2019.

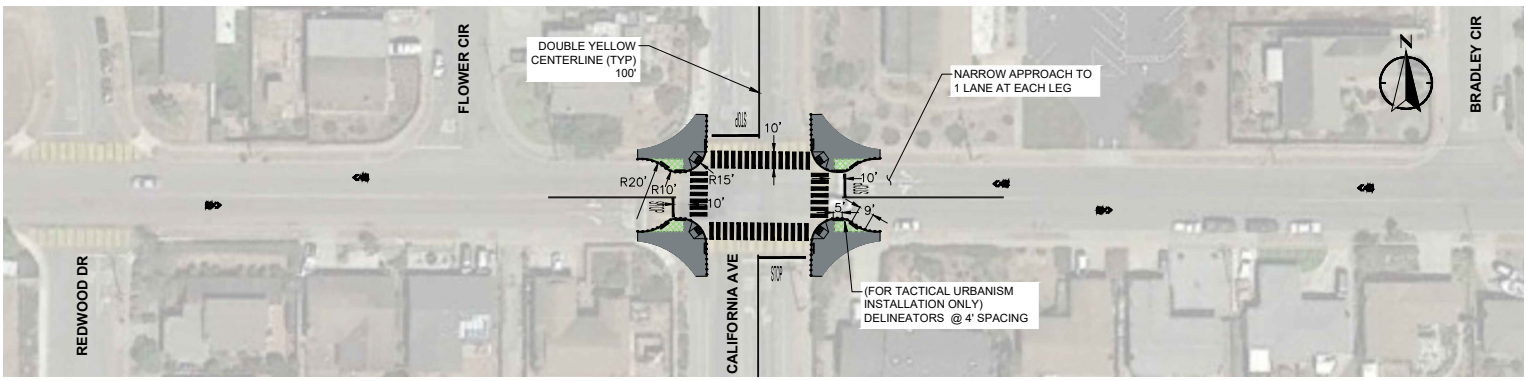
These changes were designed to address safety concerns along the Broadway Avenue corridor, including high traffic speeds, a lack of designated bicycle facilities, and pedestrian safety at the intersection of Broadway Avenue and Yosemite Street. The planning team also observed students and families crossing Broadway Avenue in front of the school without a marked crosswalk, and a 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 lowered traffic speeds, which made the new offset crosswalk safer.

Marina Demonstration

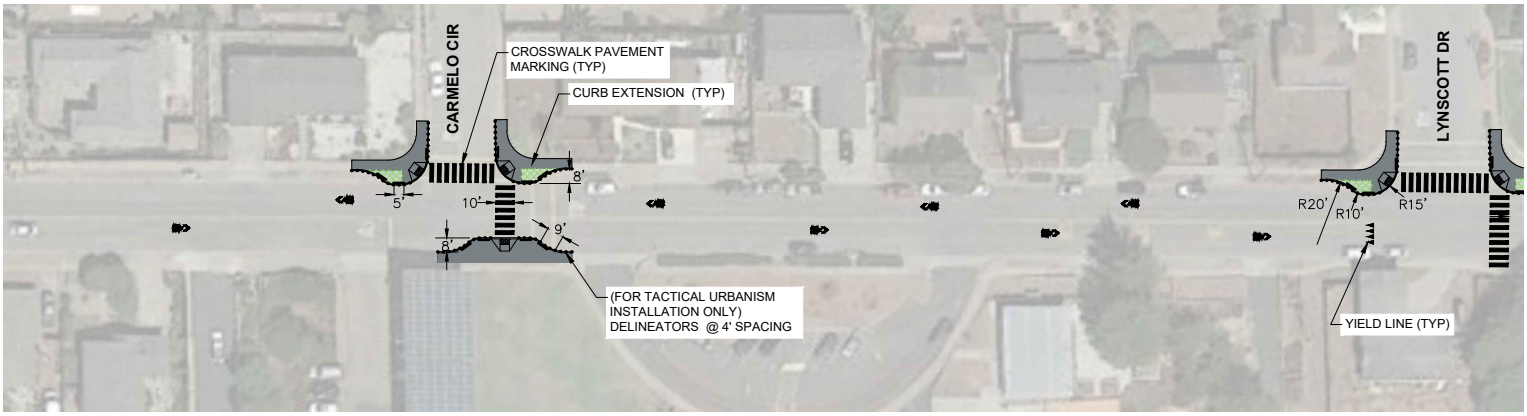
The Marina demonstration took place on Carmel Avenue in Marina from May 14 to May 30, 2019. The demonstration was installed between Nicklas Lane and Lynscott Drive in front of Marina Vista Elementary and Crumpton Elementary. During the demonstration, a temporary crosswalk was installed on Carmel at Nicklas 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





Demonstration Plans Near Crumpton Elementary



Source: Alta Planning + Design, 2019.

These treatments were designed to slow traffic on Carmel Avenue, increase the visibility of pedestrians, and provide a safe crossing of Carmel Avenue in front of Marina Vista Elementary. The Marina demonstration did not include new bike facilities, although 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 experiences 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 installed in front of MLK, Marina Vista, and Crumpton, including an invitation and a link to take the survey.
- Fliers dropped off to neighbors on Broadway Avenue and Carmel Avenue a week before the demonstration, which included project information and a 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 and a survey link posted to the Safe Routes to Schools Plan website, the City of Seaside website, and Facebook, and emailed out to 130+ contacts on the Safe Routes to Schools Plan contact list.
- Survey link sent to parents at each school via Parentsquare and social media multiple times before, during, and after the demonstration.
- Staff members on-site on the first day of each demonstration, before and after school, to explain the project to parents and hand out surveys.

- Bike and walk to school days hosted by the Transportation Agency for Monterey County at MLK, Marina Vista, and Crumpton during the demonstrations. These events included a booth where staff conducted outreach and handed out surveys.
- Boxes of pre-stamped surveys installed on Broadway Avenue and Carmel Avenue during the demonstration.
- Surveys distributed to neighbors along the Broadway Avenue and Carmel Avenue corridors, and to Villa Del Monte residents in Seaside.
- Final outreach by staff to parents on the last day of each demonstration, handing out surveys and informing them that the demonstration was ending.

Data Analysis: Seaside

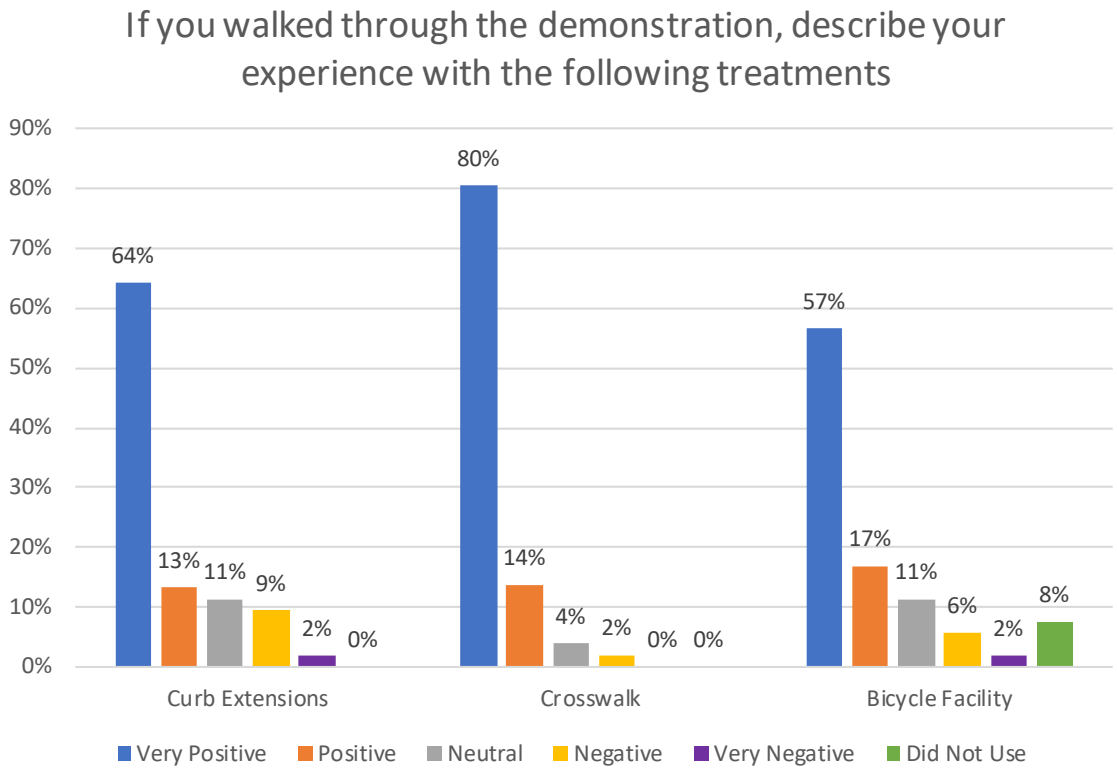
Traffic Counts

Traffic counts were conducted over an eight-day period for Broadway Avenue before and during the safe streets demonstration. The demonstration was successful in reducing traffic speeds: the average traffic speed was three miles per hour slower for eastbound traffic during the demonstration, and one mile per hour slower for westbound traffic. The 85th percentile speed, which is used as the basis for setting speed limits in California, was also reduced by three miles per hour for eastbound traffic and one mile per hour for westbound traffic. This outcome is consistent with studies conducted in other cities, which have found that reducing the number of travel lanes reduces traffic speeds.

Survey Data

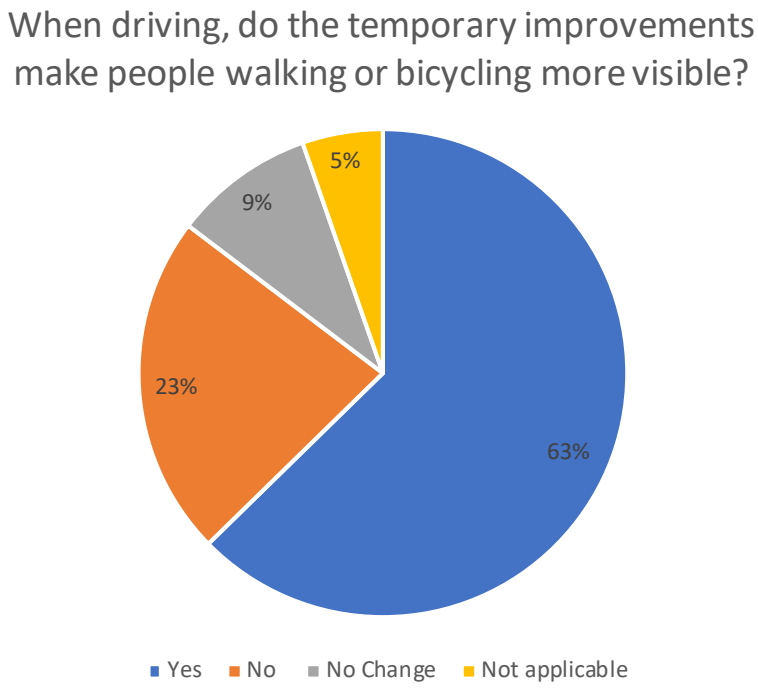
The planning team received 119 survey responses for the Seaside demonstrations: 73 electronic responses and 46 hard-copy ones.

The majority of respondents (83) experienced the demonstration event by car, 58 respondents walked, and 27 cycled (respondents could select more than one mode). Of those who walked, 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. In addition, 85% of respondents said that the changes made walking on Broadway more comfortable, while 11% disagreed and 4% felt there was no change.



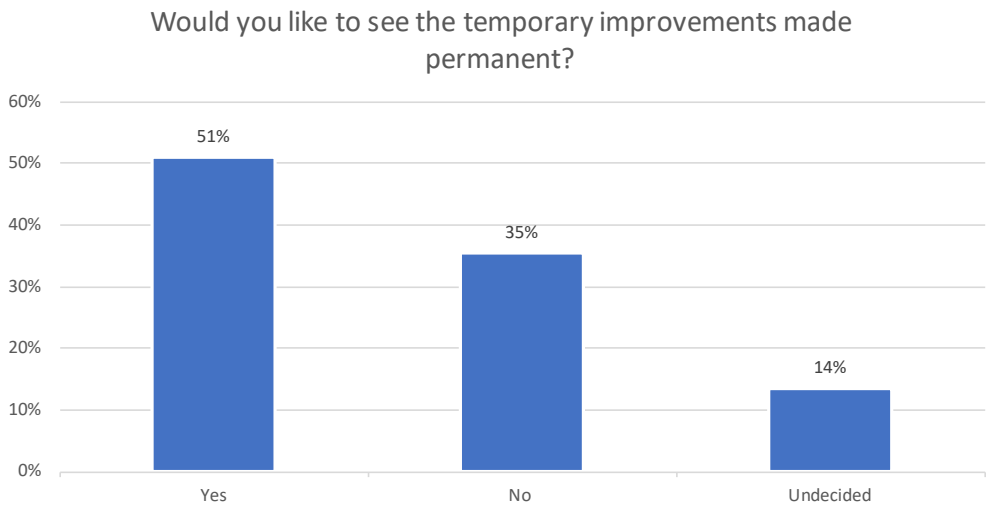
Fewer respondents experienced the event on bicycle, but their response was also overwhelmingly positive. Of the 27 respondents who biked through the demonstration, 84% had a positive or very positive experience with the bicycle facilities, 81% had a positive or very positive experience with the curb extensions, and 85% had a positive or very positive experience with the crosswalks. In addition, 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 who were walking or biking more visible, while 32% disagreed or saw no change. When asked if the temporary improvements made people who were biking and walking more predictable, 58% said yes, while 40% said no or saw no change.



The 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 people gave were the difficulty of identifying the new lane lines, and general unclarity about the meanings of the purple paint, wave delineators, etc. Drivers wondered whether bike lanes on Broadway Avenue were necessary, as 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.



In addition, 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 likely to or would definitely use the facility on bike, and 53% said they were not likely or not at all likely to. This is an increase from the number of respondents who said they had biked through the demonstration and indicated an increased interest in biking if there were dedicated bicycle facilities on Broadway Avenue. Most respondents (73%) said they were likely to or would definitely use the facility in a car if it were made permanent, and 26% said they were either not likely or not at all likely to drive through the demonstration.

When respondents were asked what their favorite thing about the demonstration was, increased safety was the top response (in 13 surveys) followed by the high-visibility crosswalks (9). Other common responses were the vibrant colors and the bicycle lanes. When asked what they would change about the demonstration, 13 people said that they wouldn't change anything. Five wanted to remove the bike lane, particularly the parking-protected bike lane, which 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 wanted to share. Ten 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." Twelve 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% 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% reported living at a zip code in Seaside, with 8% living in Marina and the remaining 8% in Del Rey Oaks, Monterey, or Pebble Peach. The most common reported age group was 36–50 (36%); 33% of respondents were 19–35 and 29% were 51 or older. Only two respondents were under 18. 65% of respondents were female, and the most common 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

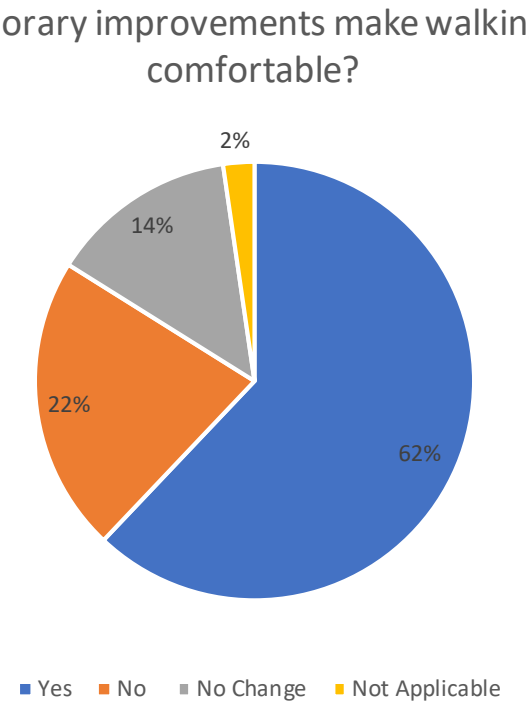
Traffic Counts

Traffic counts were conducted over an eight-day period at three locations before and during the safe streets demonstration: Carmel Avenue between Vaughn Avenue and Everett Circle, between Carmelo Circle and Lynscott Drive, and between Lynscott Drive and Barrett Lane. The demonstration was only moderately successful in reducing traffic speeds: two of the three count locations showed less that one mile per hour change in average speeds during the demonstration. The third location, Carmel Avenue between Carmelo Circle and Lynscott Drive, showed a one mile per hour speed reduction for both westbound and eastbound traffic during the demonstration. The 85th percentile speed, which is used as the basis for setting speed limits in California, was reduced by nearly two miles per hour for both westbound and eastbound traffic on Carmel Avenue between Carmelo Circle and Lynscott Drive.

Survey Data

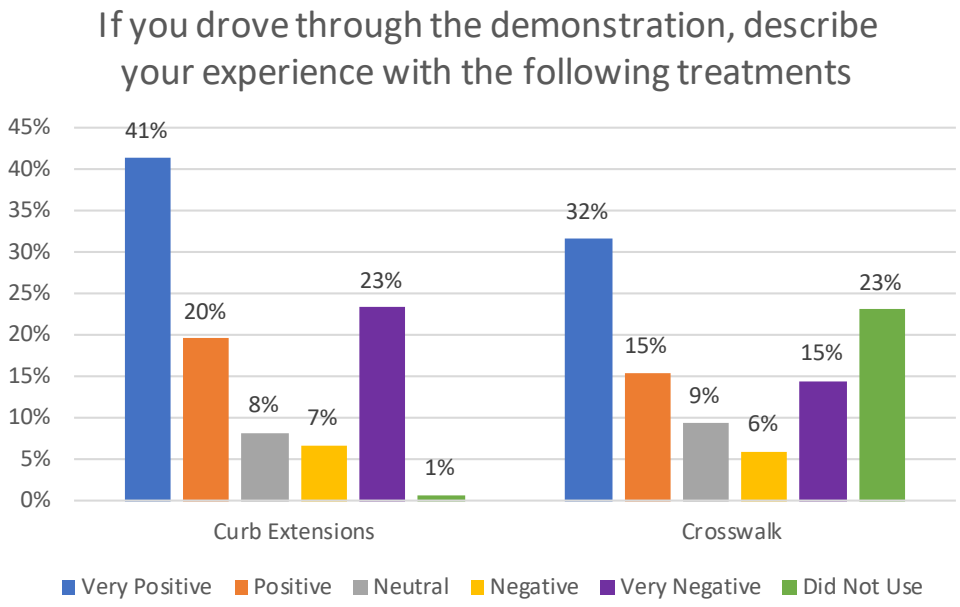
The planning team received 173 survey responses for the Marina demonstration: 81 electronic and 92 hard-copy.

The majority of respondents (136) experienced the demonstration event by car, with 88 walking and 19 using bikes (respondents could select more than one mode). Of the respondents who walked through the demonstration, 58% had either a positive or a very positive experience with the temporary curb extensions, and 75% had a positive or very positive experience with the upgraded crosswalks. 30% had a negative or very negative experience with the curb extensions, and 17% had a negative or very negative experience with the crosswalk. 62% 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 did, 38% had a positive or very positive experience with the curb extensions, and 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 the actual numbers were 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.

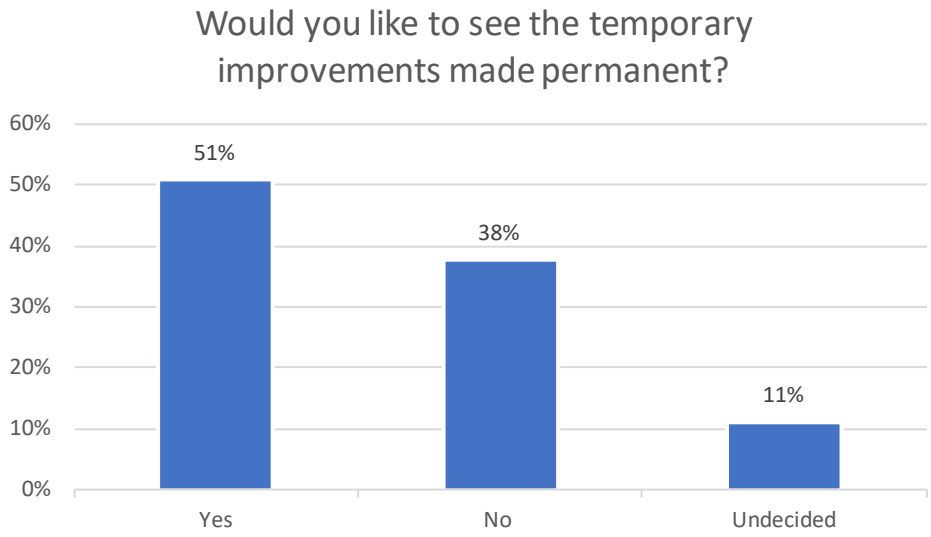
87% of respondents experienced the demonstration by car. Of these, 61% had a positive or very positive experience with the curb extensions, and 30% had a negative or very negative experience. 47% of respondents had a positive or very positive experience with the crosswalks, 21% had a negative or very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



Half the respondents said that the temporary improvements made people more visible when walking or biking, and 49% disagreed or saw no change. When asked if the temporary improvements made people who were biking or walking more predictable, 45% said yes and 54% said no or saw no change.

The majority of respondents (61%) said that the demonstration was easy to navigate and understand, and 39% said 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 unclarity about the meaning of the purple paint, wave delineators, etc. Several comments mentioned that the curb extensions forced vehicles (especially larger ones) into opposing traffic during 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 the respondents would like to see the temporary improvements made permanent, with 38% saying no and 11% undecided.



When asked whether they would use the facility on foot if it became permanent, 36% of respondents said they were likely to, and 19% would definitely use it. These numbers are 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 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 were made permanent, while 29% said they were either not likely or not at all likely to drive through the demonstration.

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

When asked what they would change about the demonstration, 22 respondents said that they wouldn't change anything, 23 were opposed to the demonstration and wanted it taken down, and 22 wanted to change the curb extensions; many commented that they were too wide and forced drivers into the opposing traffic lane when turning right. Other requested changes were for better community notification and for crossing guards, police or school staff to help with traffic control before and after school.

Finally, respondents were asked if they had any other comments they wanted 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 on their way 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% 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% reported living at a zip code in Marina, 5% lived in or around Salinas, and the remaining 8% came from Seaside, Castroville, and Carmel. The most common reported age group among respondents was 36–50 (45%); 20% were aged 19–35 and 35% were 51 or older. 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 how much extra time to allow 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 creating a left-turn pocket into the school parking lot or preventing left turns into the parking lot and installing 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 congestion that resulted when through traffic could not pass drivers who were 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 to study the possibility of installing a roundabout to allow traffic to move more smoothly through this intersection and improve pedestrian safety.

In Marina, the main concern with the demonstration was 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.

The Marina demonstration did not result in a significant reduction in traffic speeds. If Safe Routes to Schools projects are installed permanently on Carmel Avenue, additional measures can be considered to calm traffic along the corridor.

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 programs and projects anticipated to be 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 only 11.8% will be available through 2040.[20] Because the transportation funding needs exceed the available funding, the RTP project list is divided between "constrained" projects, which are higher priority projects that could be funded with the anticipated revenues, and "unconstrained" projects, which cannot be implemented by 2040 without significant new funding. Bicycle and pedestrian projects and programs account for approximately 4% of the constrained project list.[20]

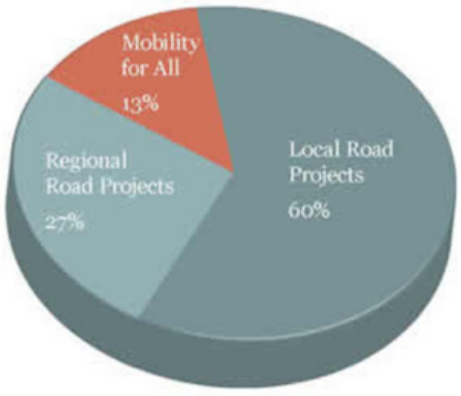
The RTP identifies $20 million in funding for Safe Routes to Schools, which will provide a funding source for the projects in this Plan.[20] Other constrained projects include improvements to bicycle and pedestrian facilities.

Implementing the projects in the Complete Streets Plan will require TAMC and the Cities of Marina and Seaside to leverage the funding identified in the RTP. The total cost of the projects described in this Plan is more than $30 million. 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 4.

Funding Sources

To address the ongoing shortfall in transportation funding, Monterey County voters approved Measure X in 2016. Measure X establishes a 3/8 percent sales tax that will provide approximately $20 million annually for local transportation projects over the next 30 years.[20] Sixty percent of the 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.

Measure X Funding Categories



Source: Transportation Agency for Monterey County, www.tamcmonterey.org/measure-x/background

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

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

LOCAL

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
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 and corporations	X		X	
Developer impact fees	X			

STATE

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
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			

FEDERAL

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
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 projects in this Plan will be implemented over time as funding becomes available. Leveraging local funds with additional grant funding will be critical for implementation. There is also the opportunity for the Cities of Seaside and Marina to implement bicycle and pedestrian improvements as part of their street and road improvements.

Individual projects will be prioritized for funding through the RTP update process and the City of Seaside and City of Marina Capital Improvement Programs. Reporting on Plan implementation will occur through an annual report to the TAMC board on the Measure X Safe Routes to Schools Program, and through updates to the city councils of Seaside and Marina during the annual City budgeting processes. The Cities of Seaside and Marina will also provide updates to the city councils on any grant applications, funding agreements, or other Council actions necessary for the delivery of Complete Streets 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 outside of city jurisdiction are not maintained by the City.

City of Seaside

- See Click Fix is a smartphone application that residents can use to inform the City of issues that need attention. Members of the public can input any concern and will receive a follow-up response on the appropriate course of action. Staff members assess each concern and either generate a work order for staff action or forward the matter to the appropriate outside agency. Signage, striping, potholes, and sidewalk hazards can all be reported. The app allows the public to receive responses without following up via a phone call or other means.

- Public roadways, including Class II bike lanes, are evaluated through the City's Pavement Management System. The goal of this program is to identify needed pavement maintenance and improvements and program maintenance and improvement activities according to available funding. Bikeway 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 scheduled maintenance periods.

- Per the California Streets and Highways Code, property owners are responsible for the maintenance of sidewalks that front their parcels. Pedestrian facilities were evaluated by the City in 2016, and the City is now developing a program to maintain or replace sidewalks.

City of Marina

- Public roadways, including Class II 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.

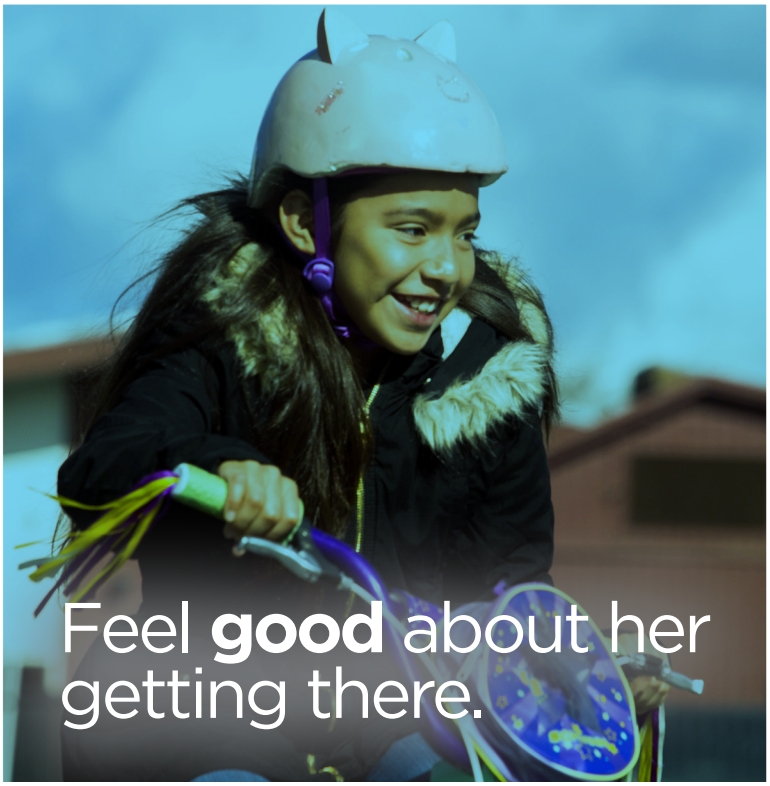
- Signage and striping are assessed regularly by City staff and replaced as needed.

- Per the California Streets and Highways Code, property owners are responsible for the maintenance of sidewalks that front their parcels. Pedestrian facilities are evaluated regularly by City staff and maintained as needed or replaced in coordination with the property owners.

Existing Bike Infrastructure
Bike Path
Bike Lane
Bike Route
Orvil Terrace Elementary
Public Libraries
Community Centers
1/4 mi

Appendices

Public Meetings - Poster and Banner



Join us in planning a safer way to school.

Over the next two years, members of our community will create a Safe Routes to Schools plan for 15 schools in Marina and Seaside to make it safer and easier for students to walk and bike to school.
Join us for a public meeting to learn more about the planning process, share your concerns, and suggest ways to make walking and biking to school safer, easier, and more fun.

Dinner, childcare, and Spanish translation provided.
For more information and ways to participate in the process, visit www.ecoact.org/planningmonterey

Wednesday, August 29, 6:30 – 8:00pm	Thursday, August 30, 6:30 – 8:00pm
MLK Elementary	Crumpton Elementary
1713 Broadway Ave., Seaside	460 Carmel Ave., Marina

Safe Routes to School Audit Poster

YOU ARE INVITED!

Over the next two years, our community will create a Safe Routes to Schools Plan for 15 schools in Marina and Seaside. The plan will identify barriers to students walking and biking to school safely and include a list of projects that will improve access to schools.

Give your input on traffic safety issues around each school by participating in a school walking audit. See below for the list of dates and RSVP at **www.ecoact.org/planningmonterey**

All parents and community members are welcome!

	SCHOOL	JURISDICTION	AUDIT DATE	AUDIT TIME
1	Olson Elementary	Marina	9/5/2018	7:30-9:00a
2	Seaside Middle School	Seaside	9/6/2018	7:45-9:15a
3	Marina Vista Elementary	Marina	9/11/2018	7:30 – 9:00a
4	Marshall Elementary	Seaside	9/12/2018	7:30-9:00a
5	King Elementary	Seaside	9/13/2018	7:30-9:00a
6	International School of Monterey	Seaside	9/18/2018	7:30-9:00a
7	Central Coast High School	Seaside	9/19/2018	7:15-8:45a
8	Los Arboles Middle School	Marina	9/20/2018	8:00-9:30a
9	Crumpton Elementary	Marina	9/25/2018	7:30-9:00a
10	Dual Language Academy	Seaside	9/26/2018	7:30-9:00a
11	Marina High School	Marina	9/27/2018	7:20-8:50a
12	Highland Elementary	Seaside	10/16/2018	7:30-9:00a
13	Ord Terrace Elementary	Seaside	10/17/2018	7:30-9:00a
14	Seaside High School	Seaside	10/18/18	7:00 – 9:00a
15	Del Rey Woods Elementary	Seaside	TBD	TBD

Spring Presentation Poster

SPRING SAFE ROUTES TO SCHOOLS PRESENTATIONS

We want to hear from you! Join us to give your feedback on recommendations to improve safety, reduce traffic and make it easier to bike and walk to your child's school.

SCHOOL	DATE	TIME
Highland Elementary – Parent Meeting	2/19/19	6:00pm
Seaside High School – ELAC Meeting	2/26/19	6:00pm
Del Rey Woods – Parent meeting	2/27/19	8:00am
Marshall Elementary – PTA Family Night	3/1/19	5:00pm
Marina Vista Elementary – PTA Meeting	3/5/19	5:30pm
International School of Monterey – Coffee with Admin	3/8/19	8:00am
Martin Luther King School	3/11/19	1:30pm
Olson Elementary – PTA Meeting	3/12/19	5:30pm
Seaside Middle School – Site Council Meeting	3/14/19	4:00pm
Dual Language Academy – Site Council Meeting	3/14/19	6:15pm
Ord Terrace Elementary – ELAC Meeting	4/9/19	8:15am
Central Coast High School – Open House	5/9/19	5:15pm
Los Arboles Middle School – Site Council Meeting	5/22/19	5:00pm
Crumpton Elementary	TBD	TBD
Marina High School	TBD	TBD

For more information on each meeting contact Gino Garcia, Assistant Planner with Ecology Action, at **(831) 915-9750** or **ggarcia@ecoact.org**

https://ecoact.org/planningmonterey

Pop Ups - Marina Survey

Marina Safe Streets Event Participant Survey
Demostración de Calles Seguras de Marina
Encuesta de Participante

1. Did you experience the demonstration event on foot? / ***Puso usted a prueba la demostración caminando?***
   - ☐ Yes / ***Si***
   - ☐ No

2. If yes, how would you describe your experience using this space? Please describe your experience interacting with each of the features listed below. For each feature, place a check in the box that best describes your experience. / ***Si contesto Si, como describiría su experiencia usando este espacio? Por favor describa su experiencia interactuando con cada una de las instalaciones en la lista siguiente. Para cada instalación indique en la casilla que mejor describa su experiencia.***

   a. Curb extension / ***Extensión de acera***
      - ☐ Very positive / ***Muy positiva***
      - ☐ Positive / ***Positiva***
      - ☐ Neutral / ***Neutro***
      - ☐ Negative / ***Negativa***
      - ☐ Very negative / ***Muy negativa***
      - ☐ Did not use / ***No la use***

Curb Extension

   b. High-visibility crosswalk / ***Cruce peatonal de alta-visibilidad***
      - ☐ Very positive / ***Muy positiva***
      - ☐ Positive / ***Positiva***
      - ☐ Neutral / ***Neutro***
      - ☐ Negative / ***Negativa***
      - ☐ Very negative / ***Muy negativa***
      - ☐ Did not use / ***No la use***

High Visibility Crosswalk

3. Do the temporary improvements make walking feel more comfortable? / ***Con los mejoramientos temporarios, se siente más cómodo(a) caminando?***
   - ☐ Yes / ***Si***
   - ☐ No / ***No***
   - ☐ No change / ***No hay cambio***
   - ☐ Not applicable / ***No aplica***

Pop Ups - Marina Safe Streets Demonstration Event Poster

Acompáñenos a probar proyectos del Plan de Rutas Seguras a las Escuelas y díganos cómo le parece! Estaremos instalando un cruce peatonal temporario y extensiones de acera sobre Carmel Avenue entre Nicklas Lane y Lynscott Drive.

Escuela Primaria Crumpton: 15 de Mayo es Dia para Caminar y Andar en Bicicleta a la Escuela
Escuela Primaria Marina Vista: 16 de Mayo es Dia para Caminar y Andar en Bicicleta a la Escuela

Caminen o vayan en bicicleta a la escuela el 15 de Mayo (estudiantes de Crumpton) o 16 de Mayo (estudiantes de Marina Vista) y reciban premios y un desayuno gratis.

BRINDE SUS COMENTARIOS ANTES DEL 15 DE JUNIO EN EL SITIO WEB ECOACT.ORG/PLANNINGMONTEREY O 831.515.1351

Pop Ups - Seaside Safe Streets Demonstration Event Poster

Pop Ups - Seaside Banner

Pop Ups - Seaside Survey English

Seaside Safe Streets Demonstration Event Participant Survey

1. Did you experience the demonstration event on foot?
   - ☐ Yes
   - ☐ No

2. If yes, how would you describe your experience using this space? Please describe your experience interacting with each of the features in the table below. For each feature, place a check in the box that best describes your experience.

   a. Curb extension
      - ☐ Very positive
      - ☐ Positive
      - ☐ Neutral
      - ☐ Negative
      - ☐ Very negative
      - ☐ Did not use

Curb Extension

   b. High-visibility crosswalk
      - ☐ Very positive
      - ☐ Positive
      - ☐ Neutral
      - ☐ Negative
      - ☐ Very negative
      - ☐ Did not use

High Visibility Crosswalk

   c. Bicycle facility
      - ☐ Very positive
      - ☐ Positive
      - ☐ Neutral
      - ☐ Negative
      - ☐ Very negative
      - ☐ Did not use

Bicycle Facility

Pop Ups - Seaside Survey Spanish

Seaside Safe Streets Event Participant Survey
Demostración de Calles Seguras de Seaside
Encuesta de Participante

1. Did you experience the demonstration event on foot? / ***Puso usted a prueba la demostración caminando?***
   - ☐ Yes / ***Si***
   - ☐ No

2. If yes, how would you describe your experience using this space? Please describe your experience interacting with each of the features below. For each feature, place a check in the box that best describes your experience. / ***Si contesto Si, como describiría su experiencia usando este espacio? Por favor describa su experiencia interactuando con cada una de las instalaciones en la lista siguiente. Para cada instalación indique en la casilla que mejor describa su experiencia.***

   a. Curb extension / ***Extensión de acera***
      - ☐ Very positive / ***Muy positiva***
      - ☐ Positive / ***Positiva***
      - ☐ Neutral / ***Neutro***
      - ☐ Negative / ***Negativa***
      - ☐ Very negative / ***Muy negativa***
      - ☐ Did not use / ***No la use***

Curb Extension

   b. High-visibility crosswalk / ***Cruce peatonal de alta-visibilidad***
      - ☐ Very positive / ***Muy positiva***
      - ☐ Positive / ***Positiva***
      - ☐ Neutral / ***Neutro***
      - ☐ Negative / ***Negativa***
      - ☐ Very negative / ***Muy negativa***
      - ☐ Did not use / ***No la use***

High Visibility Crosswalk

   c. Bicycle facility / ***Instalación ciclista***
      - ☐ Very positive / ***Muy positiva***
      - ☐ Positive / ***Positiva***
      - ☐ Neutral / ***Neutro***
      - ☐ Negative / ***Negativa***
      - ☐ Very negative / ***Muy negativa***
      - ☐ Did not use / ***No la use***

Bicycle Facility

Parent Survey Reports - Central Coast High School

Parent Survey Report: One School in One Data Collection Period

School Name: Central Coast High

Set ID: 18064

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 06/12/2019

% Range of Students Involved in SRTS: Don't Know

Tags: High School

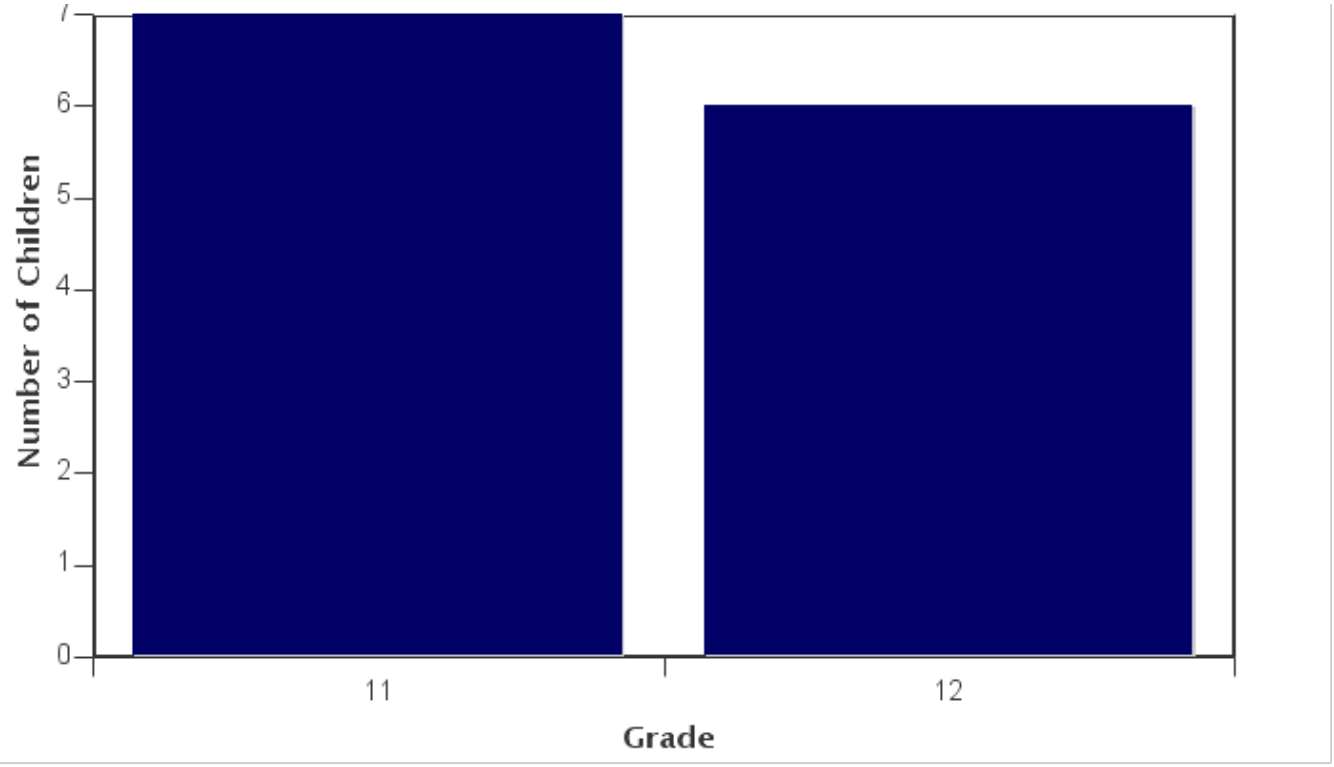
Number of Questionnaires Distributed: 0

Number of Questionnaires Analyzed for Report: 13

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey

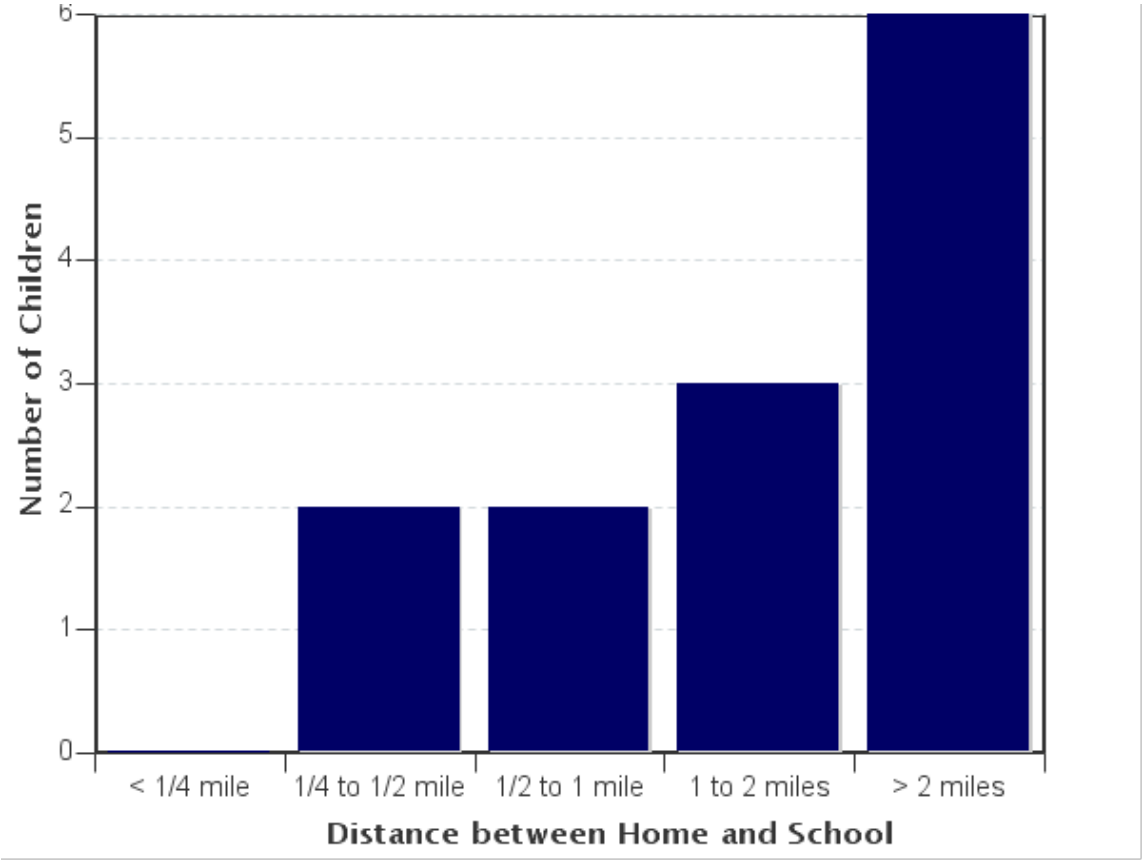


Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
11	7
12	6

No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school

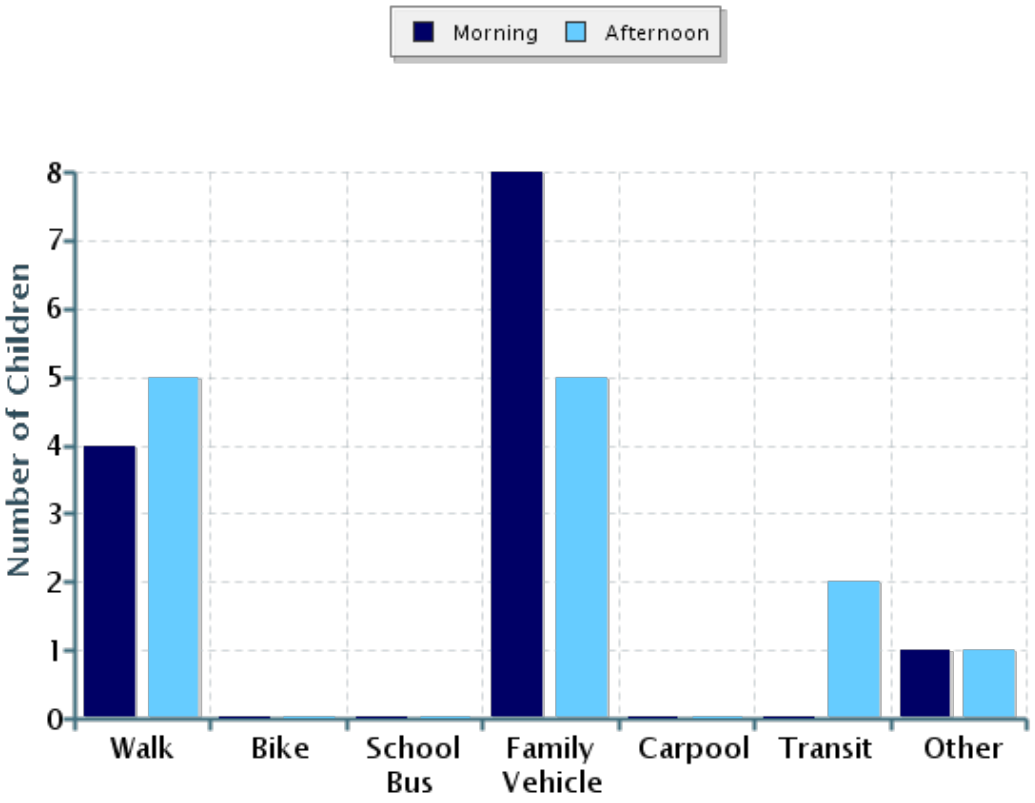


Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	0
1/4 mile up to 1/2 mile	2
1/2 mile up to 1 mile	2
1 mile up to 2 miles	3
More than 2 miles	6

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school

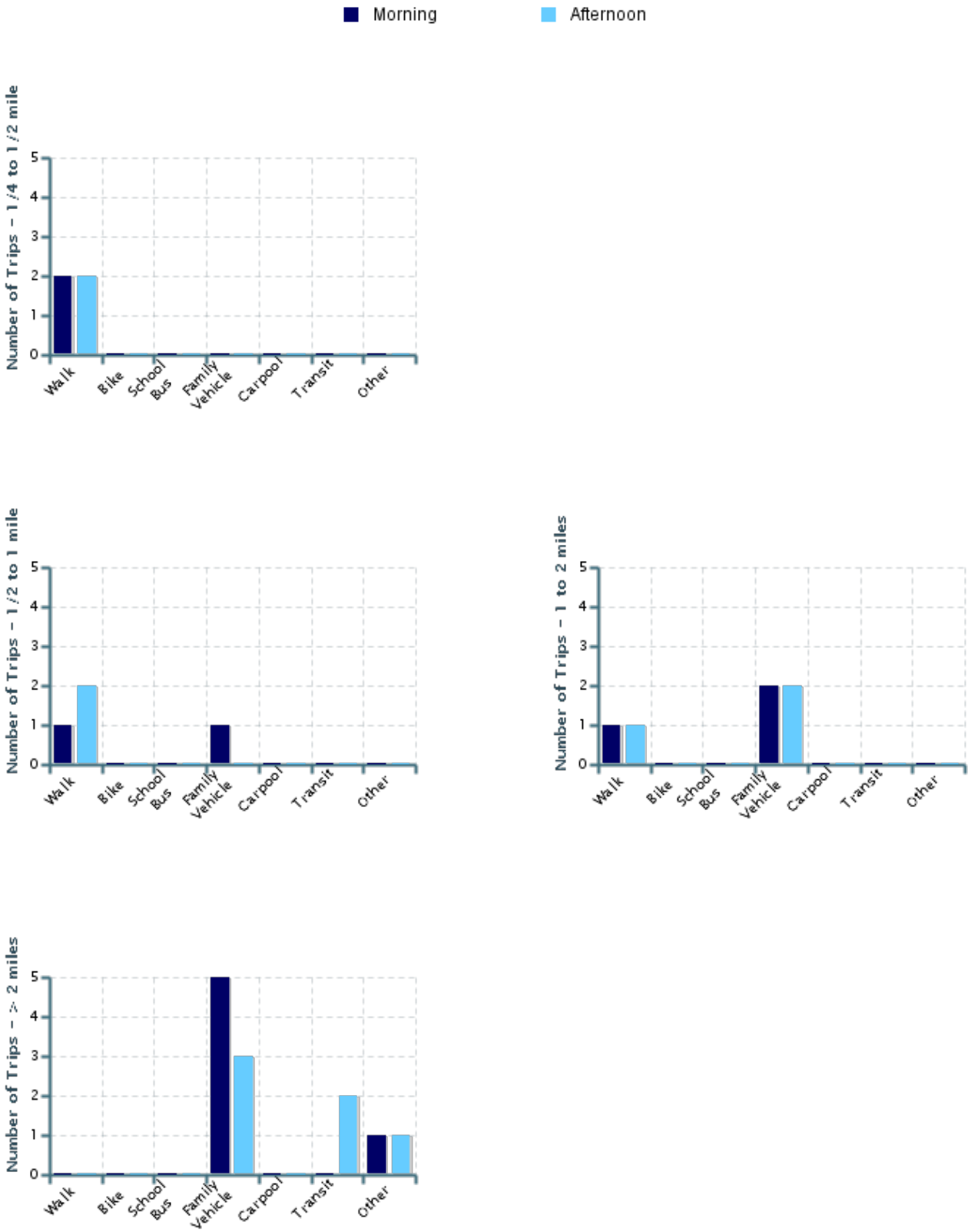


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	13	4	0	0	8	0	0	1
Afternoon	13	5	0	0	5	0	2	1

No Response Morning: 0
No Response Afternoon: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0	0	0	0	0	0	0
1/4 mile up to 1/2 mile	2	2	0	0	0	0	0	0
1/2 mile up to 1 mile	2	1	0	0	1	0	0	0
1 mile up to 2 miles	3	1	0	0	2	0	0	0
More than 2 miles	6	0	0	0	5	0	0	1

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0	0	0	0	0	0	0
1/4 mile up to 1/2 mile	2	2	0	0	0	0	0	0
1/2 mile up to 1 mile	2	2	0	0	0	0	0	0
1 mile up to 2 miles	3	1	0	0	2	0	0	0
More than 2 miles	6	0	0	0	3	0	2	1

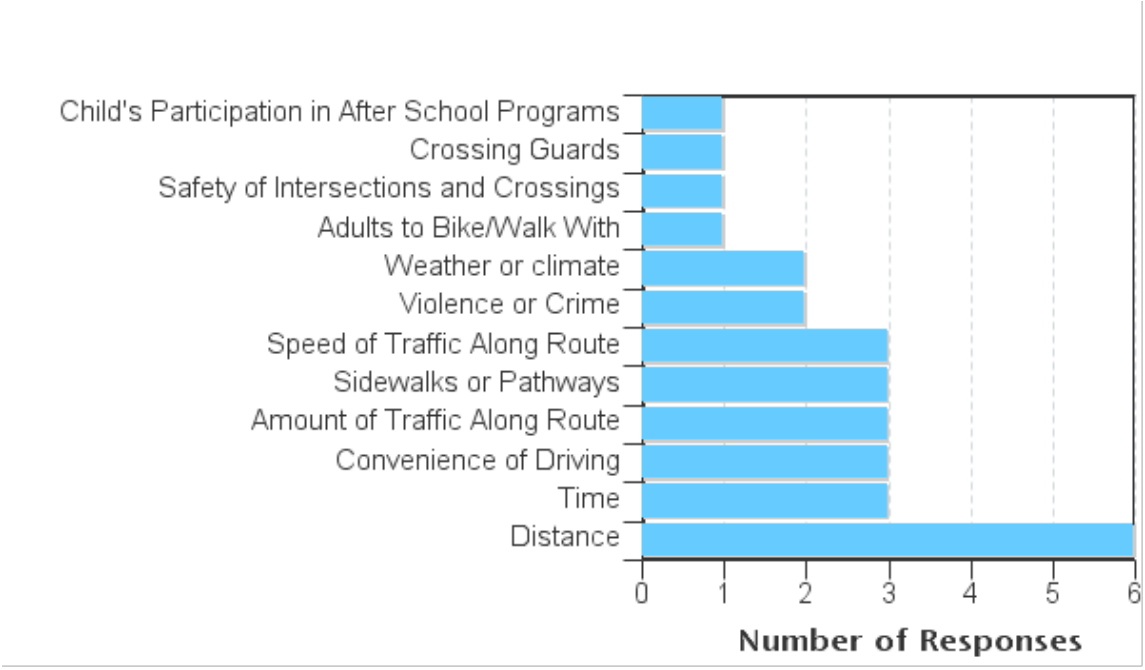
Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Number of children who have asked for permission to walk or bike to/from school by distance they live from school

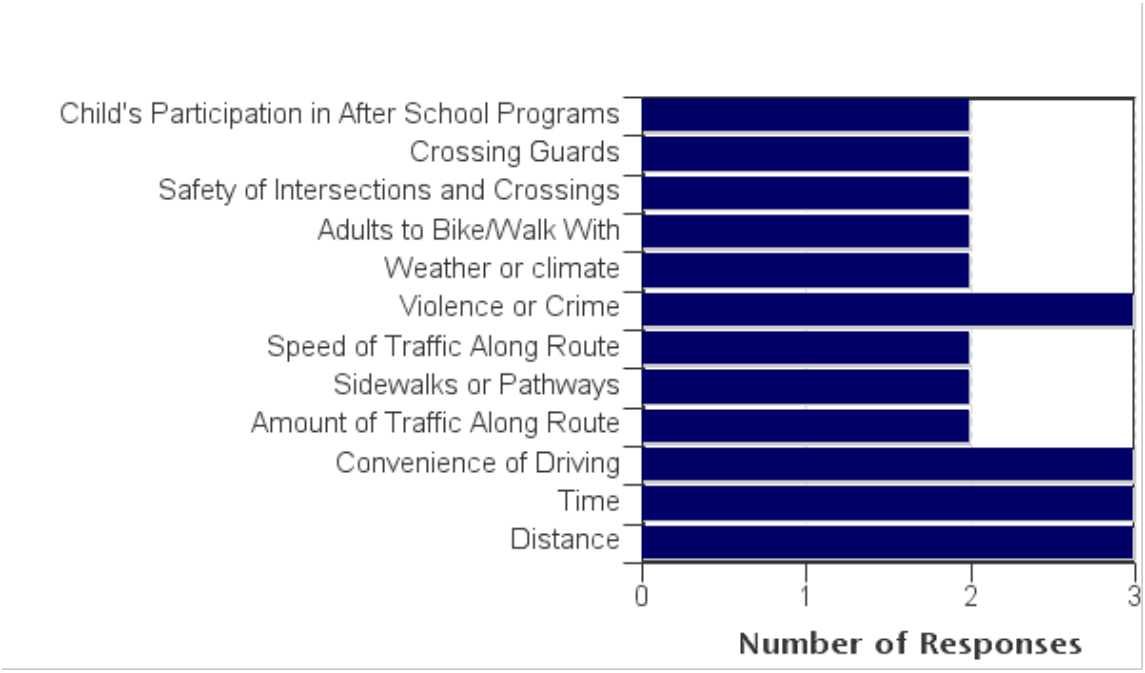
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	6	0	1	2	1	2
No	6	0	1	0	2	3

Don't know or No response: 1
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	6	3
Time	3	3
Convenience of Driving	3	3
Amount of Traffic Along Route	3	2
Sidewalks or Pathways	3	2
Speed of Traffic Along Route	3	2
Violence or Crime	2	3
Weather or climate	2	2
Adults to Bike/Walk With	1	2
Safety of Intersections and Crossings	1	2
Crossing Guards	1	2
Child's Participation in After School Programs	1	2
Number of Respondents per Category	**6**	**4**

No response: 3
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school

Level of support	Number of children
Strongly Encourages	0
Encourages	0
Neither	9
Discourages	2
Strongly Discourages	1

Parents' opinions about how much fun walking and biking to/from school is for their child

Level of fun	Number of children
Very Fun	0
Fun	1
Neutral	8
Boring	0
Very Boring	3

Parents' opinions about how healthy walking and biking to/from school is for their child

How healthy	Number of children
Very Healthy	3
Healthy	5
Neutral	4
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1639664	There are no safe routes from East Garrison to Central Coast High School or Marina High School. There are no sidewalks on Reservations There are no bike lanes
1639677	Transportation to school: walking or carpool

Parent Survey Reports - Crumpton Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Crumpton Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 0

Set ID: 18087

Month and Year Collected: September 2018

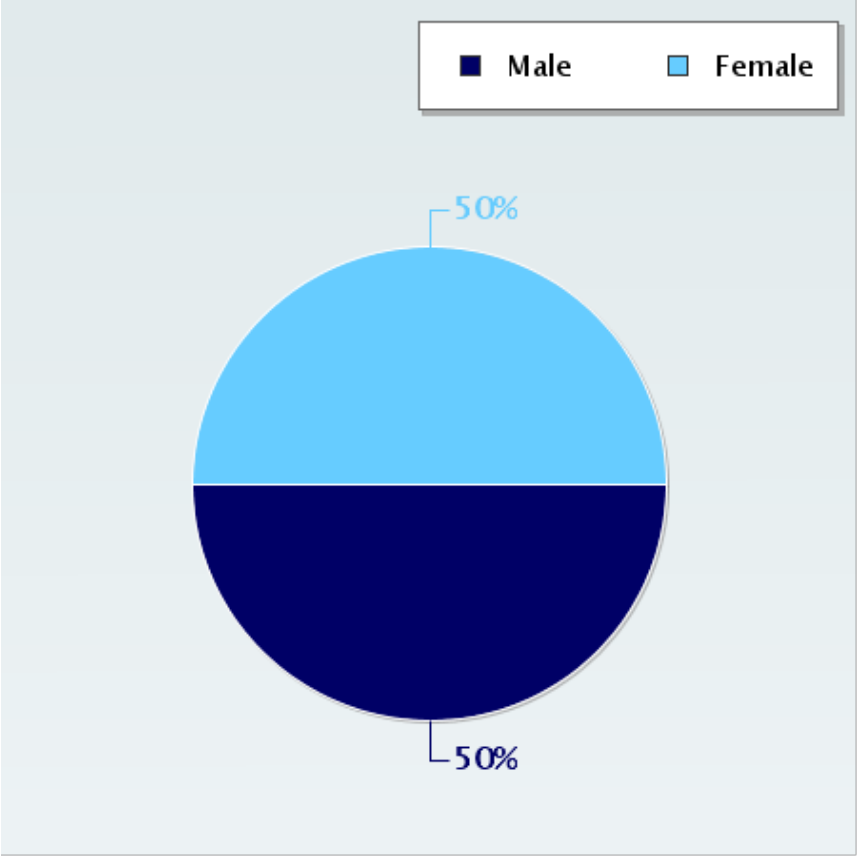
Date Report Generated: 06/06/2019

Tags: Elementary School

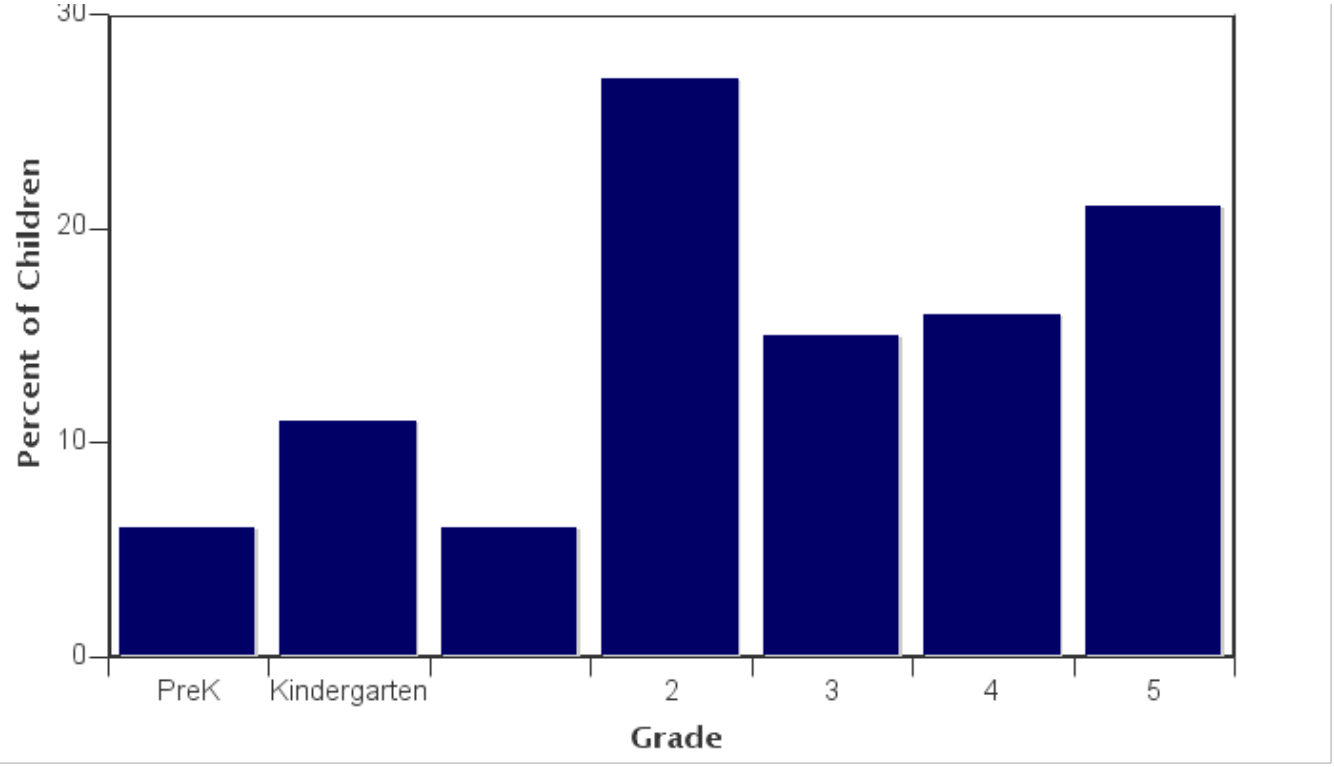
Number of Questionnaires Analyzed for Report: 181

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

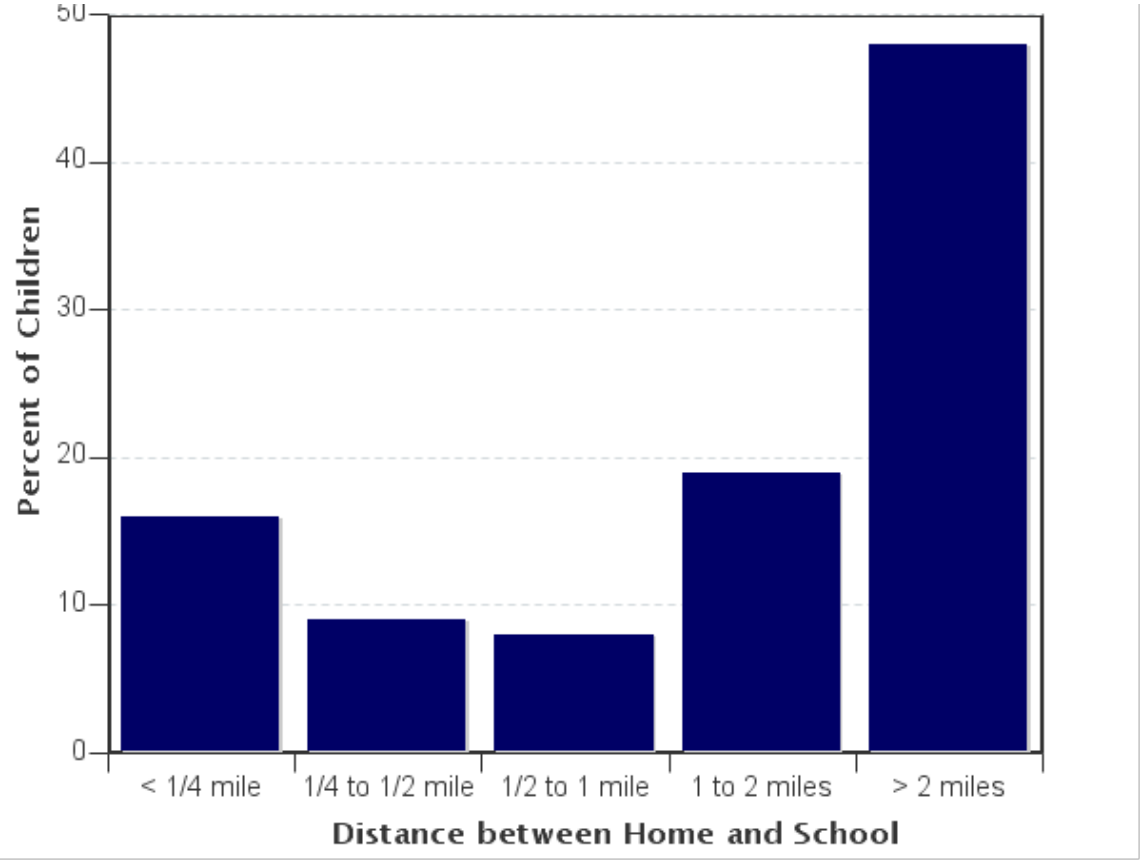


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	10	6%
Kindergarten	19	11%
1	10	6%
2	48	27%
3	26	15%
4	29	16%
5	37	21%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

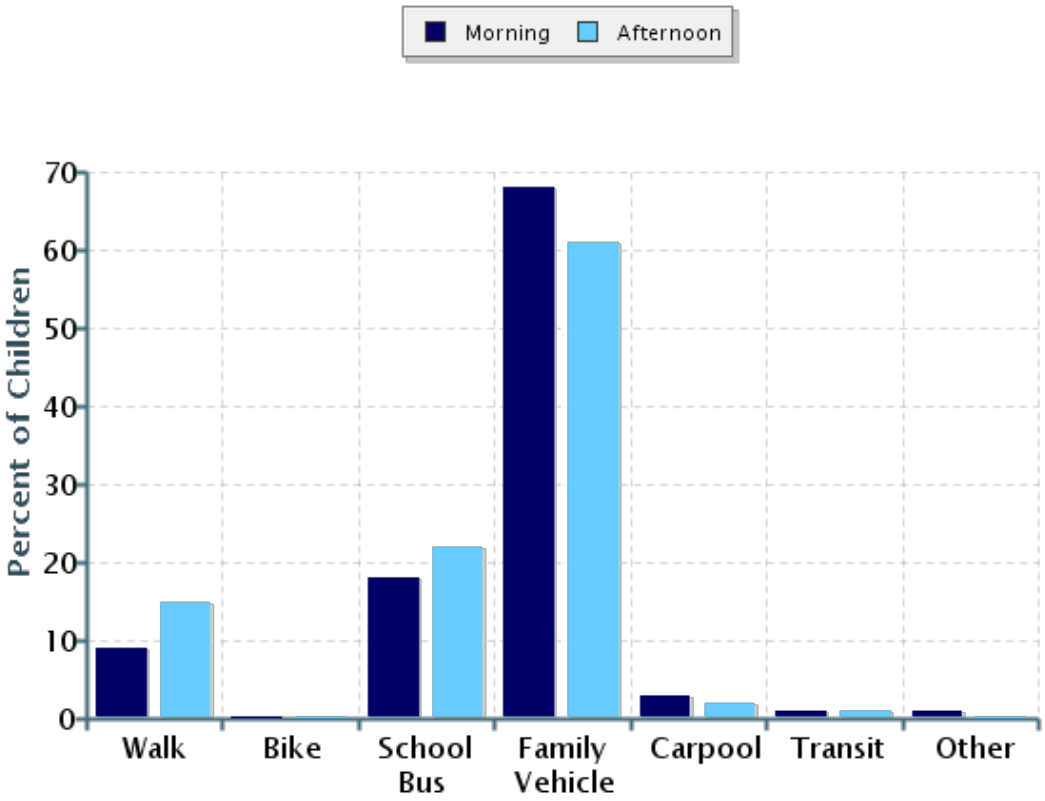


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	26	16%
1/4 mile up to 1/2 mile	14	9%
1/2 mile up to 1 mile	13	8%
1 mile up to 2 miles	30	19%
More than 2 miles	76	48%

Don't know or No response: 22
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

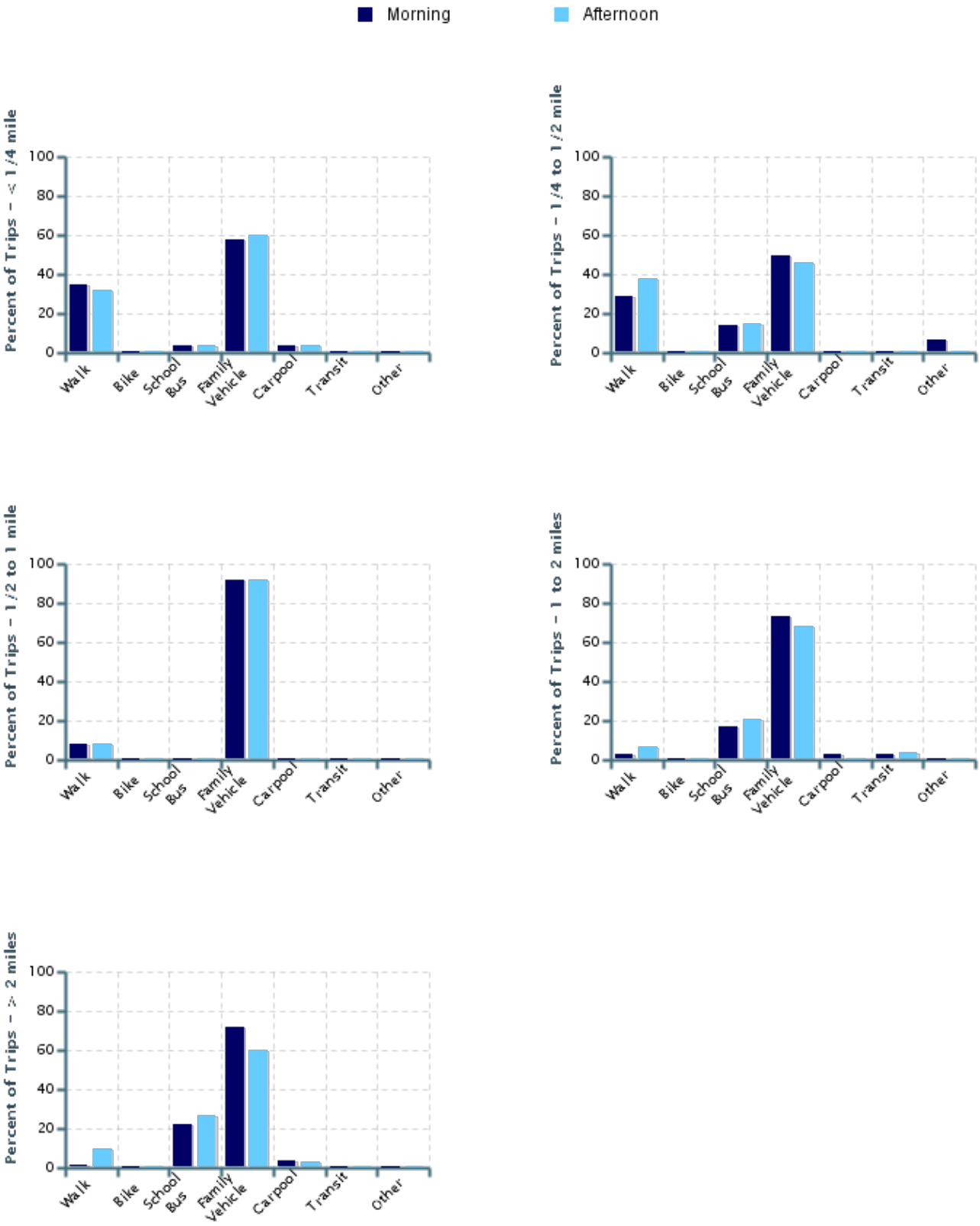


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	180	9%	0%	18%	68%	3%	0.6%	0.6%
Afternoon	172	15%	0%	22%	61%	2%	0.6%	0%

No Response Morning: 1
No Response Afternoon: 9
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	26	35%	0%	4%	58%	4%	0%	0%
1/4 mile up to 1/2 mile	14	29%	0%	14%	50%	0%	0%	7%
1/2 mile up to 1 mile	13	8%	0%	0%	92%	0%	0%	0%
1 mile up to 2 miles	30	3%	0%	17%	73%	3%	3%	0%
More than 2 miles	76	1%	0%	22%	72%	4%	0%	0%

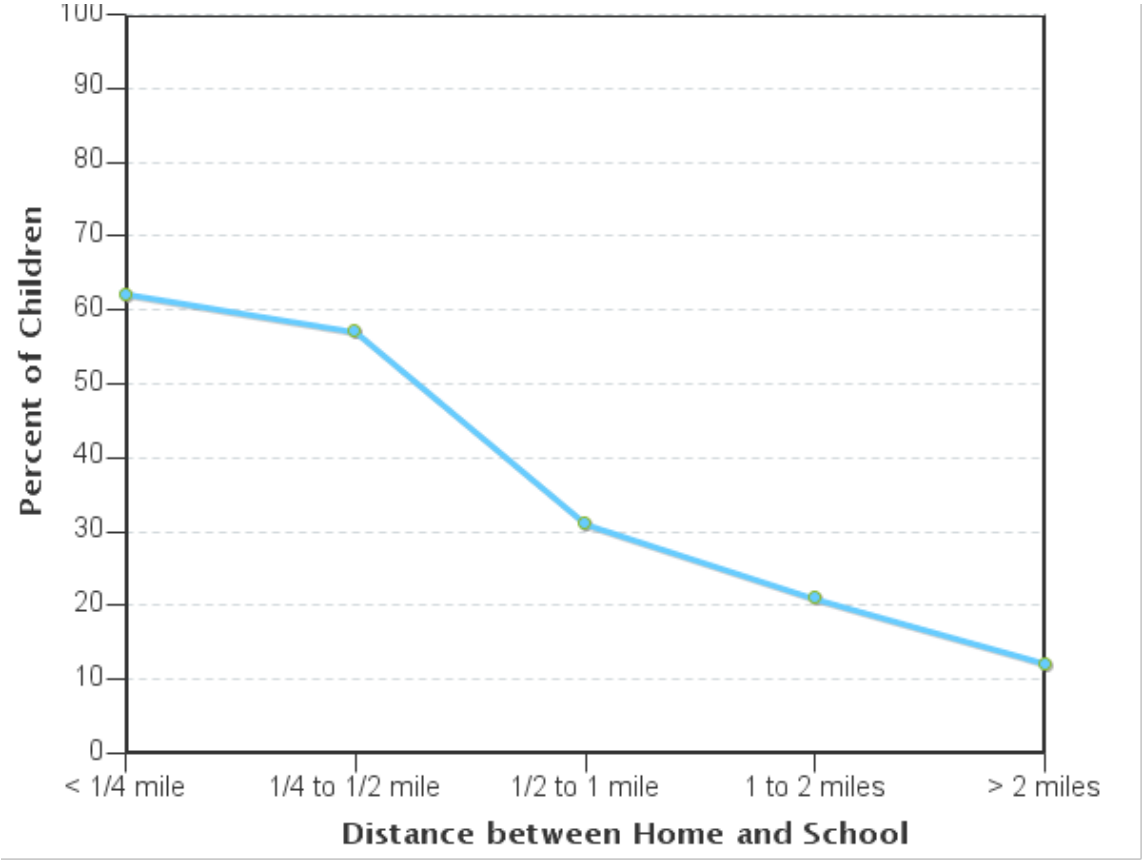
Don't know or No response: 22
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	25	32%	0%	4%	60%	4%	0%	0%
1/4 mile up to 1/2 mile	13	38%	0%	15%	46%	0%	0%	0%
1/2 mile up to 1 mile	12	8%	0%	0%	92%	0%	0%	0%
1 mile up to 2 miles	28	7%	0%	21%	68%	0%	4%	0%
More than 2 miles	73	10%	0%	27%	60%	3%	0%	0%

Don't know or No response: 30
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

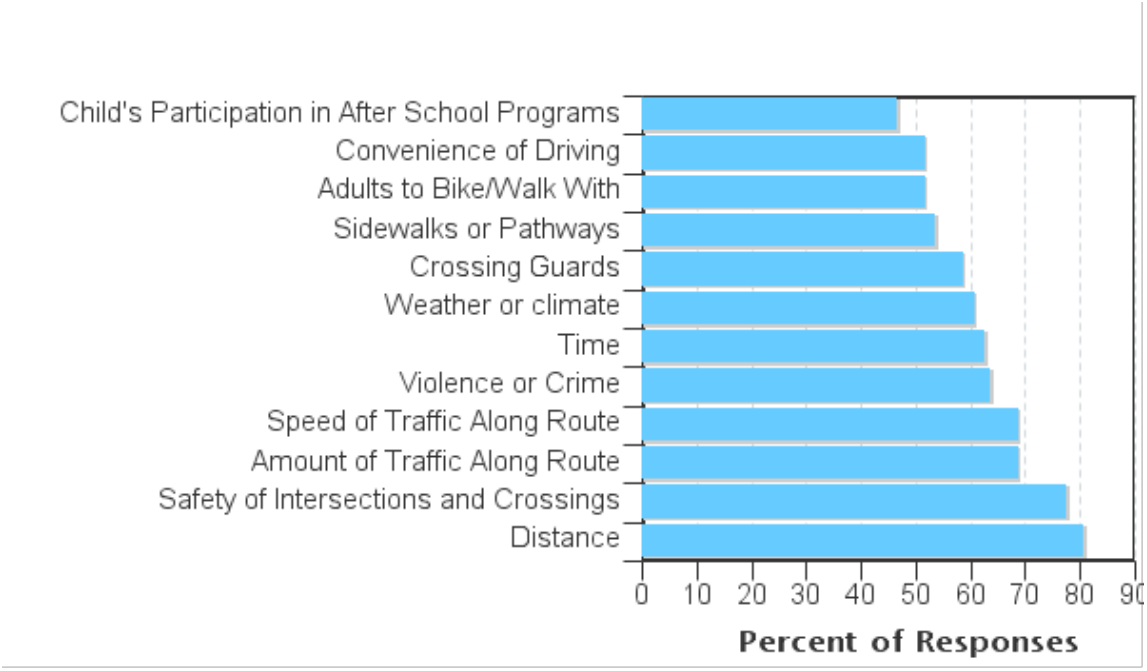


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

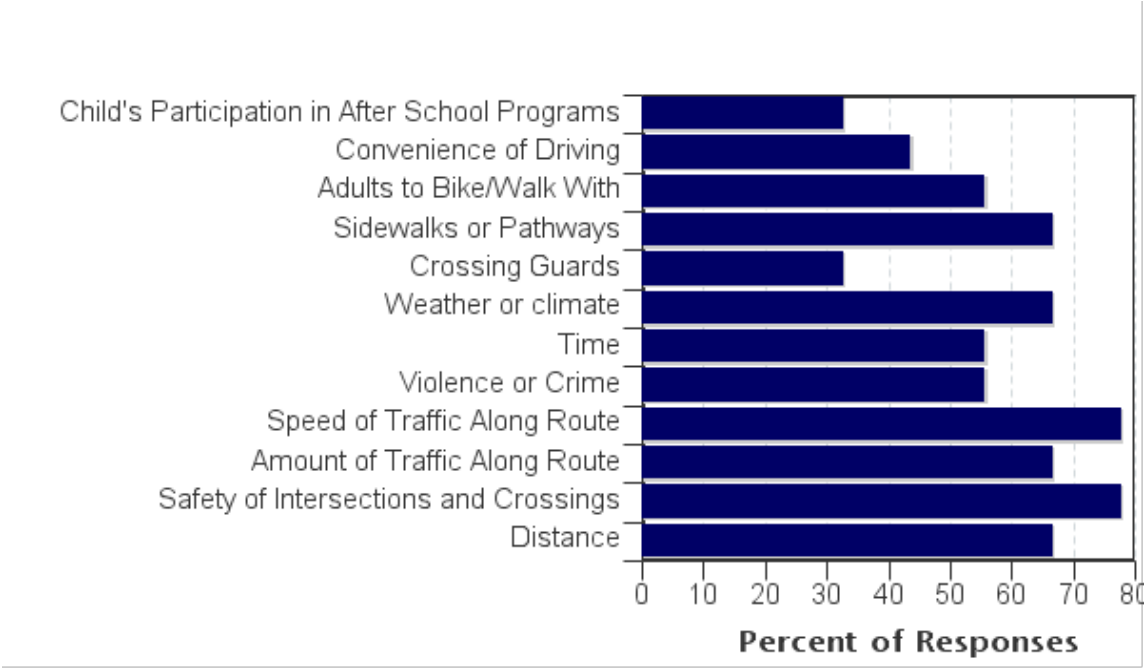
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	43	62%	57%	31%	21%	12%
No	115	38%	43%	69%	79%	88%

Don't know or No response: 23
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

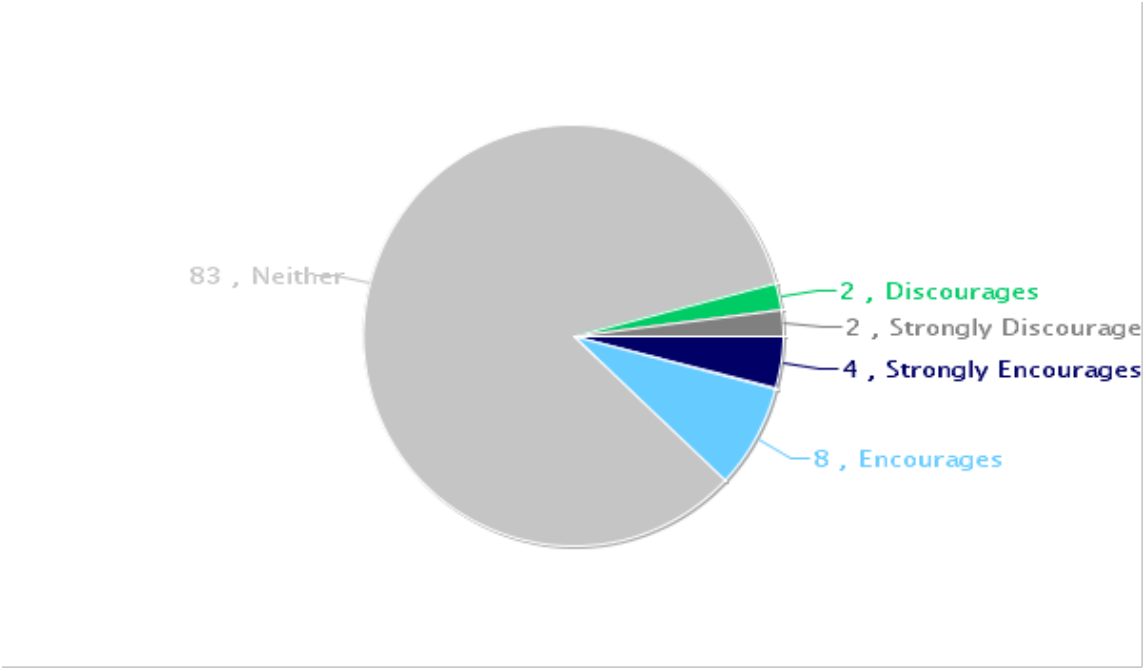


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

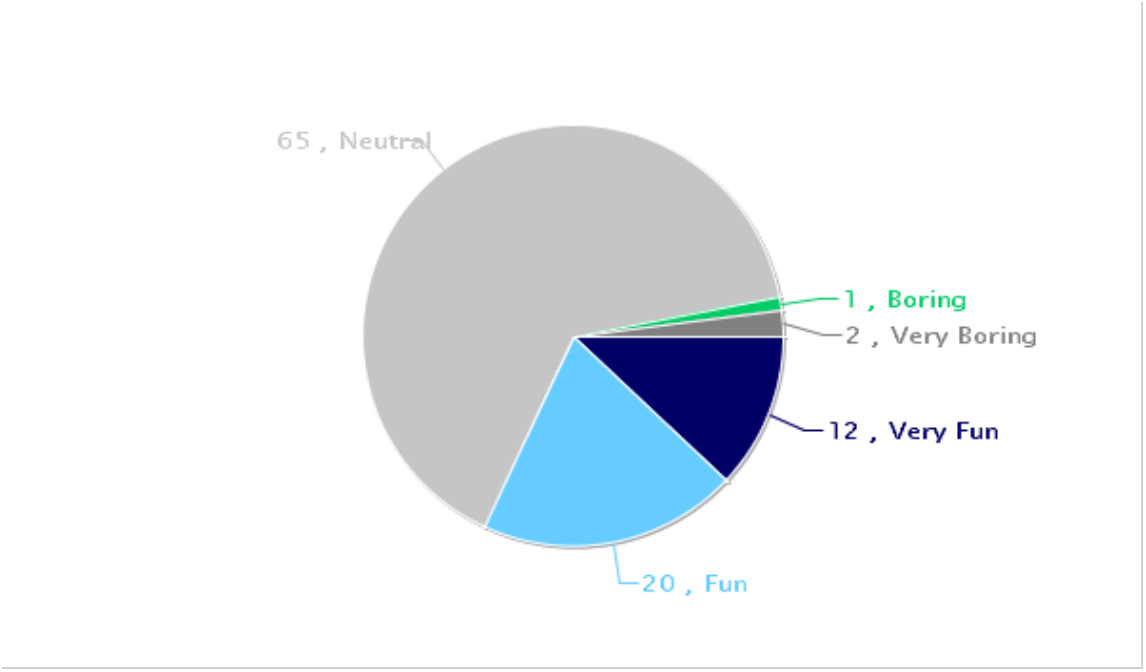
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	81%	67%
Safety of Intersections and Crossings	78%	78%
Amount of Traffic Along Route	69%	67%
Speed of Traffic Along Route	69%	78%
Violence or Crime	64%	56%
Time	63%	56%
Weather or climate	61%	67%
Crossing Guards	59%	33%
Sidewalks or Pathways	54%	67%
Adults to Bike/Walk With	52%	56%
Convenience of Driving	52%	44%
Child's Participation in After School Programs	47%	33%
Number of Respondents per Category	**156**	**9**

No response: 16
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

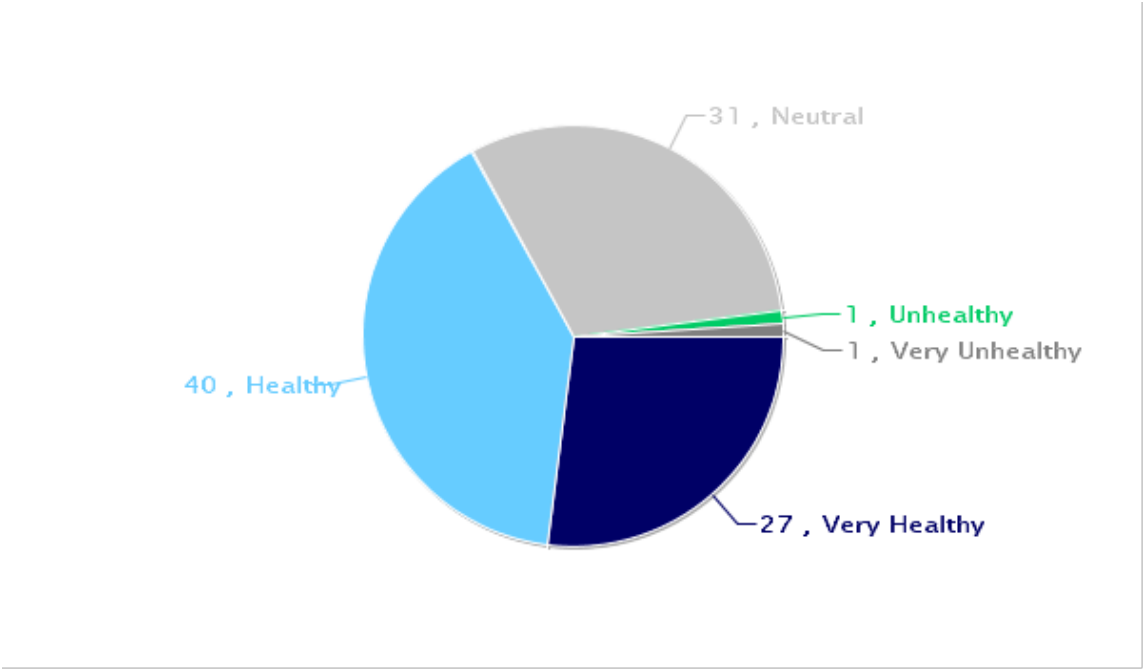
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1635662	Thank you!
1635141	Even though we live like right around the corner from the school it's just convenience to get in the car and drop the little ones to school, then drop off my middle schooler and then off to work I go. That way I know all of my kids made it to school. My mind will be at ease.
1641496	We live close to the school but its just convenient to get them in the car and drop the kids off, then drop my middle schooler off then off to work. That way I know they made it to school.
1641509	Under item 6b, checkmarked "Walk" and added "to Youth/Teen Center"
1641370	Our friend/neighbor also has a daughter at Crumpton and walks girls to and from school everyday.
1640501	Although I am happy with the school my daughter attends, I would like it if it had a "doble inversión" program.
1631738	We live in Salinas and Kensi's school is about 15 miles away I would NEVER allow her to walk or bike that far.
1640639	For us as parents we are really grateful for the school security and we feel safe leaving our kids at school.
1639178	If my daughter had an adult to walk with her, at 13 I would let her walk home.
1641679	Unclear on questions 10 and 11. But I prefer that on days my daughter walks its days I pick her up or her brothers. I dont believe Marina is unsafe. I just dont want to take that chance.
1641681	In my opinion, question 15 is extremely offensive and inappropriate to ask with this survey.
1641514	Although our current school is further than an elem student should bike/walk, I really hope there is a safe travel plan to the middle school so our son and other kids can bike.
1640518	No sidewalks on Reservation Rd
1640627	Only a few times a year he/I ride together Preston Park has not opened the new road to get to school with ease and faster. We go this way - but it's actually a closed road. Otherwise, it's 15 min to go around down Reservation Rd.
1640637	We need bus to stop at closest intersection to our house in E. Garison
1639155	Also marked "bike", "school bus", and "family vehicle" for both parts of Question 6.
1641688	Getting to school on their own is teaching them time management and responsibility.
1641467	Cars sometimes go very fast and also they dont stop when you are trying to cross the street.
1640532	Reservation Rd not safe to bike on (to East Garrison)
1641691	A crossing guard would make her more comfortable.

1641455	We live quite far from the school. Not sure if it would be appropriate to let my kids walk to and from school even if elements in 10 were addressed.
1641460	I'm a single mother of 3 who has worked very hard to work around my children's schedules. I have raised my children with integrity and respect. I trust my children, the way the world is today I dont trust anybody, with my children.
1631709	Also filled in "carpool" for question 6) "how does your child arrive and leave for school on most days?"
1631754	I would not allow my child to walk to school mainly because he has ADHD and has problems focusing and retaining information and directions.
1635665	A child risks danger walking alone; there are some drivers that do not stop.
1641458	Last year my children rode the bus and walked from the stop which was great. However, bus charges have resulted in driving the kids to school this year.
1641512	Not willing to let my 5 year old walk/bike to school. I'm not even comfortable with her taking the bus.
1640597	Safety. Not very many vehicles that I see when dropping off my child slow down and that is a bit scary becasue my oldest was hit by a car near Marina Vista.
1631675	My kid is autistic so it is not safe for him to walk or bike to/from school.
1640535	My children have never biked nor walked to school because we're in a very dangerous time. It is not safe for them to be alone on the street.
1639174	"My child lives in Salinas - this survey does not apply"
1641609	My child is currently without reliable transportation to school, and forced to walk over a mile because the bus is full, he is on a waiting list, and we do not have dependable transportation. Sometimes we get a ride, but our vehicle has car trouble.
1641511	We live where it isn't possible for the children to ride bikes or walk to school.

Parent Survey Reports - Del Rey Woods Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Del Rey Woods Elementary

Set ID: 18054

School Group: CTPG2018_MPUSD

Month and Year Collected: October 2018

School Enrollment: 0

Date Report Generated: 06/11/2019

% Range of Students Involved in SRTS: Don't Know

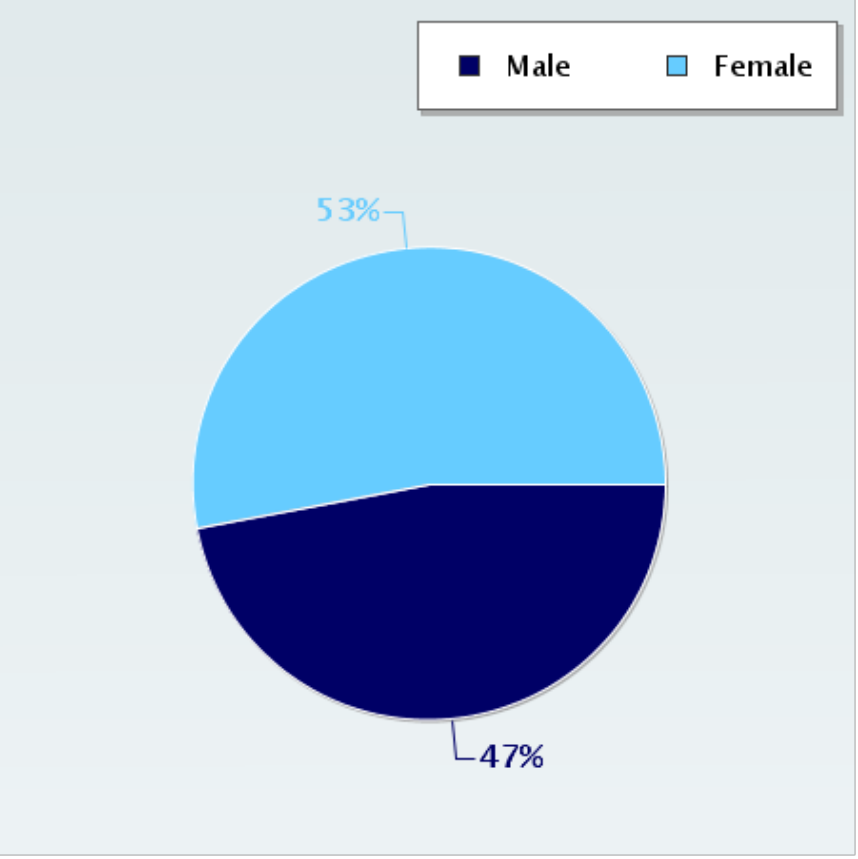
Tags: Elementary School

Number of Questionnaires Distributed: 0

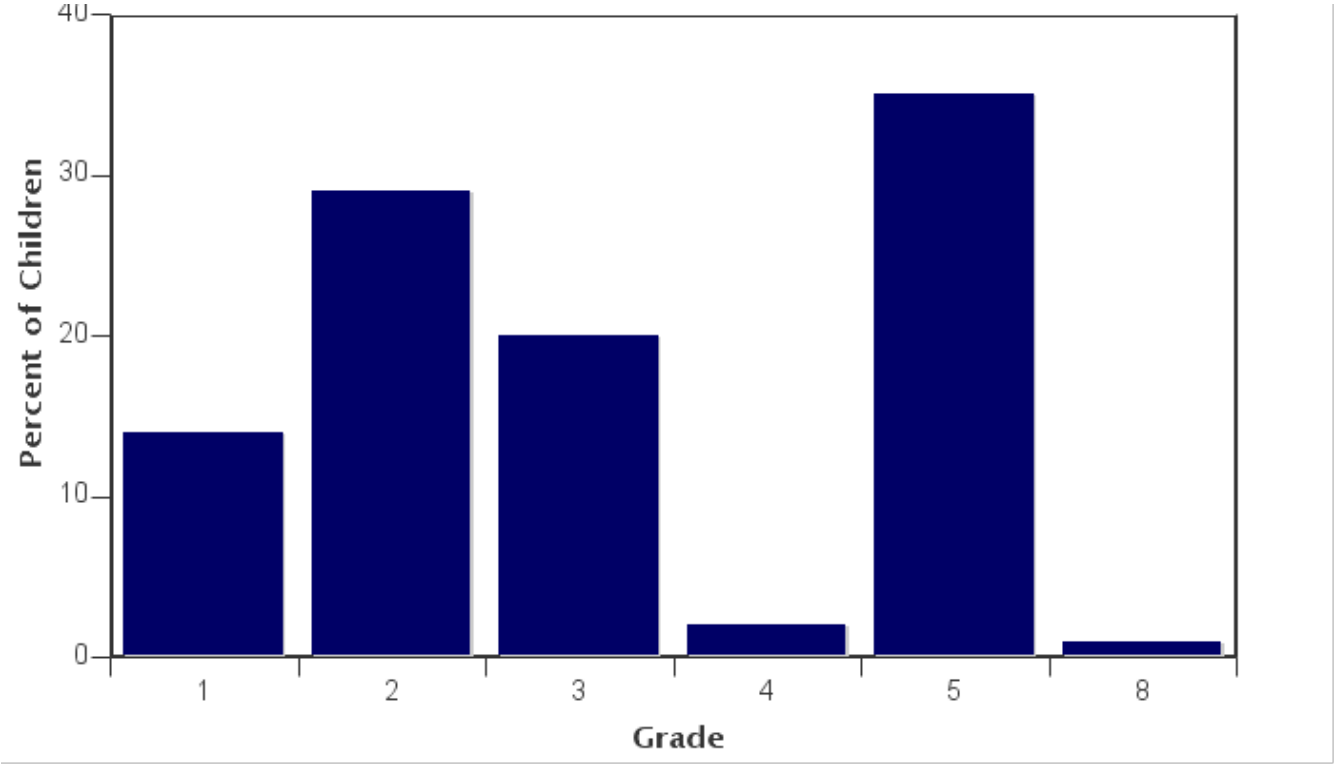
Number of Questionnaires Analyzed for Report: 192

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

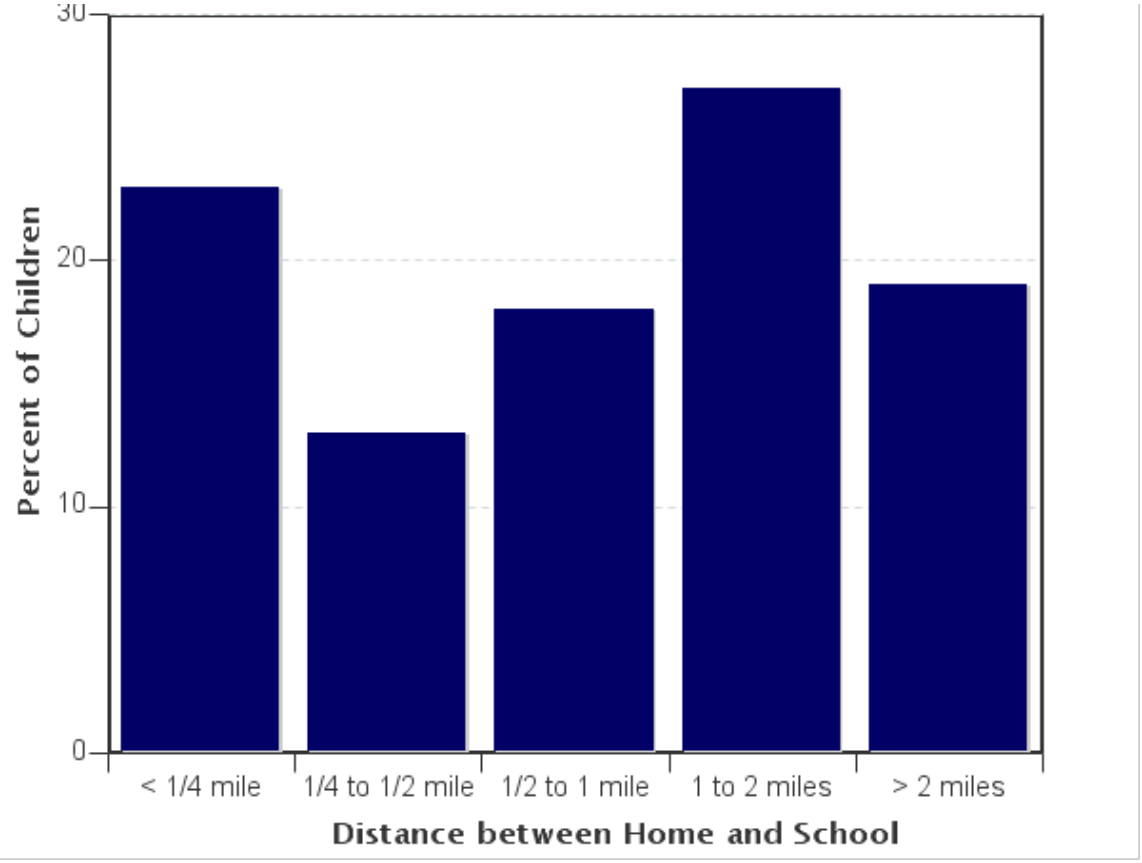


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
1	27	14%
2	54	29%
3	38	20%
4	3	2%
5	65	35%
8	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

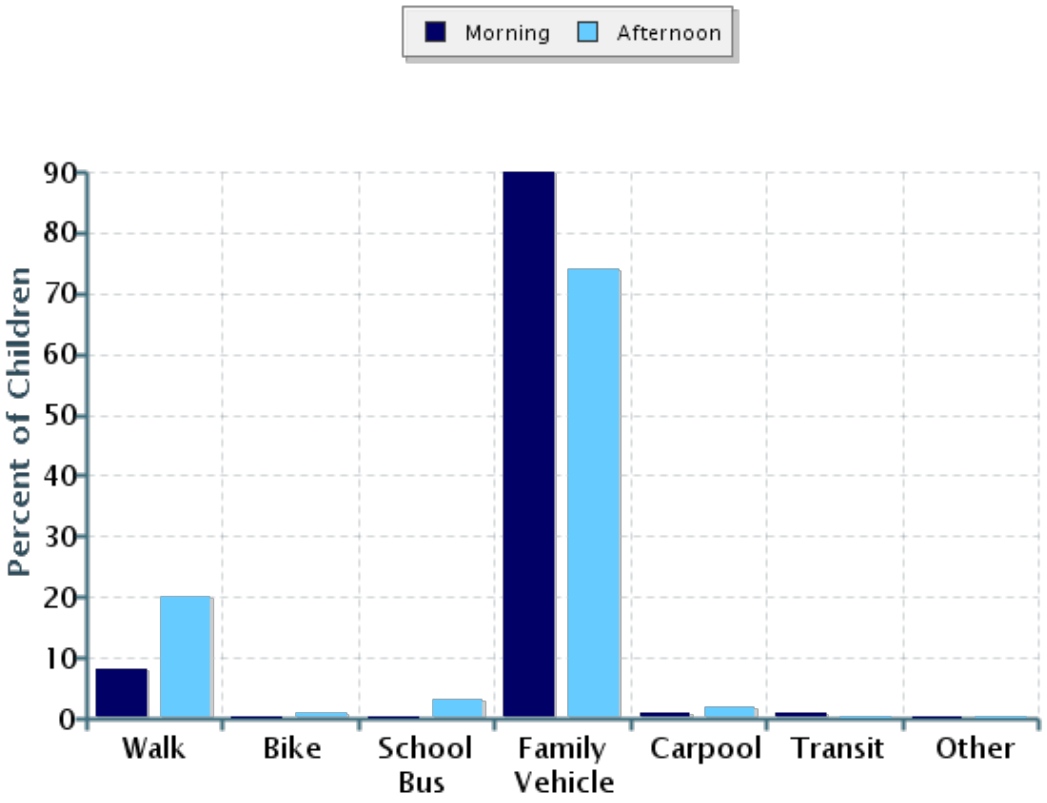


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	38	23%
1/4 mile up to 1/2 mile	22	13%
1/2 mile up to 1 mile	29	18%
1 mile up to 2 miles	44	27%
More than 2 miles	32	19%

Don't know or No response: 27
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

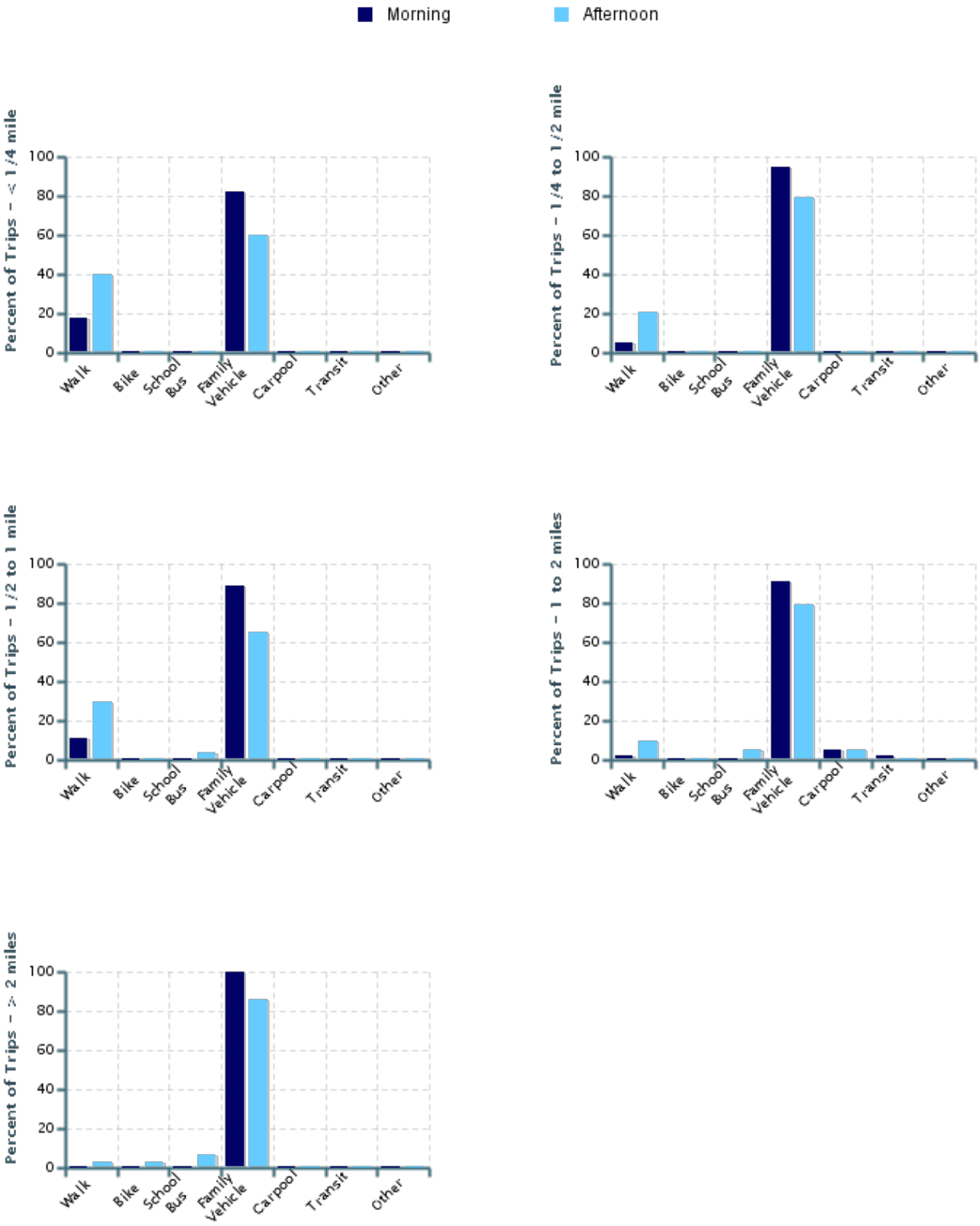


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	188	8%	0%	0%	90%	1%	0.5%	0%
Afternoon	171	20%	0.6%	3%	74%	2%	0%	0%

No Response Morning: 4
No Response Afternoon: 21
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	38	18%	0%	0%	82%	0%	0%	0%
1/4 mile up to 1/2 mile	21	5%	0%	0%	95%	0%	0%	0%
1/2 mile up to 1 mile	28	11%	0%	0%	89%	0%	0%	0%
1 mile up to 2 miles	44	2%	0%	0%	91%	5%	2%	0%
More than 2 miles	32	0%	0%	0%	100%	0%	0%	0%

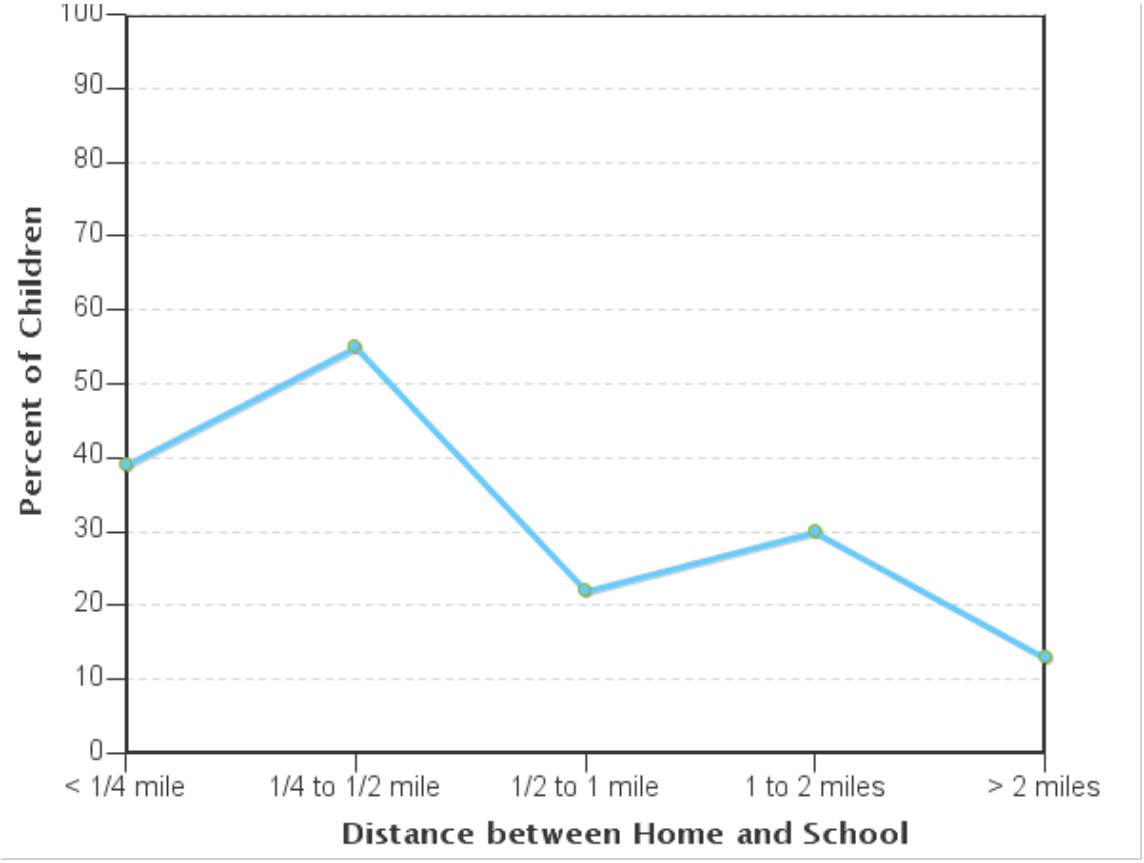
Don't know or No response: 29
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	35	40%	0%	0%	60%	0%	0%	0%
1/4 mile up to 1/2 mile	19	21%	0%	0%	79%	0%	0%	0%
1/2 mile up to 1 mile	23	30%	0%	4%	65%	0%	0%	0%
1 mile up to 2 miles	39	10%	0%	5%	79%	5%	0%	0%
More than 2 miles	29	3%	3%	7%	86%	0%	0%	0%

Don't know or No response: 47
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

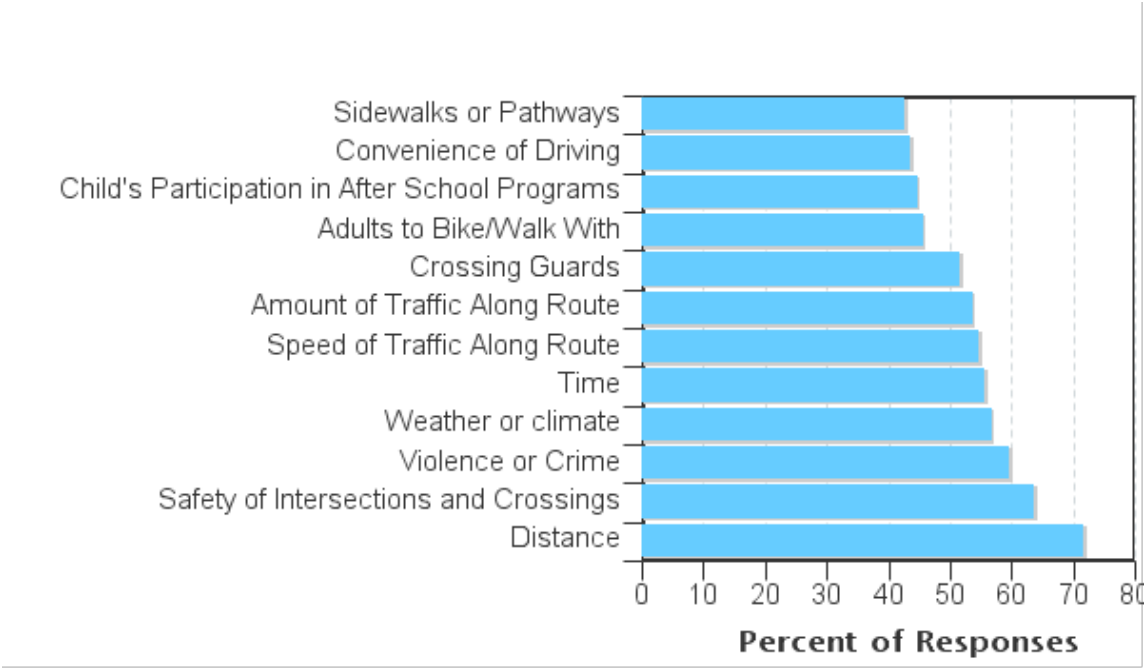


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

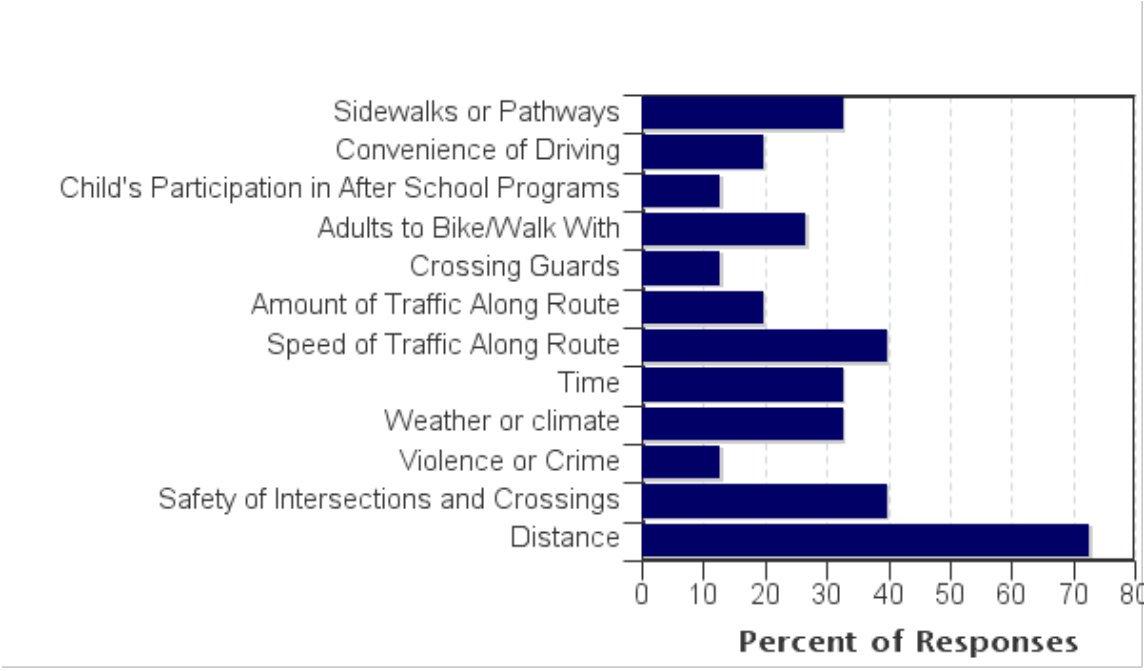
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	50	39%	55%	22%	30%	13%
No	112	61%	45%	78%	70%	88%

Don't know or No response: 30
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

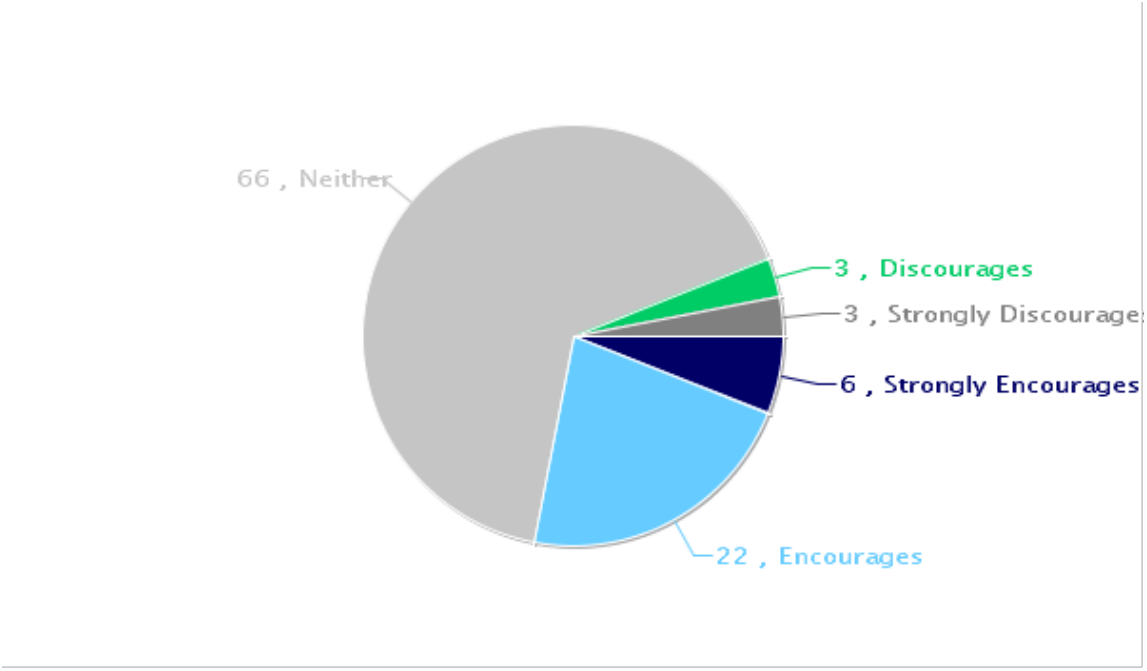


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

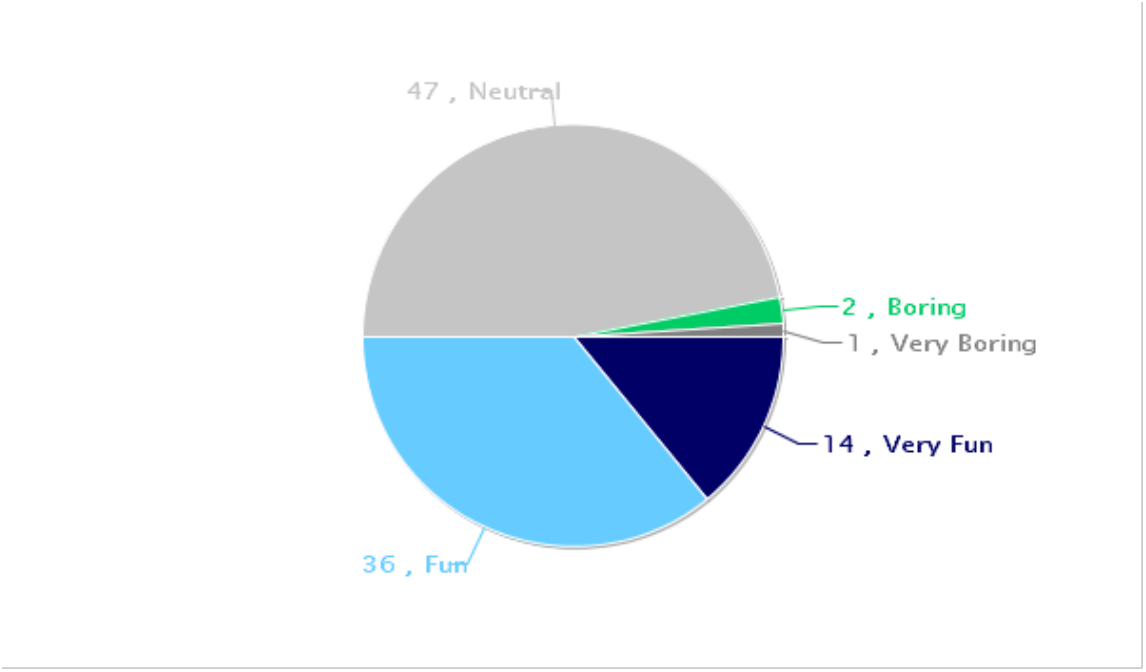
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	72%	73%
Safety of Intersections and Crossings	64%	40%
Violence or Crime	60%	13%
Weather or climate	57%	33%
Time	56%	33%
Speed of Traffic Along Route	55%	40%
Amount of Traffic Along Route	54%	20%
Crossing Guards	52%	13%
Adults to Bike/Walk With	46%	27%
Child's Participation in After School Programs	45%	13%
Convenience of Driving	44%	20%
Sidewalks or Pathways	43%	33%
Number of Respondents per Category	**145**	**15**

No response: 32
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

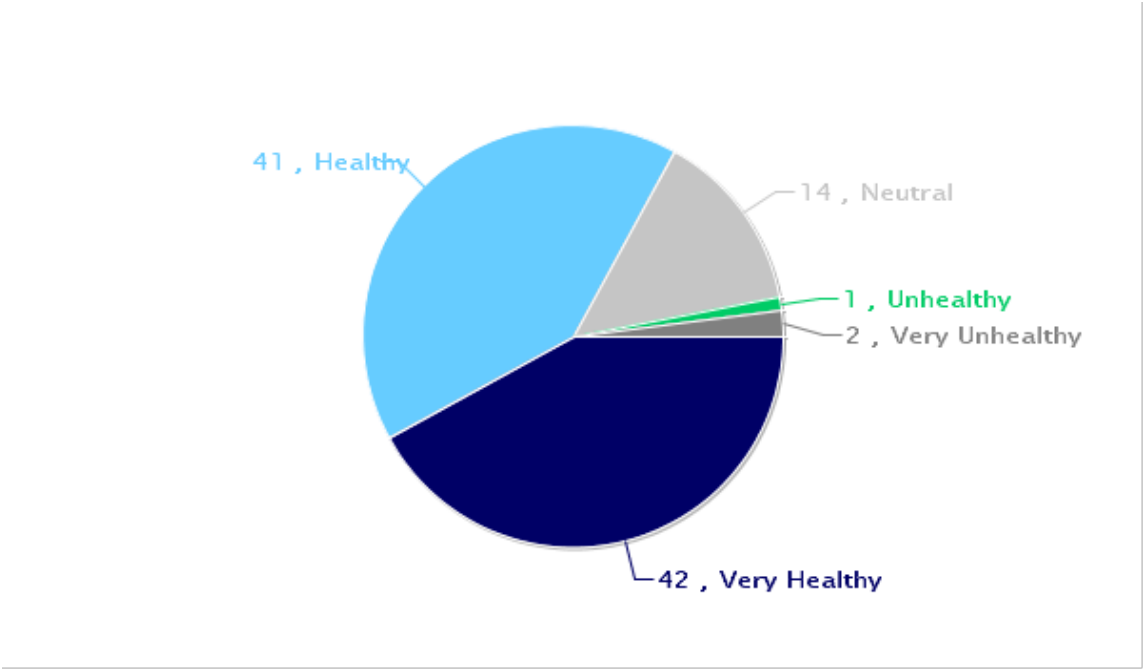
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1647325	Me gustaría que se motivara mas los ninos a caminar a través de información de personal capacitado que les explique la importancia del ejercicio.
1630428	No gustoria que se motivara mas a los ninos a caminar a travez de informacion de personal capacitado. que les explique la importancia del ejercicio. Trans- We would like to provide more motivation about walking to the kids through information by trained personnel who can explain the importance of exercising.
1634408	Trans- That all the questions are well made! Que todas las preguntas estan bien echos!
1647672	Our daughter walks home from school because she likes to and it also helps her out with growing independence in her self.
1647879	He would if we lived closer to school. Distance is the biggest issue.
1648052	Que tengan mas bigilancia en las afueras de la escuela para con los ninos.
1648096	Que toas las preguntas están bien echos.
1632331	Our daughter walks home from school because she likes to and it also her her out with growing independence in herself.
1646339	Streets are over populated, too many cars speed on Kimball and and every school should have crossing guards! No matter the cost!
1634127	Why are we filling out this survey?
1634137	Que tengan mas bicylancia en las afueras de la escuela para con los ninos. Trans- That they have more bicycles on the outskirts of the school for with the children.
1628898	There is nobody in the house to wait for them
1634623	Necesitamos mas apoyo por parte de la escuela (director y maestros). Trans- We need more support from the school (principal and teachers).
1634704	todo meparese vien. Trans- All looks good to me.
1634733	nosotors caminamos y andamos enbisicleta yes muy divertido y gracias por las preguntas. Trans- We walk and ride bicycle yes very fun and thank you for the questions.
1647992	We don't live in Seaside or Del Rey Oaks. We live in Salinas.
1634076	ninguno Trans- none.
1634771	me gustarian que psuieran otro stop sign antes de llegar a la escuela por ejemplo antes de llegar a la noche buena mas abaso de la kimball los carros vienen muy rapido y si estuviera otro stop es mas seguro para los ninos caminar a o de la escuela. Trans- I would like if they put another stop sign before entering the school for example before getting to Noche Buena, a bit below Kimball the cars drive too fast and if there was another stop sign it would be safer for the children to walk to and from school.

1634758	We do not live in Seaside or Del Rey Oaks. We live in Salinas.
1628854	que es saludable caminar y andar en bicicleta pero siempre pensando que nuestros hijos esten bien vayan ala escuela. Trans- It is healthy to walk and ride a bicycle but always thinking that our children are well going to school.
1628930	Hay algunas calles que no tienan banqueta y es necesario. Trans- There are some streets without sidewalk and it's necessary.
1647678	Road by the front of school are dangerous, big tree roots pushed street upwards. Hazardous! Cars need to be directed by someone kids crossing can't be seen due to big dumpsters behind school. Very dangerous.
1634683	En mi opinion deberian a ver mas policias en entrada y salida de la escuela. Hay muchas persakes que no respetan los nuces cerca de la escuela solo miran un lado no a todos como de ser. Trans- In my opinion there should be more police at the entrance and exit of the school. There are too many people who don't respect the lights near schools only look one way and not all ways as they should.
1634066	Vivo lejos u mucho trafico y peligroso. Trans- I live far and too much traffic and dangerous.
1634782	para mi noes seguro kese bayan algo yo siempre la yebo caminando y me atocado mirar keay carros asta arrebasan ban bien duro porke sele asetarde ay algunos kenose paran ni adar el pase aunke miren auno ke kiere clusar poreso nose mease bien keanden solos los ninos. Trans- For me it's not safe for them to go a bit I always take her walking and I've had to see cars even passing others really fast because they're running late and there are some that don't stop to let people cross even if they see that one is ready to cross that's why I don't believe it's right that the children are out alone.
1630405	Aveces aigunos carros sales resio y eso no esta bien porque hay ninos. Trans- Sometimes some cars come out fast and that's not good because there are kids.
1630436	sin comentarios. Trans- no comments
1634751	nosotros mandamo a nuetro hijo a la escuela para que estudia mas ya que nosotro no tubimo mucho estudio por la pobresa que tubimo en nuestro pais. Trans- We send our son to school to study more since we didn't have much schooling due to poverty we had in our country.
1634098	My child walks home from school but not to school. It would be nice if the kids were to SAFELY get to and from school but with all of the excessive unnecessary speeding of parents it would in my opinion be very UNSAFE to walk or ride their bikes without a parent to safely get them across these streets! People need to get up a little EARLIER and SLOW DOWN!!!
1628861	I do not agree with the biking or walking to school. especially for elementary schools. maybe middle school or high school.
1634559	Como madre mi opinion es que nuestros hijos deuerian siempre tener transportaccion en vehiculo o bus escolar es peligro de otro forma. Trans-As a mother, my opinion is that our children should always have transportation in a vehicle or school bus it's danger a different way.
1634128	Dejana que mi hija caminara de pendiendo dela edad. Trans- I would let my daughter walk depending on the age.
1648045	He visto muchos ninos caminando solos de regreso a casa y en mi opinion es demaciado peligroso. En el area hay muchas personas, peligrosas y el cruse de calles.

1634142	Trans- I've seen many children walking alone and in my opinion it's too dangerous. In the area there are too many people who are dangerous and the crosswalks. he visto muchos ninos caminando solos de regreso a y en mi opinion es demaciado, peligroso. en el area hay muchas personas, peligrosas. y el cruze de calles
1630417	Para mi no es recomendable que los ninos viajan caminando o envicicleta solos para la escuela ya que les puede occurer algun accidente por que estar jugando se pueden distraer muy facil y algo les puede pasar. Trans- For me it's not recommended for children to walk or ride their bike alone to school because an accident can occur because they're playing and can get distracted easily and something can happen to them.
1630467	Trans- I didn't understand much the survey. No entendi mucho la encuesta
1647034	No entendí mucho la encuesta

Parent Survey Reports - Dual Language Academy

Parent Survey Report: One School in One Data Collection Period

School Name: Dual Language Academy

Set ID: 18082

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

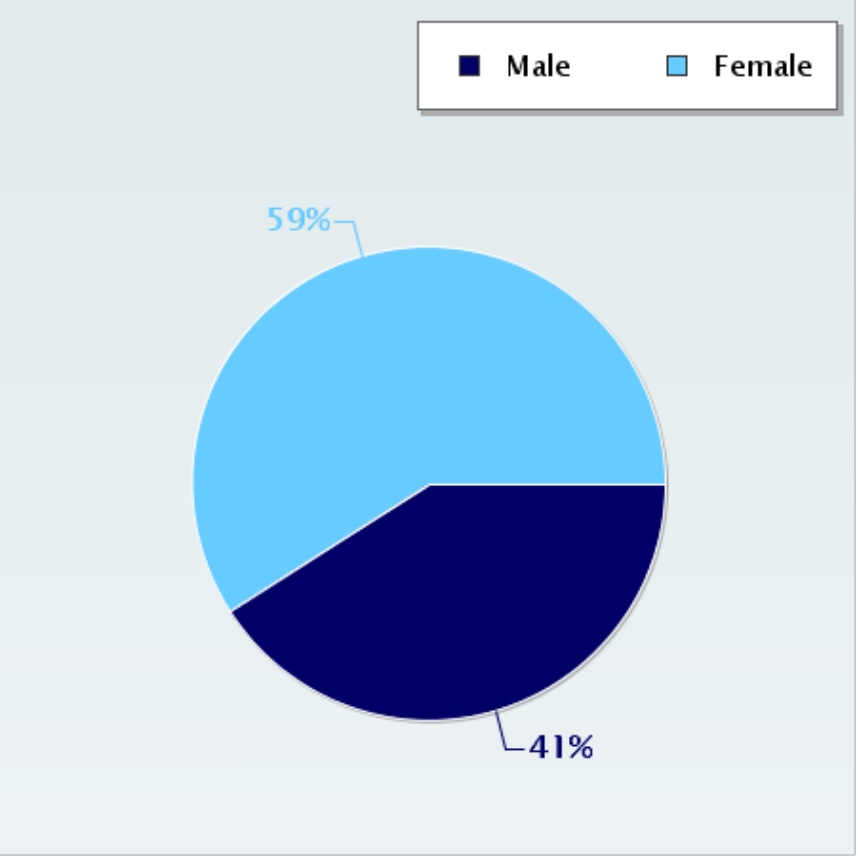
Tags:

Number of Questionnaires Distributed: 0

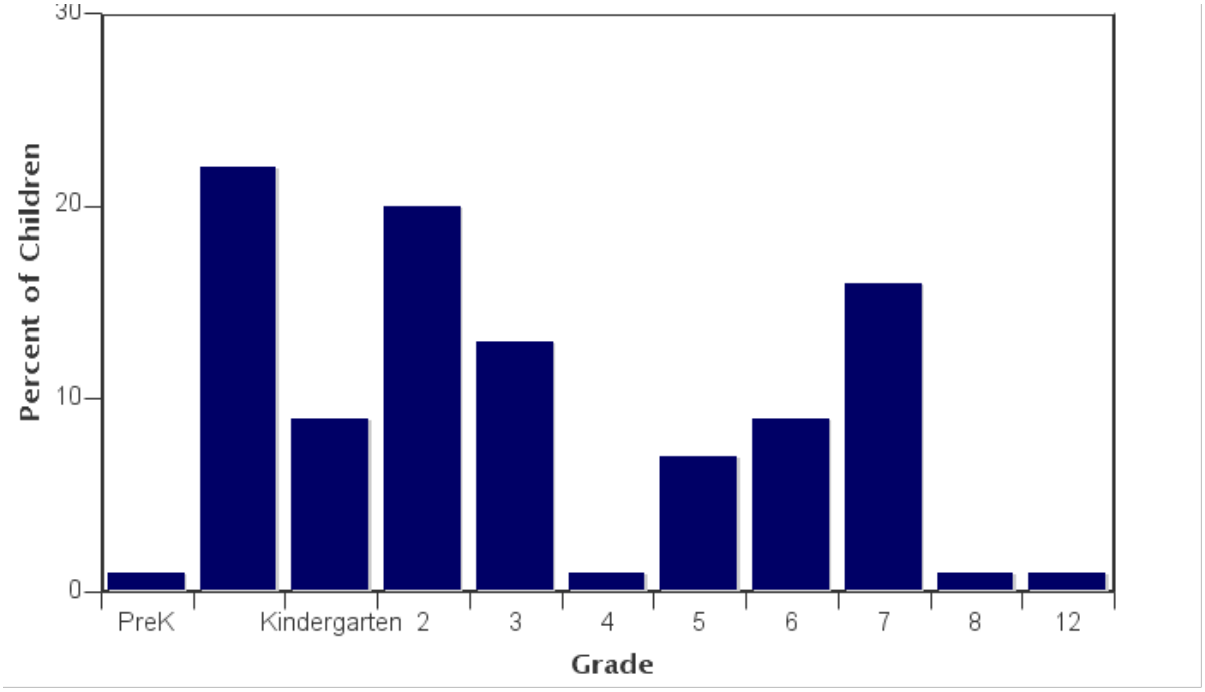
Number of Questionnaires Analyzed for Report: 143

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

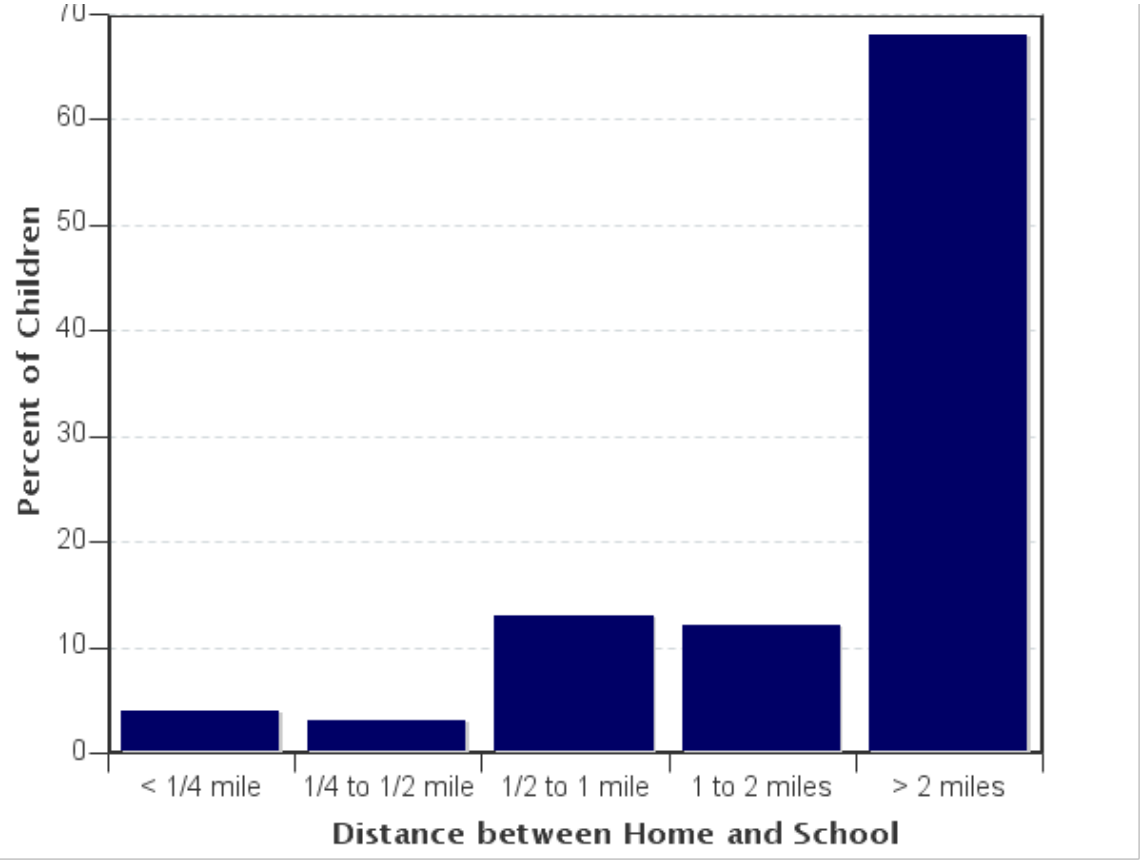


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	1%
Kindergarten	31	22%
1	13	9%
2	29	20%
3	19	13%
4	2	1%
5	10	7%
6	13	9%
7	23	16%
8	1	1%
12	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

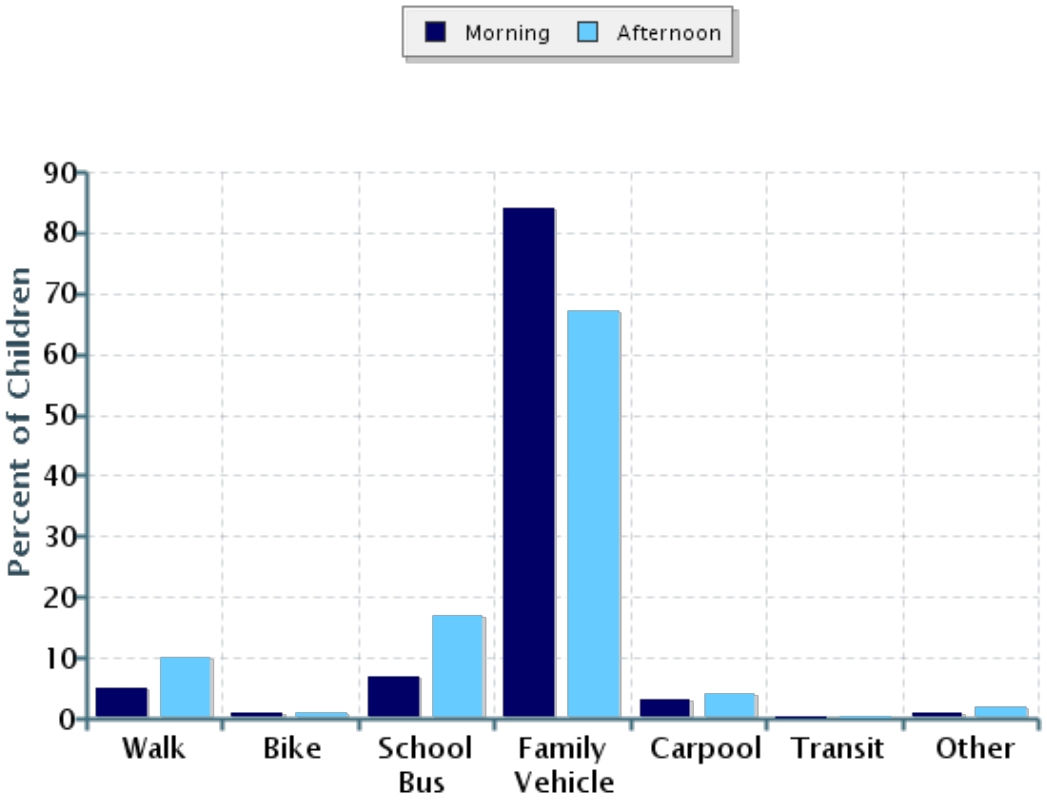


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	4%
1/4 mile up to 1/2 mile	4	3%
1/2 mile up to 1 mile	17	13%
1 mile up to 2 miles	15	12%
More than 2 miles	88	68%

Don't know or No response: 14
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

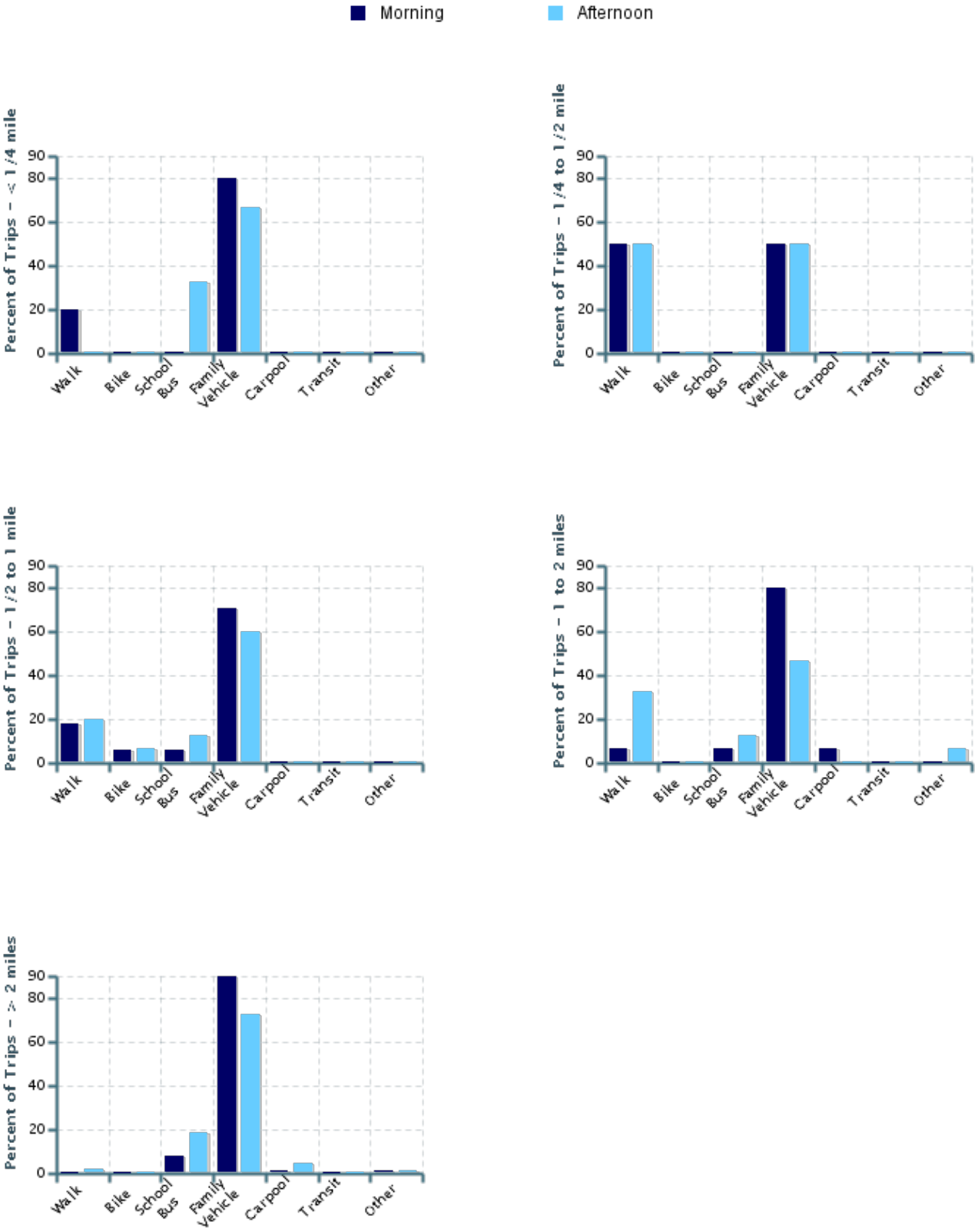


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	142	5%	0.7%	7%	84%	3%	0%	0.7%
Afternoon	132	10%	0.8%	17%	67%	4%	0%	2%

No Response Morning: 1
No Response Afternoon: 11
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	20%	0%	0%	80%	0%	0%	0%
1/4 mile up to 1/2 mile	4	50%	0%	0%	50%	0%	0%	0%
1/2 mile up to 1 mile	17	18%	6%	6%	71%	0%	0%	0%
1 mile up to 2 miles	15	7%	0%	7%	80%	7%	0%	0%
More than 2 miles	88	0%	0%	8%	90%	1%	0%	1%

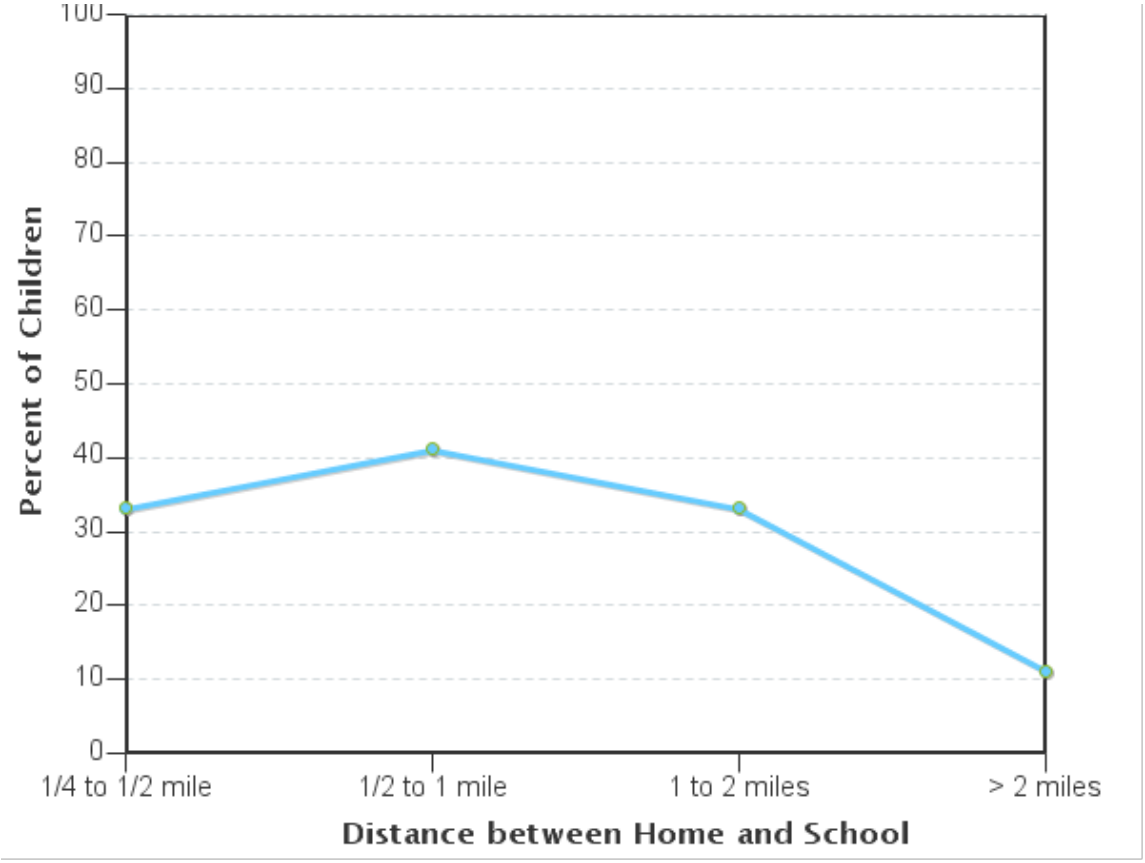
Don't know or No response: 14
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	0%	0%	33%	67%	0%	0%	0%
1/4 mile up to 1/2 mile	4	50%	0%	0%	50%	0%	0%	0%
1/2 mile up to 1 mile	15	20%	7%	13%	60%	0%	0%	0%
1 mile up to 2 miles	15	33%	0%	13%	47%	0%	0%	7%
More than 2 miles	84	2%	0%	19%	73%	5%	0%	1%

Don't know or No response: 22
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

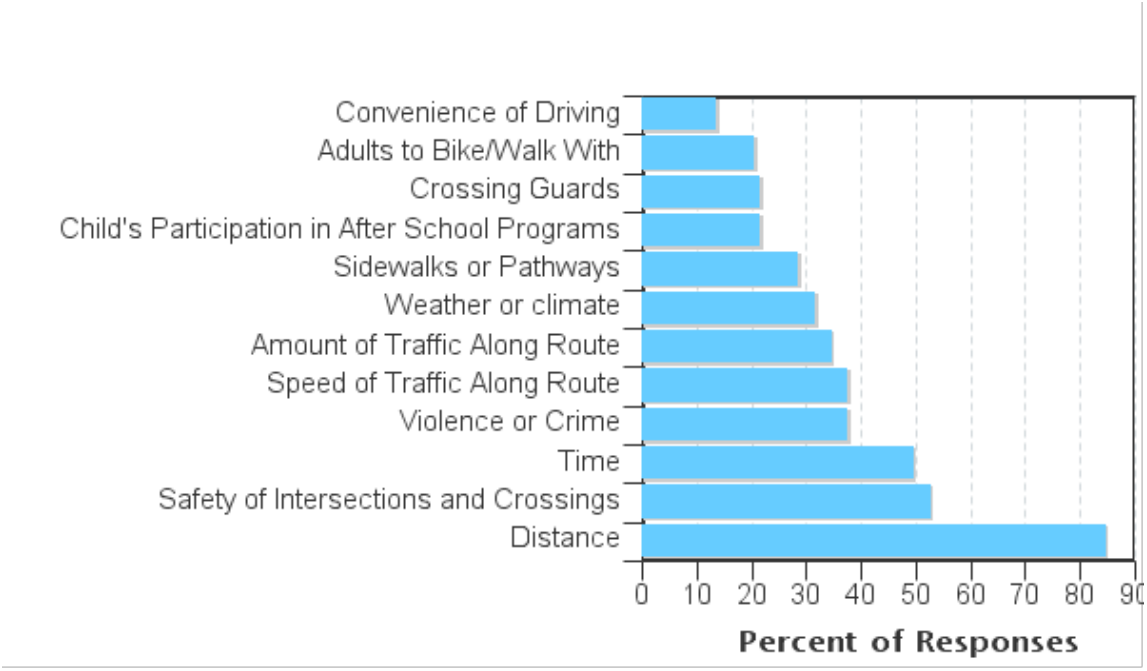


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

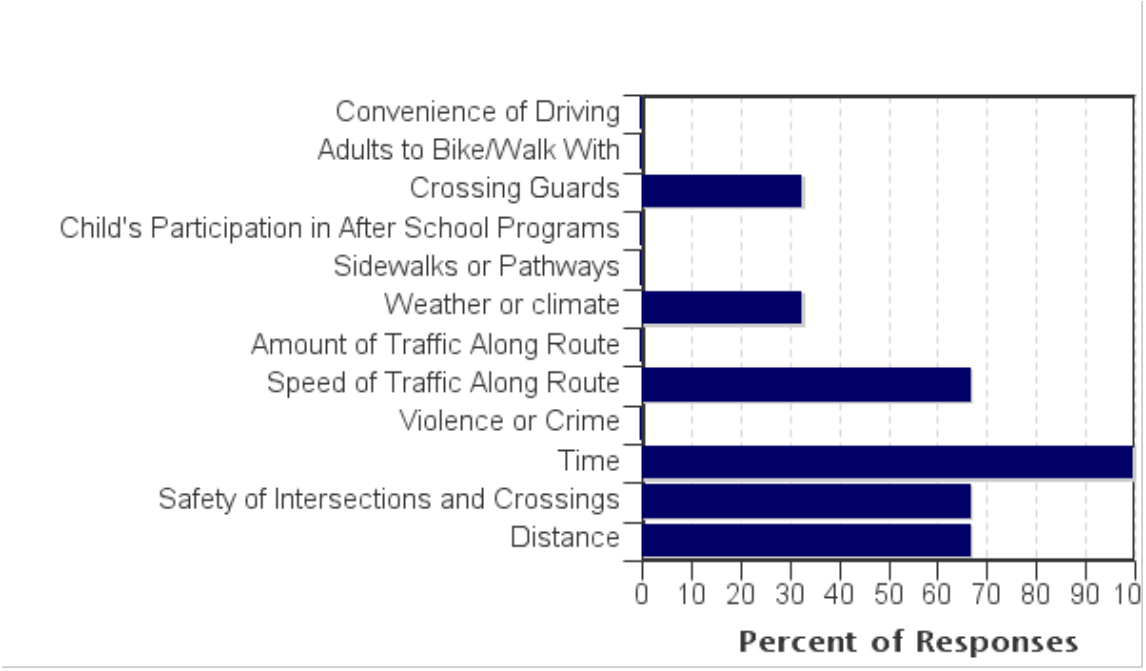
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	23	0%	33%	41%	33%	11%
No	104	100%	67%	59%	67%	89%

Don't know or No response: 16
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

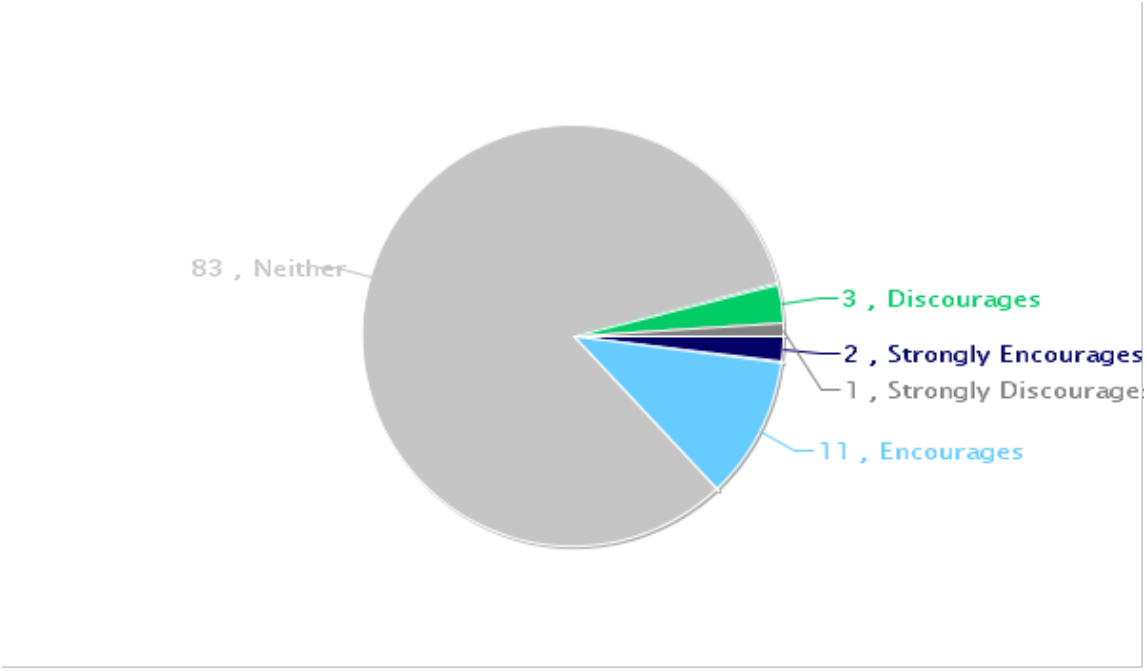


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

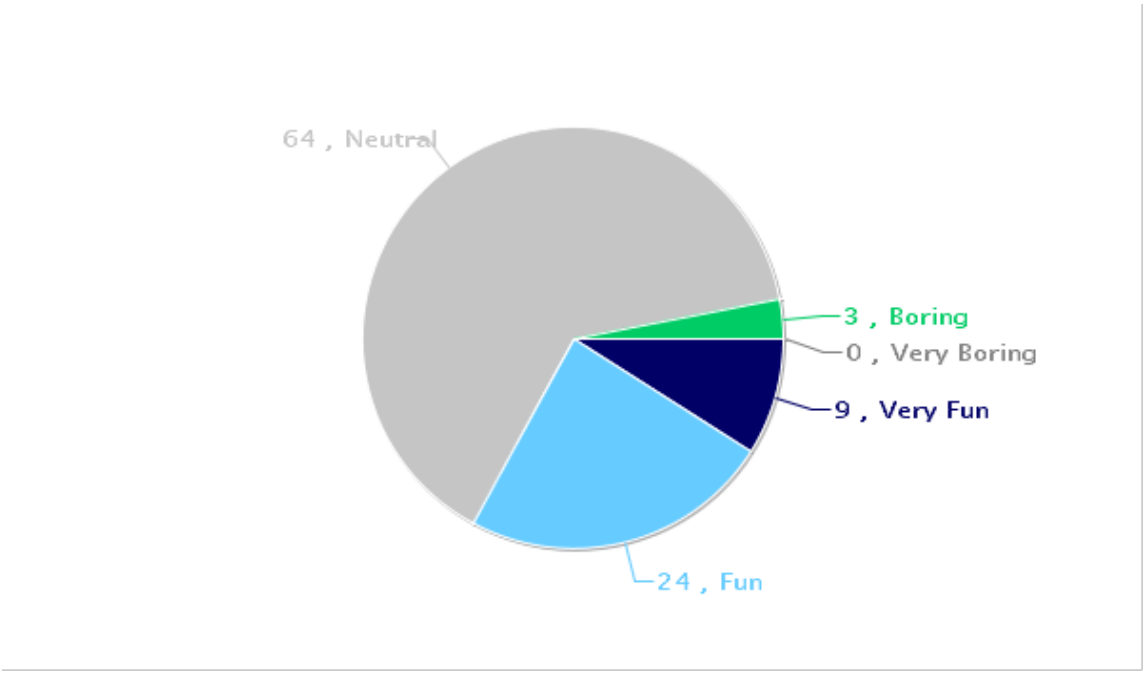
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	85%	67%
Safety of Intersections and Crossings	53%	67%
Time	50%	100%
Violence or Crime	38%	0%
Speed of Traffic Along Route	38%	67%
Amount of Traffic Along Route	35%	0%
Weather or climate	32%	33%
Sidewalks or Pathways	29%	0%
Child's Participation in After School Programs	22%	0%
Crossing Guards	22%	33%
Adults to Bike/Walk With	21%	0%
Convenience of Driving	14%	0%
Number of Respondents per Category	**105**	**3**

No response: 35
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

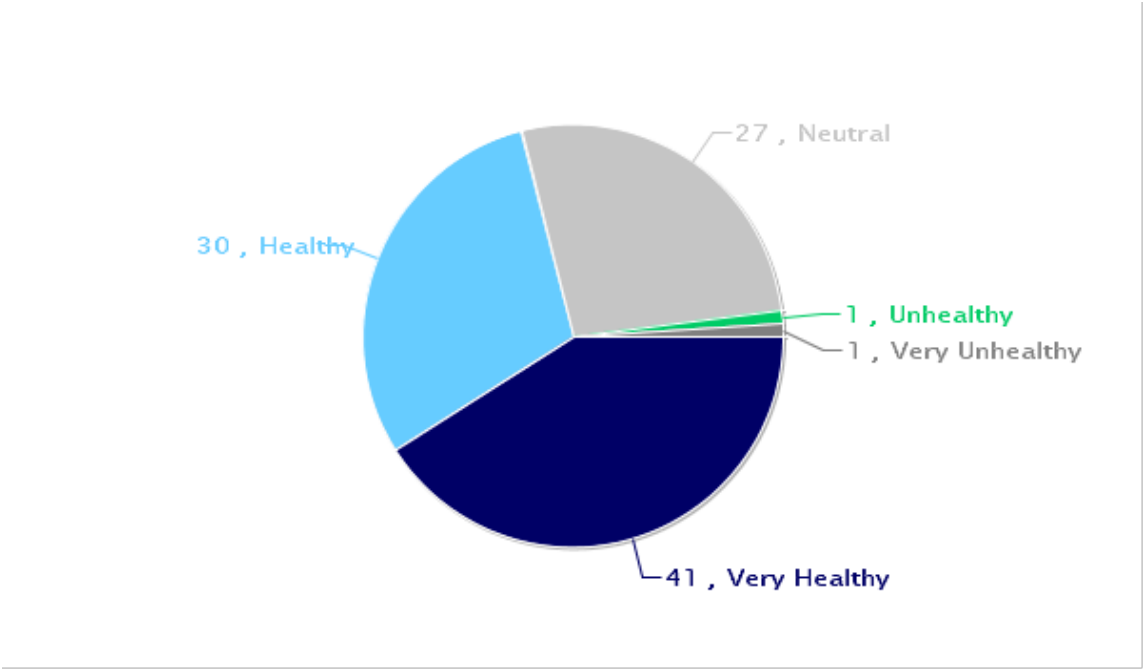
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1629977	The school should provide more help or resources towards the school buses, paying special attention to the route that passes/takes students to the "Boys and Girls Club" since a large amount of student from this school go there. It seems like that route is becoming affected since its been used more.
1629981	Arrives and leaves school: both by family vehicle or carpools
1629988	Student gets to school by school bus or walking
1629990	Transportation to and from school: family vehicle or carpools
1629992	Transportation to school: family vehicle or school bus
1629997	We live to far for me to consider letting my child ride his bike to school. If we lived closer I would encourage him to ride or walk to school.
1630000	Transportation to and from school: family vehicle and carpool
1630006	Transportation from school: school bus or family vehicle
1630014	We need another bus to boys and girls club
1630018	At this point, we consider our children too young to bike or walk to school. When they are older, we would consider this as a viable option
1630019	I think it is very healthy to walk and ride bikes. However, I do not feel comfortable or secure to let her walk or bike to school because of her age. Another factor to not feeling comfortable/secure is the distance and lack of adult supervision.
1630027	Transportation from school: School bus or family vehicle
1630029	Transportation to school: school bus or family vehicle
1630033	Live in Marina and school is in Seaside. Its simply too far to walk/bike.
1630043	Marked "not sure" above because of grade but if they were older + all issues were met then I might let them.
1630051	The distance and lack of security are the main factors why I do not let my children walk or bike to school
1630059	My son uses the bus, he does not know how to ride a bike.
1630066	My home is too far from the school. I think children that live close can go to school walking or biking with a adult supervision
1630070	Not at this time because of age
1630082	My daughter is too young and the school is too far for her to be walking or biking to school. Not Safe!

1630085	We as a family bike to and from school. Biggest concern is the speed of vehicles around our neighborhood. Even if that was not such a big concern, I would not allow them to bike/walk alone until they were older.
1630095	It would be more secure if there were more sidewalks and more security when crossing
1630098	Another consideration is transportation of younger sibling(s) who are not yet school age but attend daycare. We are much more likely to walk when all the kids are at the same school.
1630105	My child is 5 and I do not and will not allow her to walk to and from school at any age.
1630124	Transportation to and from school: school bus or family vehicle. More police in the school
1630127	Transportation to and from school: walking, biking, family vehicle
1630128	We live too far from school for our kids to walk. But, I probably would not let them walk by themselves, only if accompanied by an adult
1630139	Transportation from school: school bus or family vehicle
1631193	Transportation to and from school: family vehicle or carpool
1631194	We need another school bus at the Boys and Girls stop
1631197	I would allow my child to walk or bike to school if it wasn't so far from home.
1631201	I would allow my children to use their bikes only if we lived closer.
1631208	Transportation to school: School bus or family vehicle Transportation from school: walks, school bus, or family vehicle I would like for my son to walk or bike to school if there was more support at crosswalks.
1631218	Transportation to school: school bus or family vehicle Our city needs to have better school routes, bike routes, and safety- infrastructure. More money should be allocated to build better roads, bike pathways and lights with better purpose- crossing on intersections.
1631230	Transportation from school: school bus or family vehicle
1631247	We live in Marina (CSUMB housing). Walking or biking is not an option. We would love to have the chance to use the school bus!
1629784	Parent marked that student walks and uses family vehicle to get to school and back home.
1629791	Would be great to have biking groups or walking groups. Maybe parent could drive child closer to school and then child could walk with group and certified adult.
1629792	Leaving from school: Family vehicle and/or carpools
1629794	The parents did not understand section 10.
1629795	My kids are very active in soccer games (10 hours every week) + 2 hours riding bikes with the family. I think it is not safe for any kid to walk to school, there are always crazy drivers on the road
1629815	Unfortunately, the school is a bit far from my home. However, it is a very good idea.
1629819	The route from my home to the school is very long by foot and there is not much security along the route. This is why I prefer to drive my students to school.

1629823	We live too far away for walking or biking to ever be an option.
1629824	I take them to school and pick them up so they do not have to walk. Our home is a bit far for them to walk home.

Parent Survey Reports - Highland Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Highland Elementary

Set ID: 18055

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

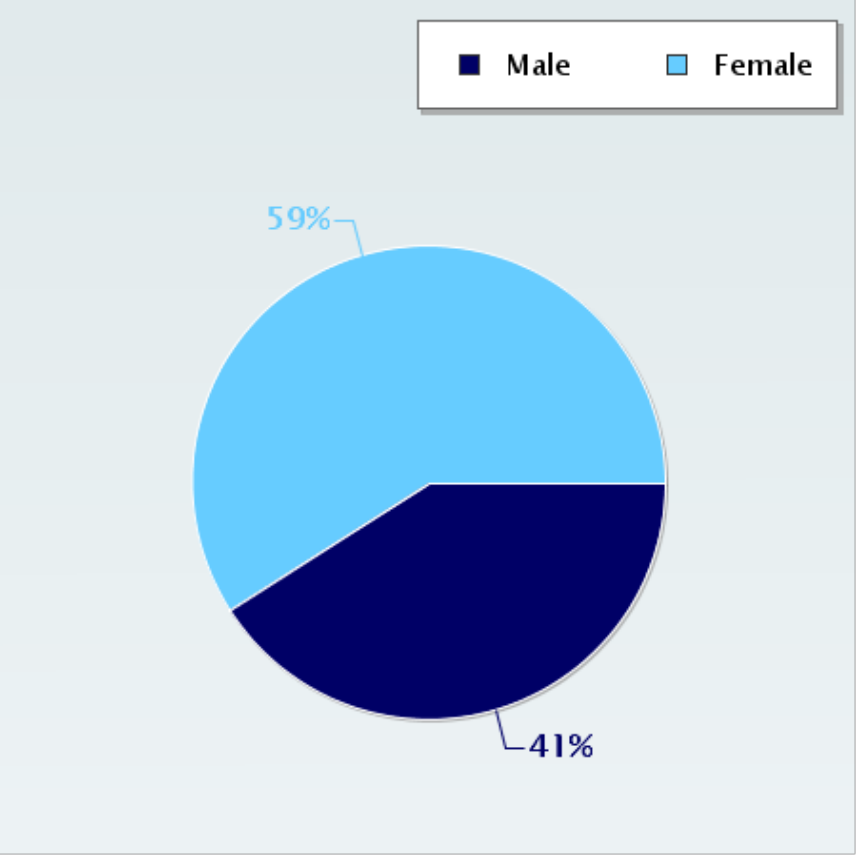
Tags:

Number of Questionnaires Distributed: 0

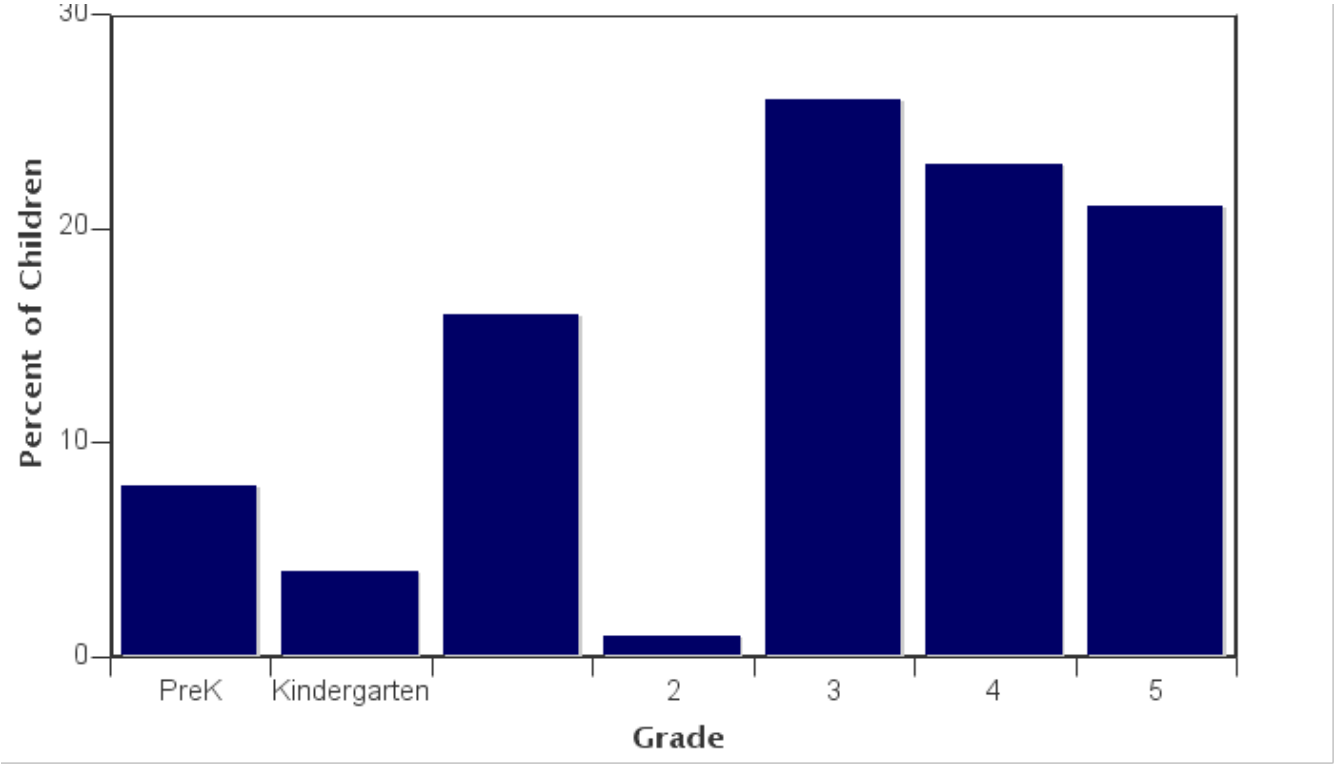
Number of Questionnaires Analyzed for Report: 163

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

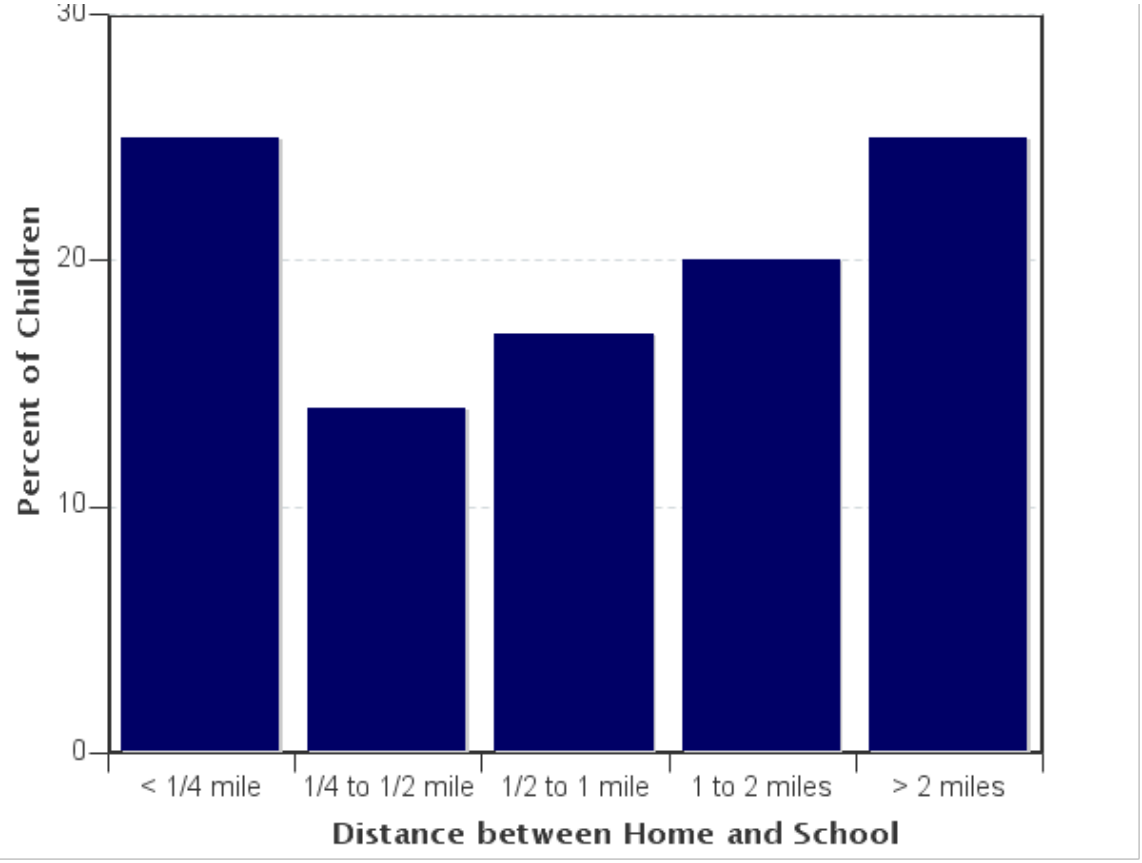


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	13	8%
Kindergarten	6	4%
1	26	16%
2	2	1%
3	41	26%
4	37	23%
5	34	21%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

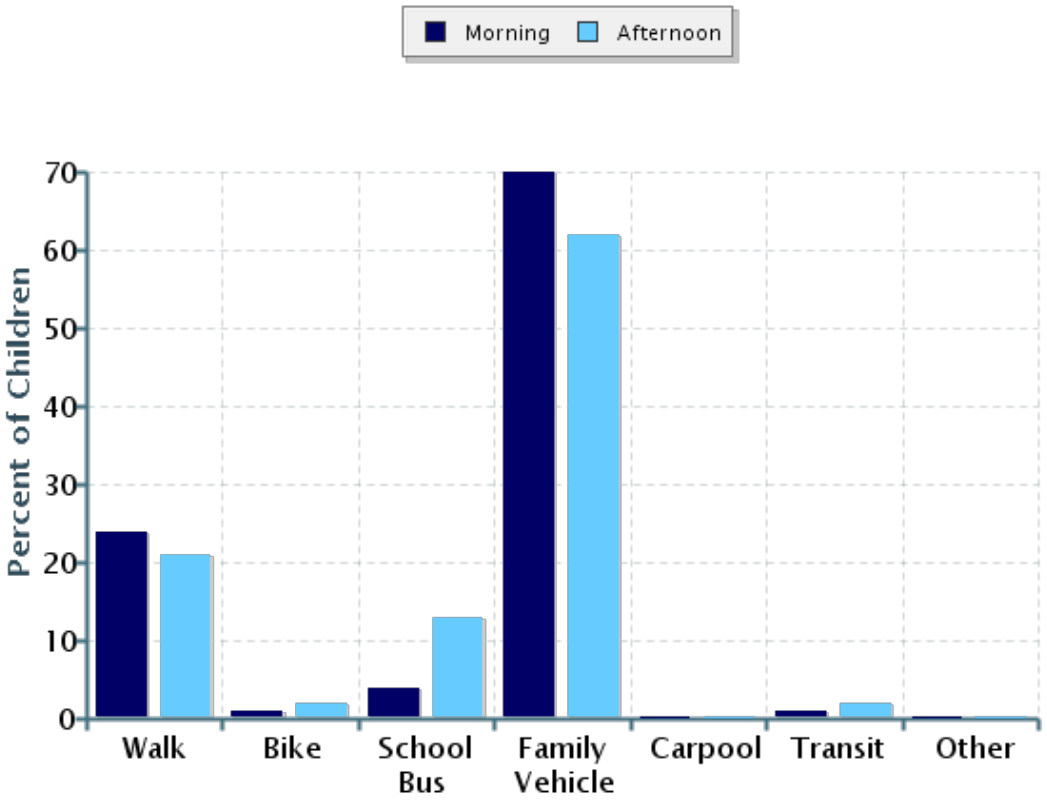


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	33	25%
1/4 mile up to 1/2 mile	18	14%
1/2 mile up to 1 mile	23	17%
1 mile up to 2 miles	26	20%
More than 2 miles	33	25%

Don't know or No response: 30
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

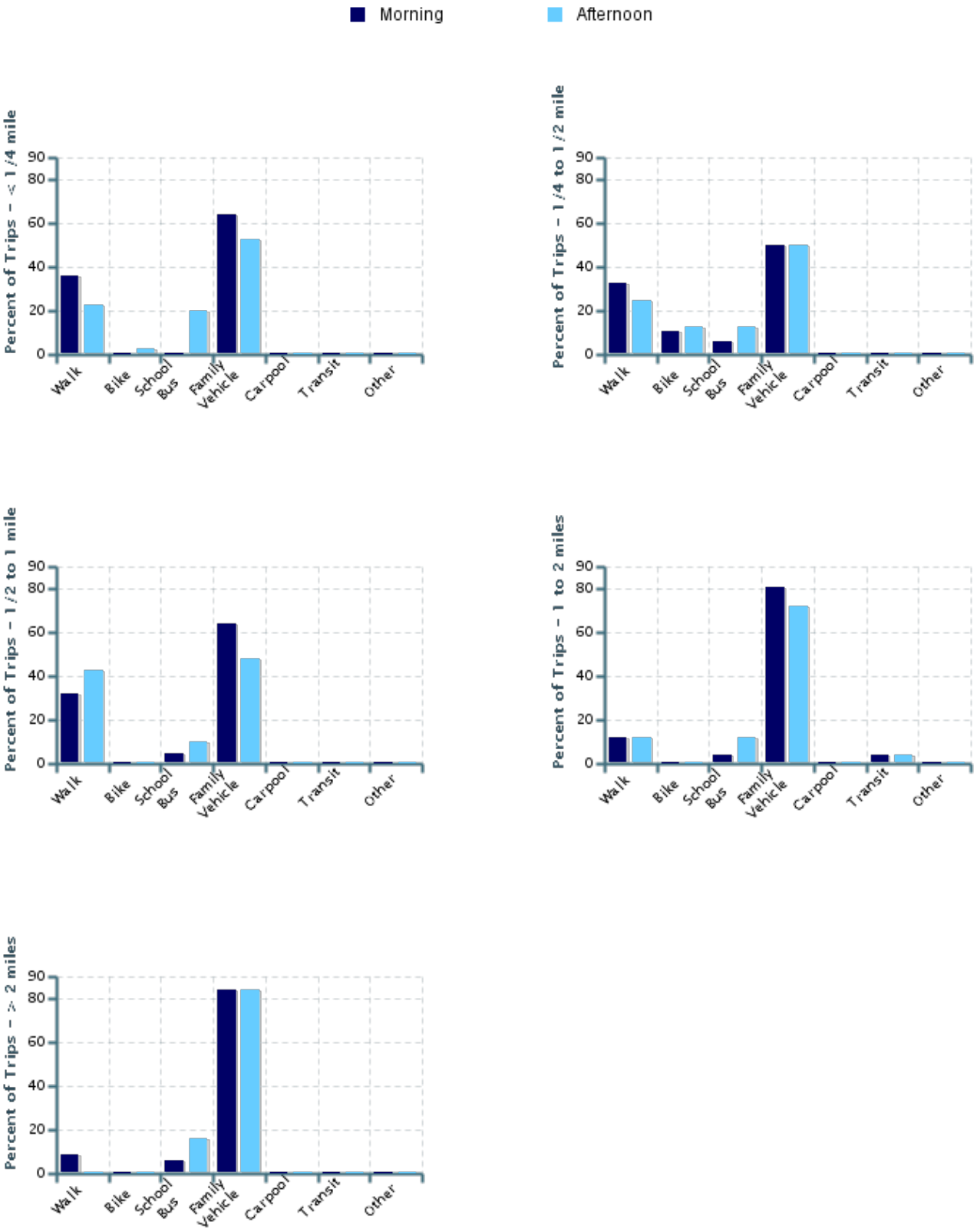


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	159	24%	1%	4%	70%	0%	0.6%	0%
Afternoon	149	21%	2%	13%	62%	0%	2%	0%

No Response Morning: 4
No Response Afternoon: 14
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	33	36%	0%	0%	64%	0%	0%	0%
1/4 mile up to 1/2 mile	18	33%	11%	6%	50%	0%	0%	0%
1/2 mile up to 1 mile	22	32%	0%	5%	64%	0%	0%	0%
1 mile up to 2 miles	26	12%	0%	4%	81%	0%	4%	0%
More than 2 miles	32	9%	0%	6%	84%	0%	0%	0%

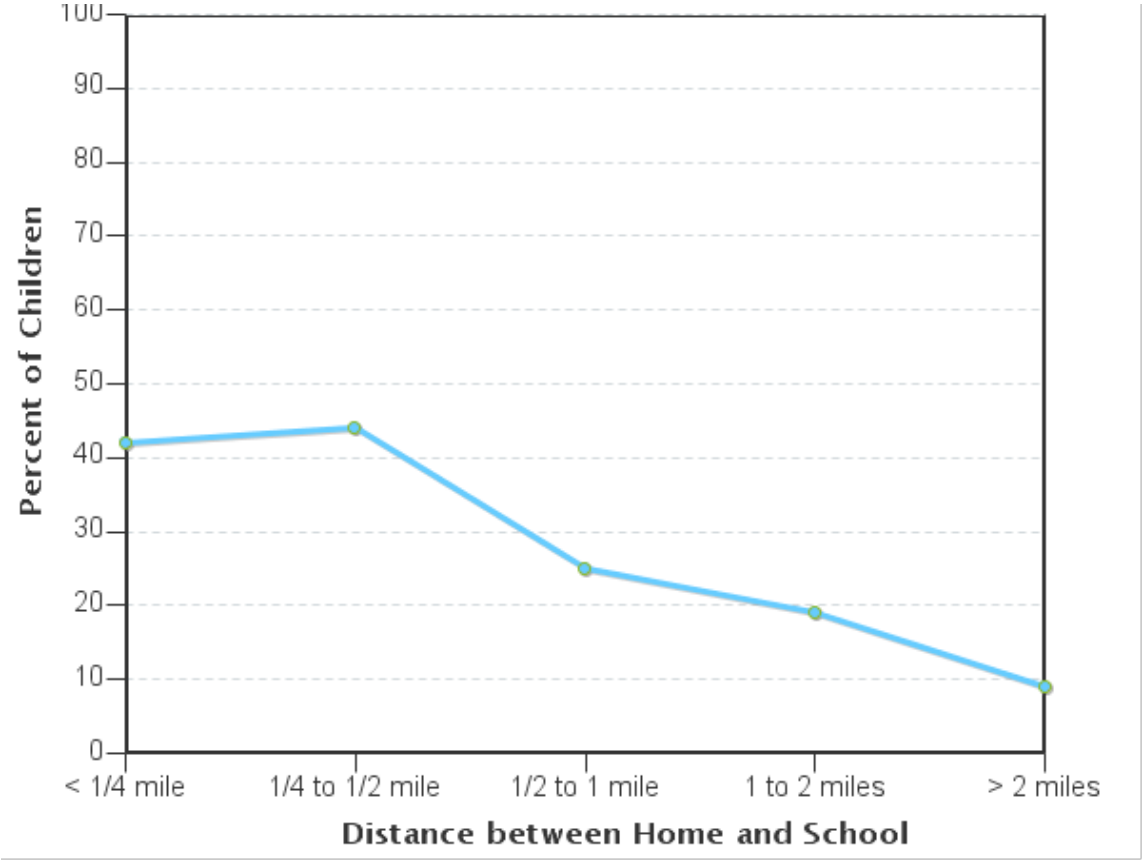
Don't know or No response: 32
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	30	23%	3%	20%	53%	0%	0%	0%
1/4 mile up to 1/2 mile	16	25%	13%	13%	50%	0%	0%	0%
1/2 mile up to 1 mile	21	43%	0%	10%	48%	0%	0%	0%
1 mile up to 2 miles	25	12%	0%	12%	72%	0%	4%	0%
More than 2 miles	31	0%	0%	16%	84%	0%	0%	0%

Don't know or No response: 40
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

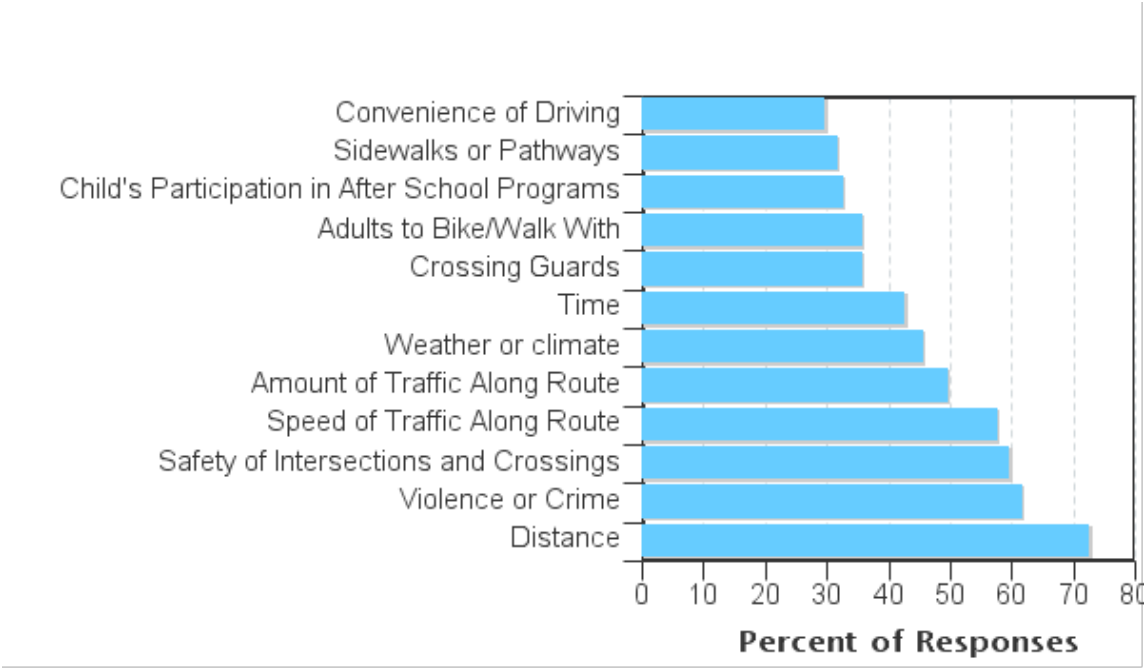


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

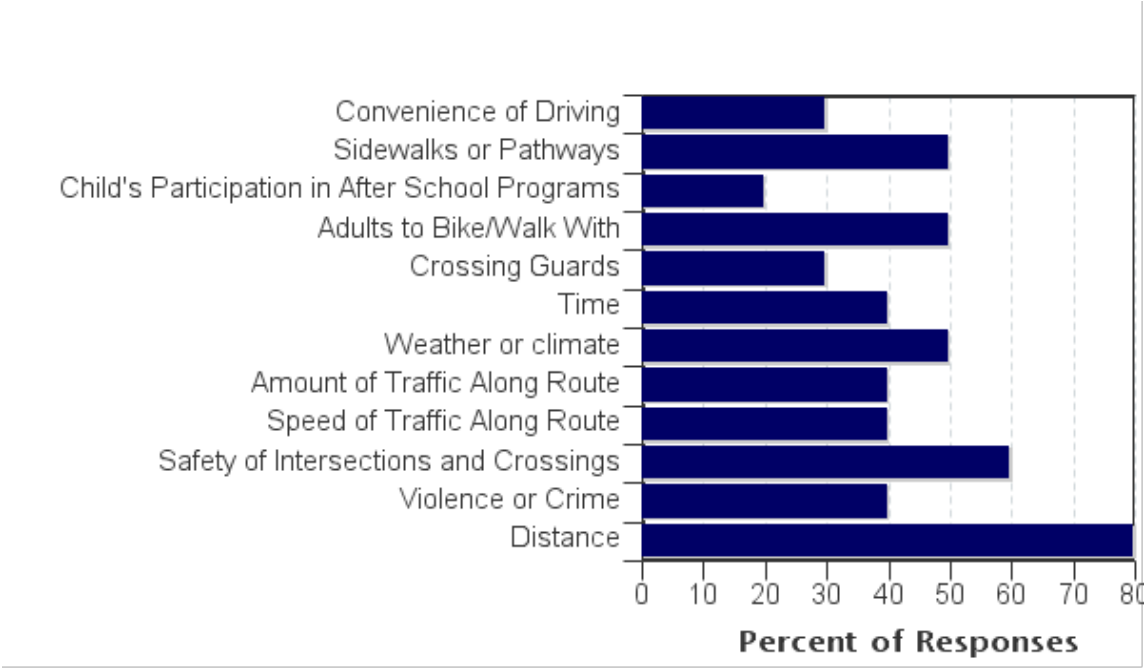
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	34	42%	44%	25%	19%	9%
No	93	58%	56%	75%	81%	91%

Don't know or No response: 36
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

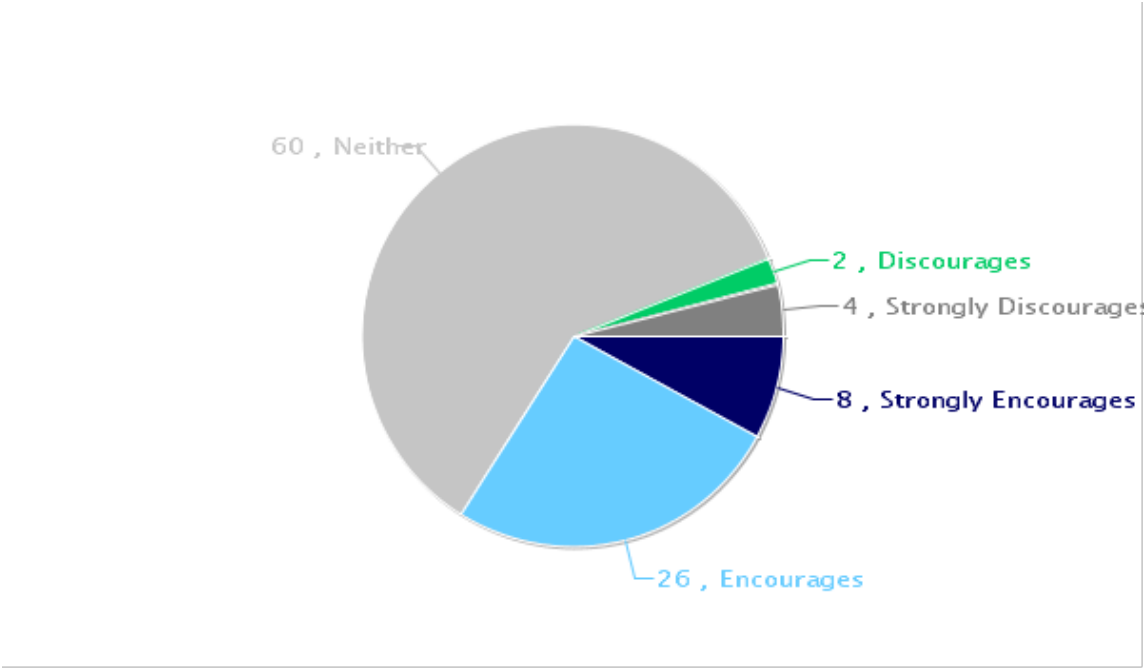


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

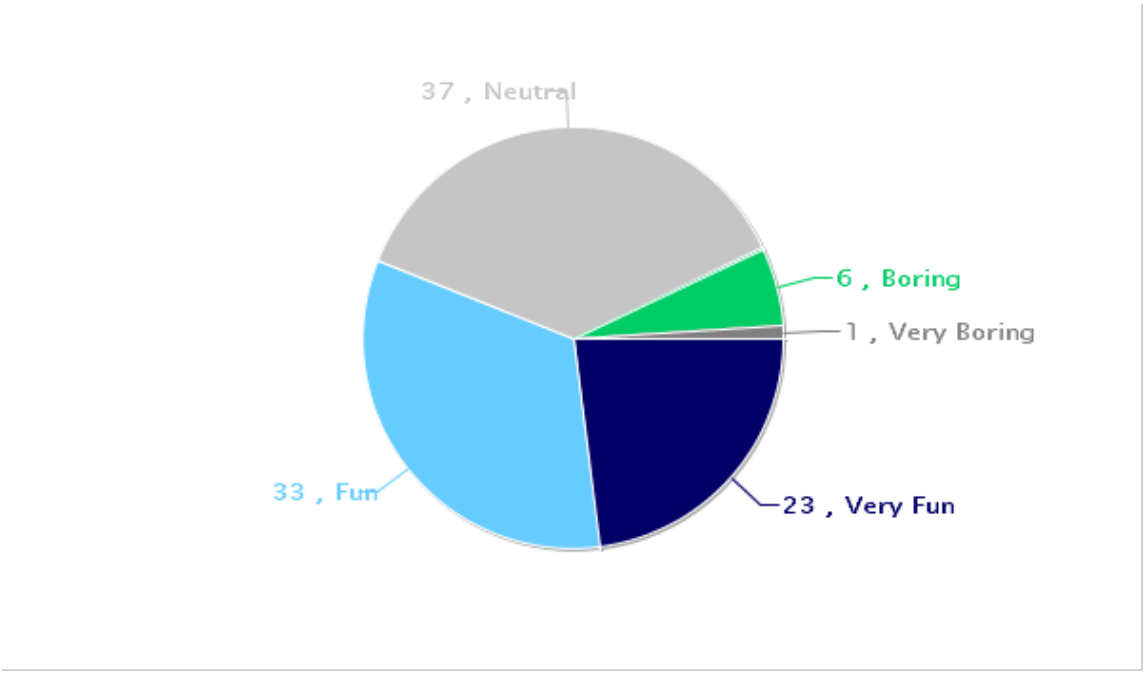
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	73%	80%
Violence or Crime	62%	40%
Safety of Intersections and Crossings	60%	60%
Speed of Traffic Along Route	58%	40%
Amount of Traffic Along Route	50%	40%
Weather or climate	46%	50%
Time	43%	40%
Crossing Guards	36%	30%
Adults to Bike/Walk With	36%	50%
Child's Participation in After School Programs	33%	20%
Sidewalks or Pathways	32%	50%
Convenience of Driving	30%	30%
Number of Respondents per Category	**138**	**10**

No response: 15
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

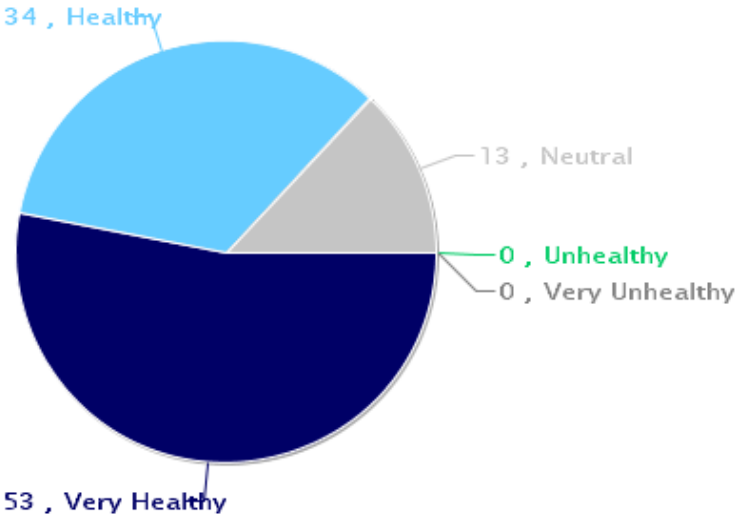
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1634395	My children cannot ride their bike to school because of the distance
1634400	If there were police station around the school and at the start and end of school, I would feel more comfortable letting my students walk to school
1634415	I don't feel safe for my daughter to walk alone from school only if she is with mom or brother. Thank You!
1634423	I would prefer elementary kids always have a bus ride available. After elementary I understand allowing children to walk or bike.
1634448	It is a good idea to promote bike riding to school so children are more motivate to attend school. Thank you
1634457	Transportation to and from school: walking or family vehicle
1634489	I need to drive to work after I drop of my student. When I have time I love to walk
1633093	I don't feel safe for my son about letting him walk without running into trouble
1633103	Transportation to and from school: walking or family vehicle
1633106	We live in Marina. It will be so hard for my daughter to go biking to school. However, if we moved closer to school, I will support her to use a bike to school
1633108	The children cannot go to school by themselves because of all the accidents
1633118	Transportation to and from school: walking or family vehicle
1633119	Transportation to and from school: walking or family vehicle
1634497	I don't feel or think it is safe for children to walk or ride a bike at this early age. I also think it is healthy and fun
1634514	Transportation to and from school: walking or family vehicle
1634523	Because lots of people driving do not stop at stop signs
1634527	Transportation to and from school: walking or family vehicle
1634538	Because of the distance and shes too young
1634540	Transportation to and from school: walking, school bus, or family vehicle
1634567	It is very fun to ride a bike to school but I cannot let my child walk or ride there bike to school because they are too young to be going alone
1634573	My child cannot ride their bikes to school because of the distance
1634582	So questions I was not able to answer because we have never been on a bike

1634600	I prefer to drop off and pick up my daughter. I do not feel safe letting her walk to and from school. its a cold and crazy world out there. Thank you!
1634613	The route we take, we find lots of aggressive dogs, not many adults walk with their kids. We sometimes find people on drugs. These are the reason I do not think children should walk to school alone
1634625	I will not let my daughter walk alone because of the uncertainty and danger
1634629	We do not walk to school because my home is too far
1634638	I would love to let my child ride their bike to school but we live too far and the roads to get to school is mostly freeways
1634655	People drive pretty fast around school grounds in the morning when dropping off my child. It is really unsafe
1634662	Personally, I think it is fun to walk to school. I have also notice that my children are more enthusiastic, awake, and active when we walk to school.
1633015	I am not in agreement with letting my son ride his bike to school because we live far from the school
1633035	Transportation from school: walking or family vehicle.
1633043	Transportation from school: school bus or family vehicle
1633048	My child lives too far from the school to ride a bike. I do not have a problem with bike riding just not to or from school for her
1633053	Transportation to and from school: walking or family vehicle
1633054	Transportation to and from school: walking or family vehicle
1633066	There are too many drunk or high adults hanging out along the street. I've been asked if I have any drugs to sell them while walking my 4 year old to school. I grew up here so I feel safe, but young girls are not safe alone near the school
1633069	Very difficult to find the school parking in rush hours, there is not enough space parking at Highland Elementary School
1633072	Transportation from school: school bus or family vehicle

Parent Survey Reports - International School of Monterey

Parent Survey Report: One School in One Data Collection Period

School Name: International School Of Monterey

Set ID: 17693

School Group: CTPG2018_MPUSD

Month and Year Collected: August 2018

School Enrollment: 400

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

Tags: City of Elk Grove

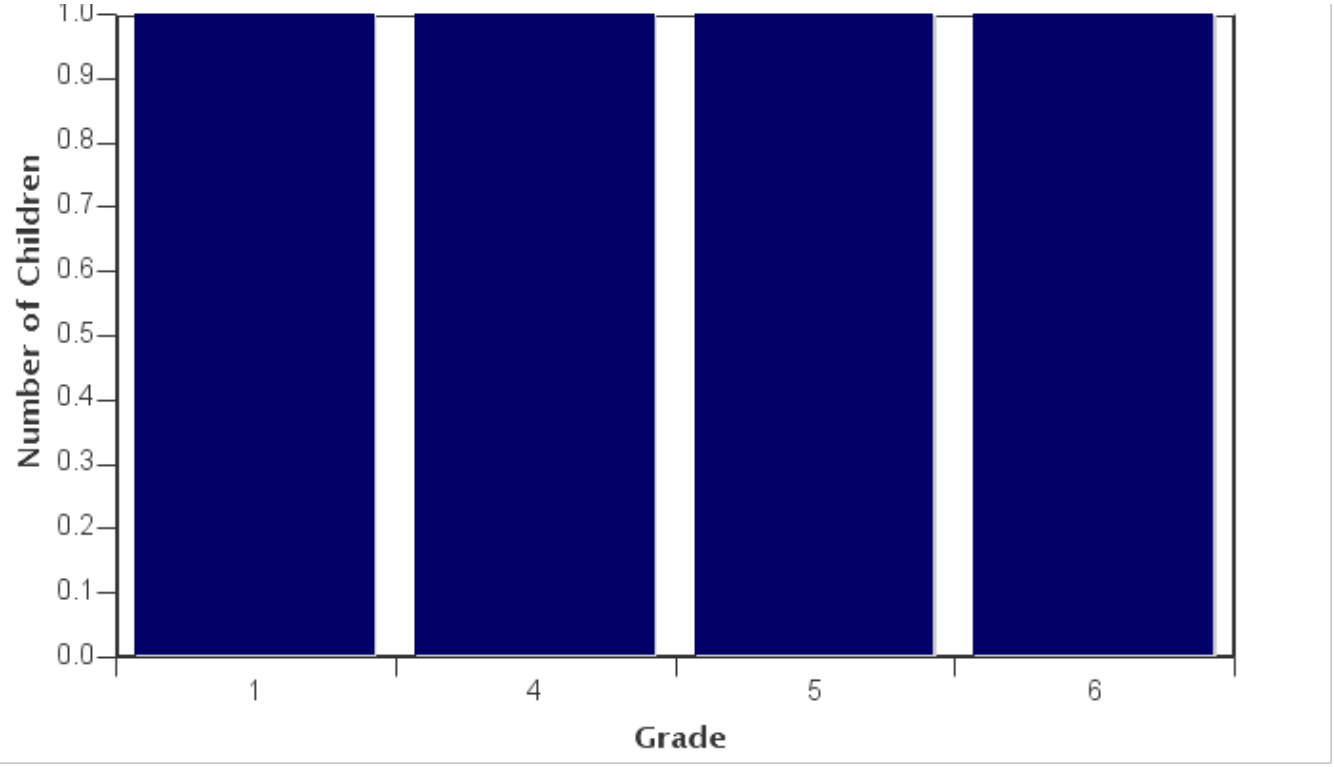
Number of Questionnaires Distributed: 400

Number of Questionnaires Analyzed for Report: 4

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey

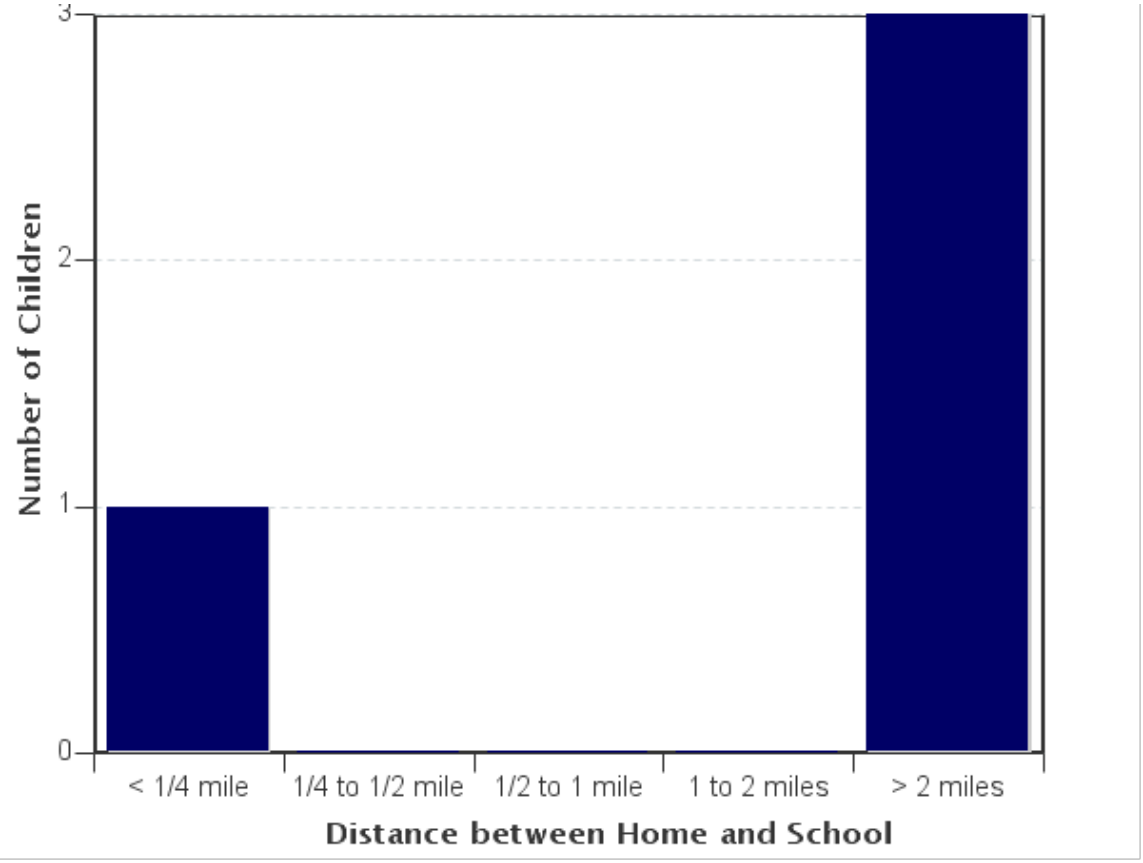


Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
1	1
4	1
5	1
6	1

No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school

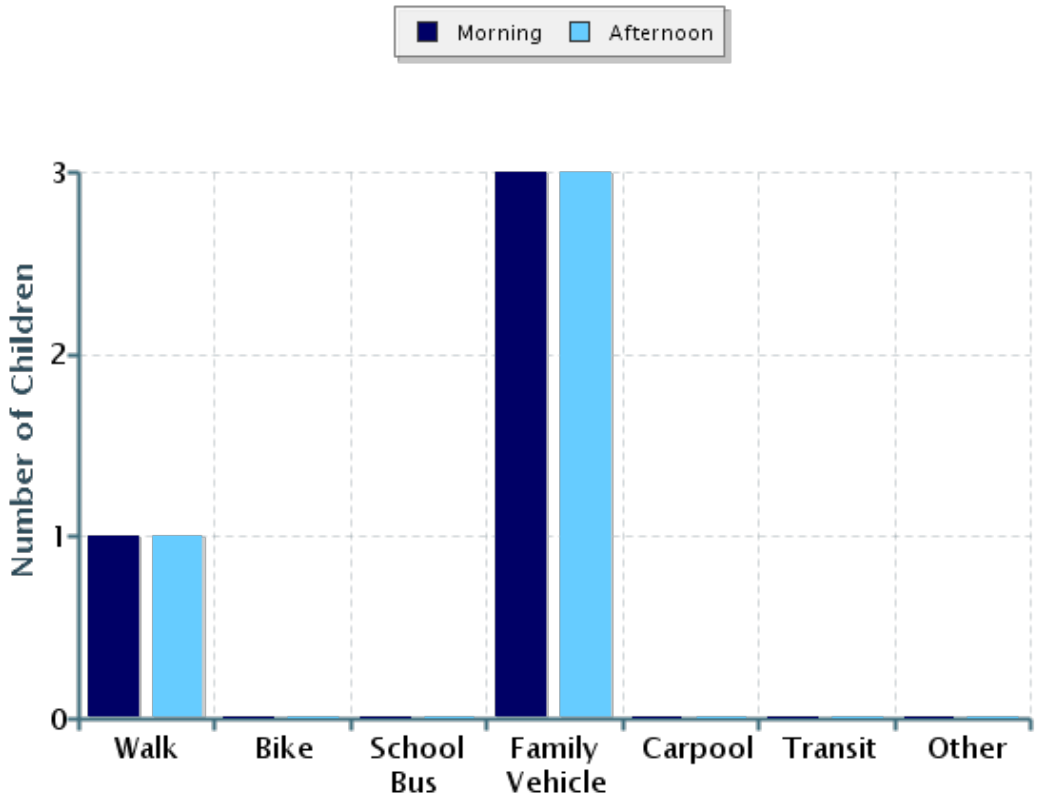


Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	1
1/4 mile up to 1/2 mile	0
1/2 mile up to 1 mile	0
1 mile up to 2 miles	0
More than 2 miles	3

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school

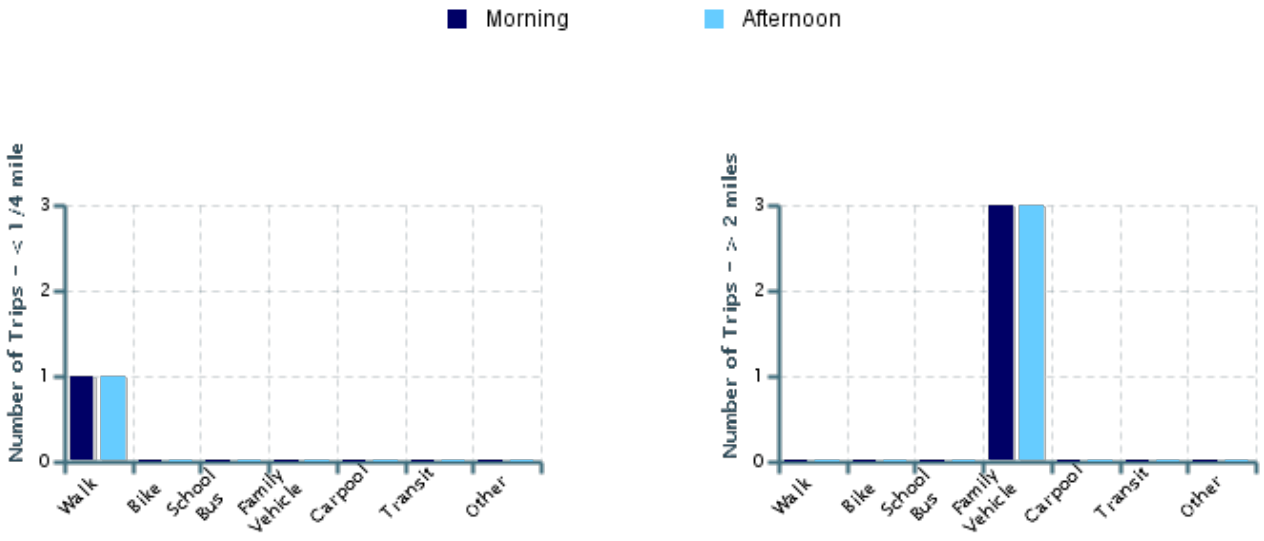


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	4	1	0	0	3	0	0	0
Afternoon	4	1	0	0	3	0	0	0

No Response Morning: 0
No Response Afternoon: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	1	0	0	0	0	0	0
1/4 mile up to 1/2 mile	0	0	0	0	0	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	0	0	0	0	0	0	0	0
More than 2 miles	3	0	0	0	3	0	0	0

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	1	0	0	0	0	0	0
1/4 mile up to 1/2 mile	0	0	0	0	0	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	0	0	0	0	0	0	0	0
More than 2 miles	3	0	0	0	3	0	0	0

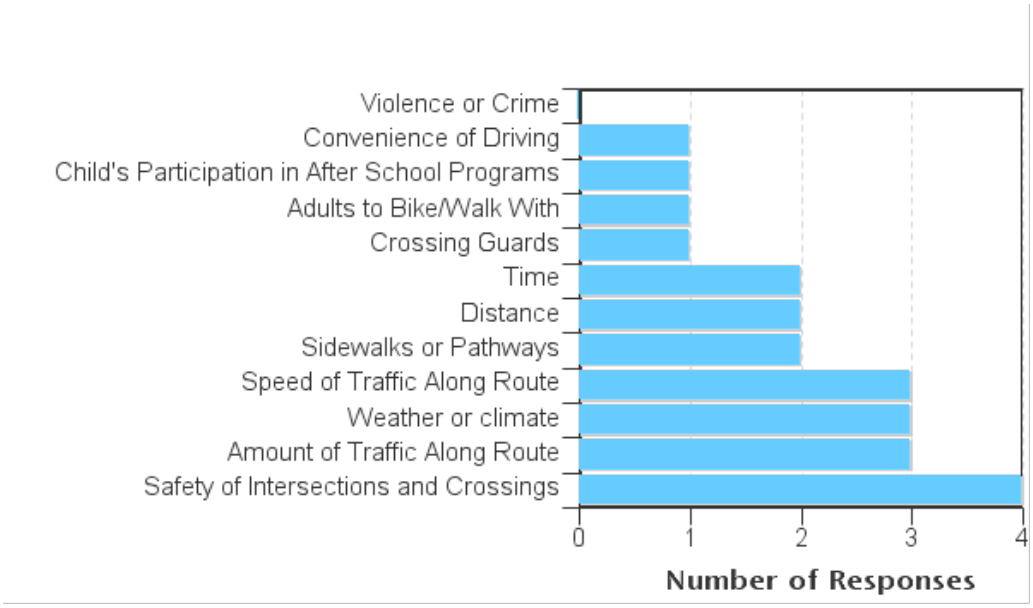
Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	2	1	0	0	0	1
No	2	0	0	0	0	2

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	4	0
Amount of Traffic Along Route	3	0
Weather or climate	3	0
Speed of Traffic Along Route	3	0
Sidewalks or Pathways	2	0
Distance	2	0
Time	2	0
Crossing Guards	1	0
Adults to Bike/Walk With	1	0
Child's Participation in After School Programs	1	0
Convenience of Driving	1	0
Violence or Crime	0	0
Number of Respondents per Category	**4**	**0**

No response: 0
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school

Level of support	Number of children
Strongly Encourages	0
Encourages	1
Neither	2
Discourages	1
Strongly Discourages	0

Parents' opinions about how much fun walking and biking to/from school is for their child

Level of fun	Number of children
Very Fun	0
Fun	2
Neutral	2
Boring	0
Very Boring	0

Parents' opinions about how healthy walking and biking to/from school is for their child

How healthy	Number of children
Very Healthy	3
Healthy	1
Neutral	0
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1613594	It would be nice if the school had an option to put our information into a carpool list with other people living close by that would also be interested in carpooling/ walking/biking together.
1613598	Thank you for helping the students and schools with this issue!

Parent Survey Reports - Los Arboles Middle School

Parent Survey Report: One School in One Data Collection Period

School Name: Los Arboles Middle

School Group: CTPG2018_MPUSD

School Enrollment: 0

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 0

Set ID: 18085

Month and Year Collected: September 2018

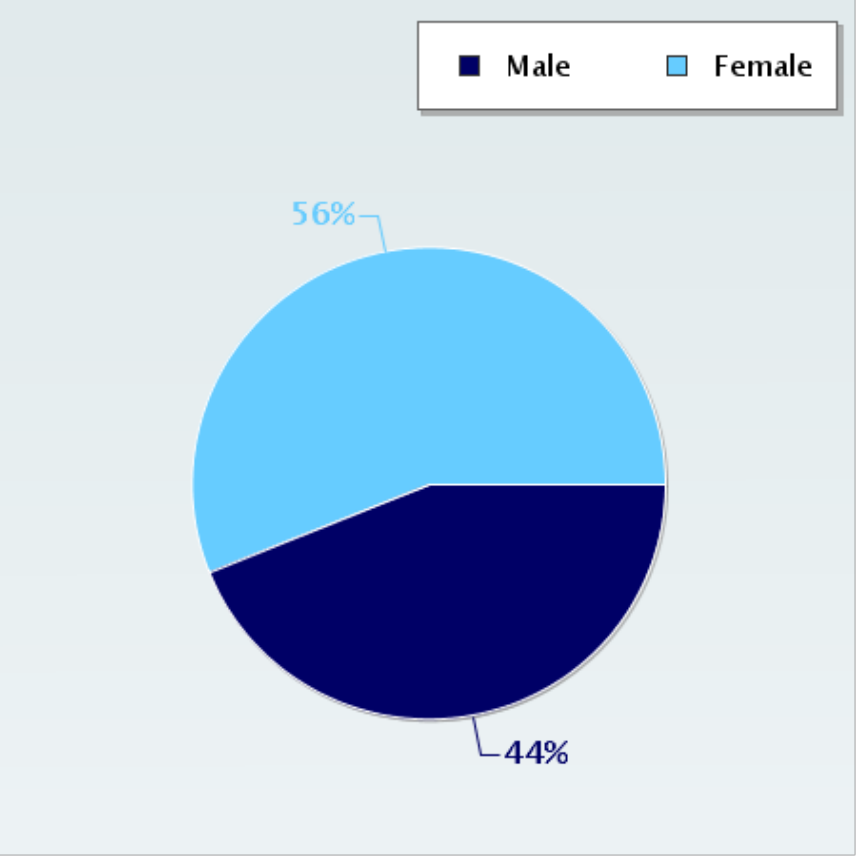
Date Report Generated: 06/12/2019

Tags: Middle School

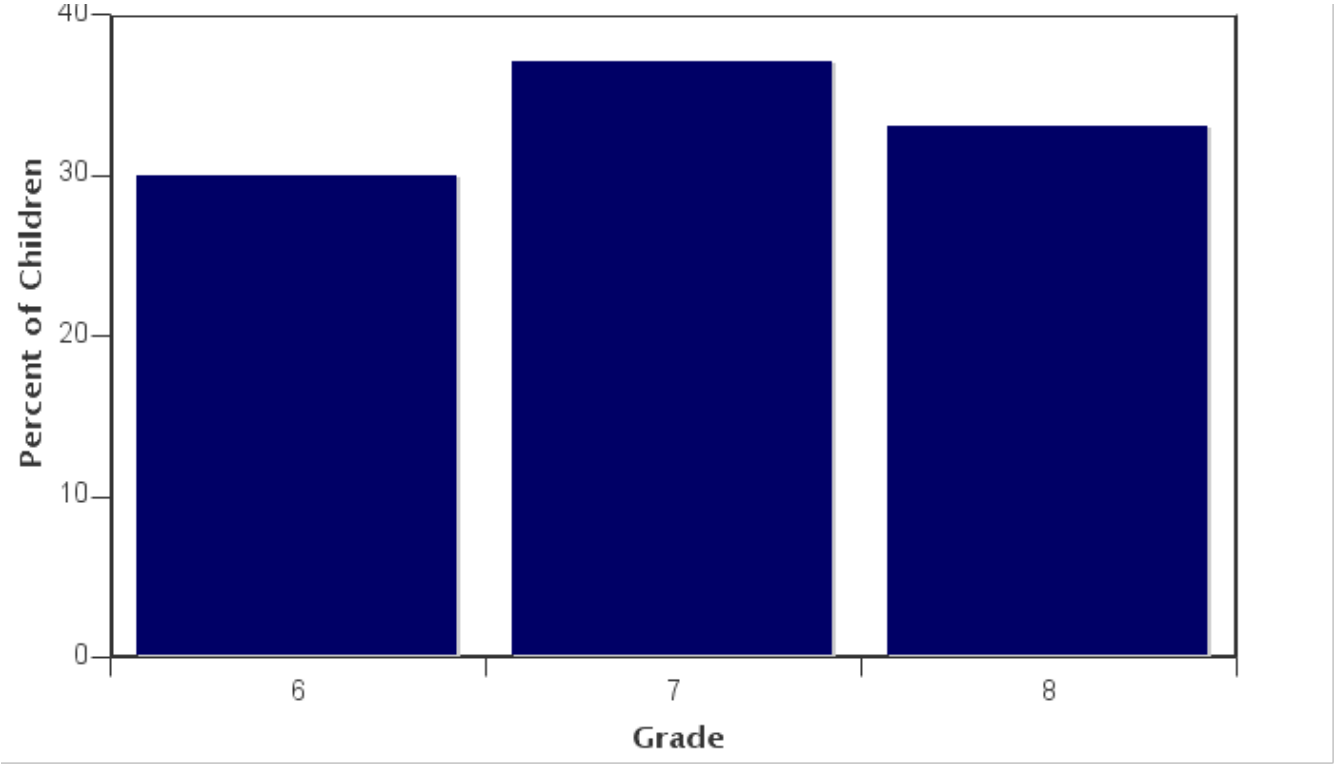
Number of Questionnaires Analyzed for Report: 142

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

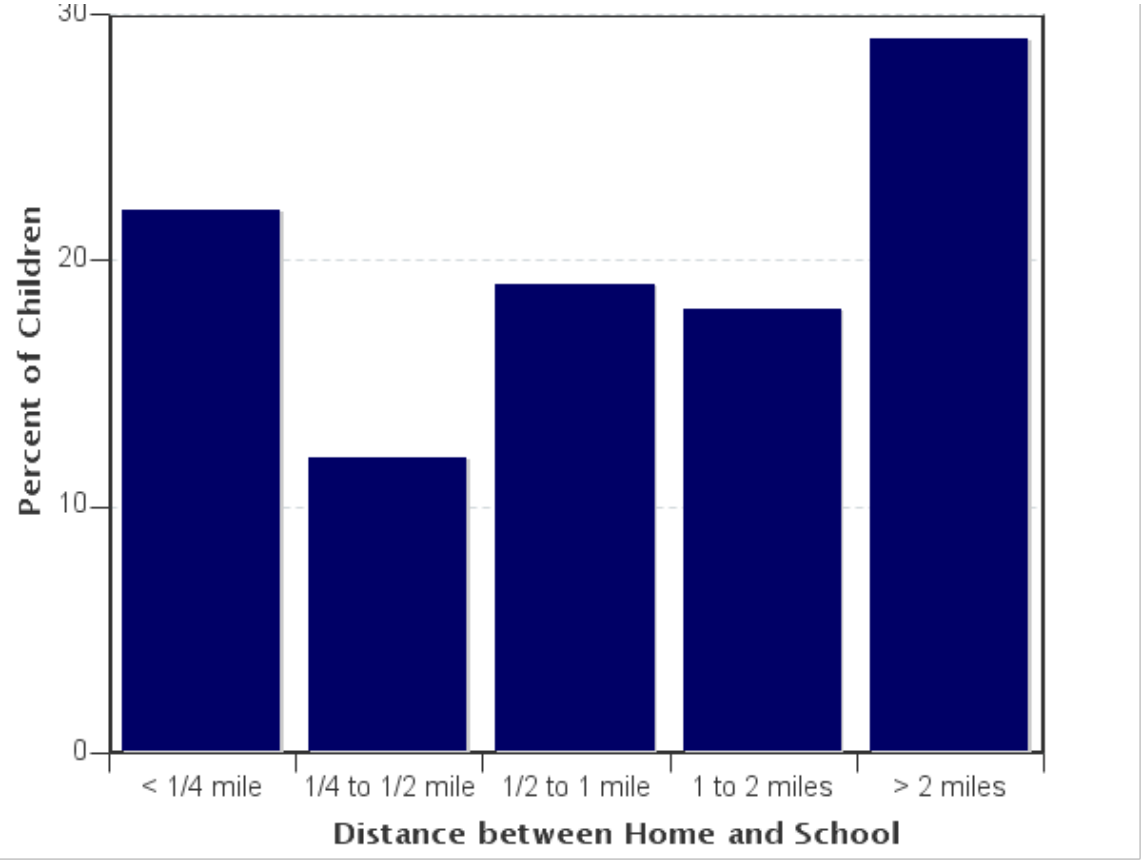


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
6	42	30%
7	52	37%
8	46	33%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

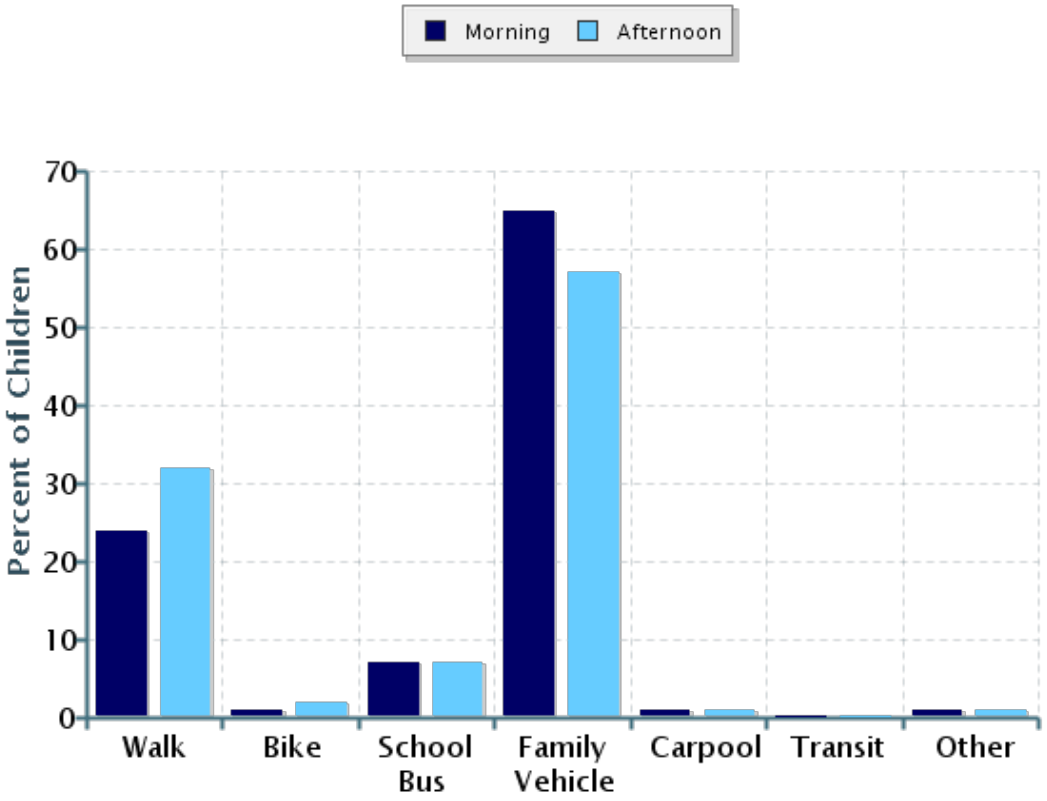


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	28	22%
1/4 mile up to 1/2 mile	15	12%
1/2 mile up to 1 mile	24	19%
1 mile up to 2 miles	23	18%
More than 2 miles	37	29%

Don't know or No response: 15
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

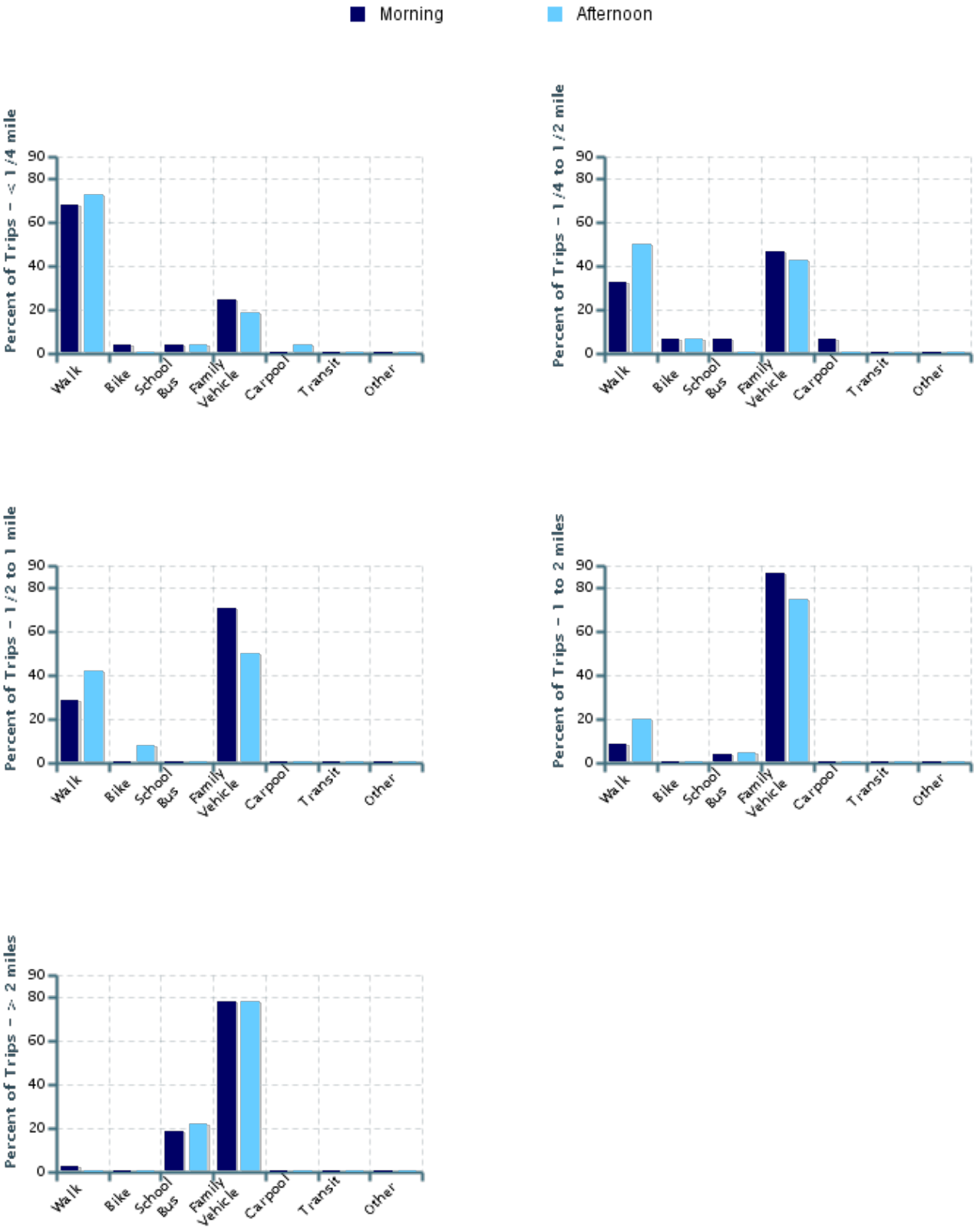


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	141	24%	1%	7%	65%	0.7%	0%	1%
Afternoon	134	32%	2%	7%	57%	0.7%	0%	0.7%

No Response Morning: 1
No Response Afternoon: 8
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	28	68%	4%	4%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	15	33%	7%	7%	47%	7%	0%	0%
1/2 mile up to 1 mile	24	29%	0%	0%	71%	0%	0%	0%
1 mile up to 2 miles	23	9%	0%	4%	87%	0%	0%	0%
More than 2 miles	37	3%	0%	19%	78%	0%	0%	0%

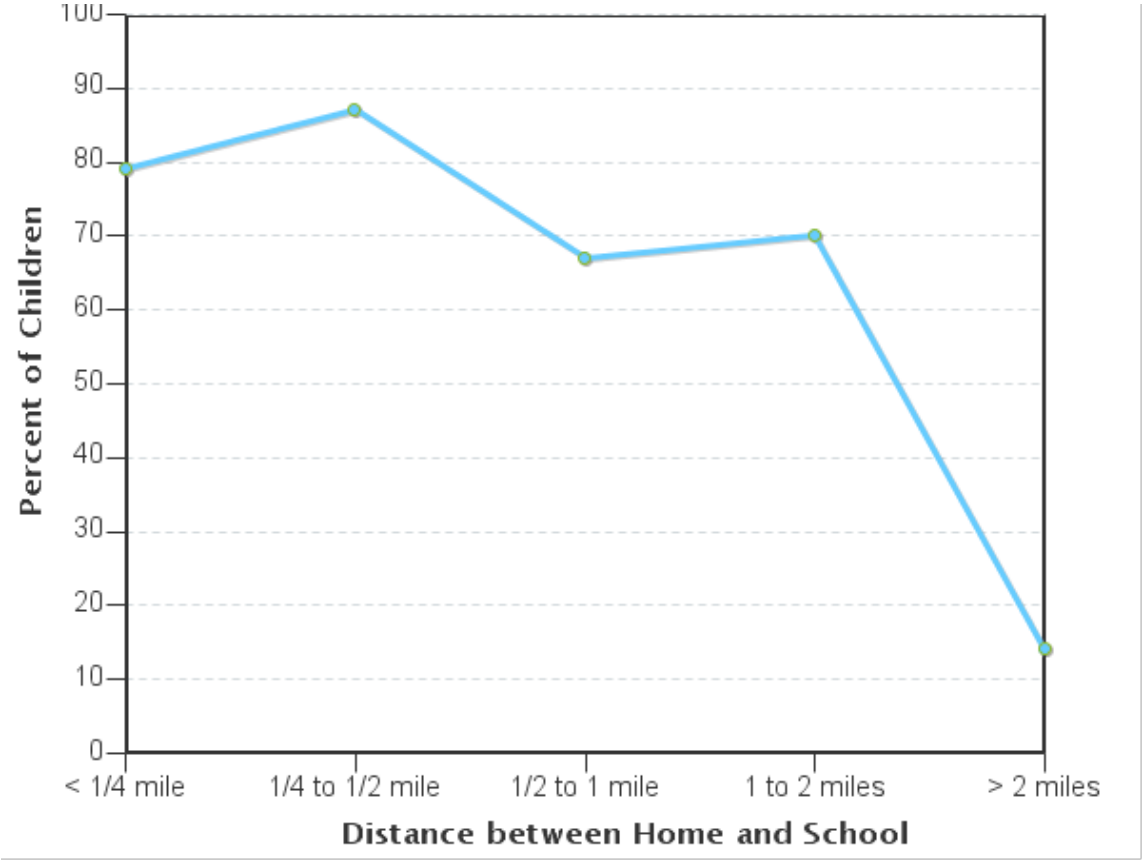
Don't know or No response: 15
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	26	73%	0%	4%	19%	4%	0%	0%
1/4 mile up to 1/2 mile	14	50%	7%	0%	43%	0%	0%	0%
1/2 mile up to 1 mile	24	42%	8%	0%	50%	0%	0%	0%
1 mile up to 2 miles	20	20%	0%	5%	75%	0%	0%	0%
More than 2 miles	36	0%	0%	22%	78%	0%	0%	0%

Don't know or No response: 22
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

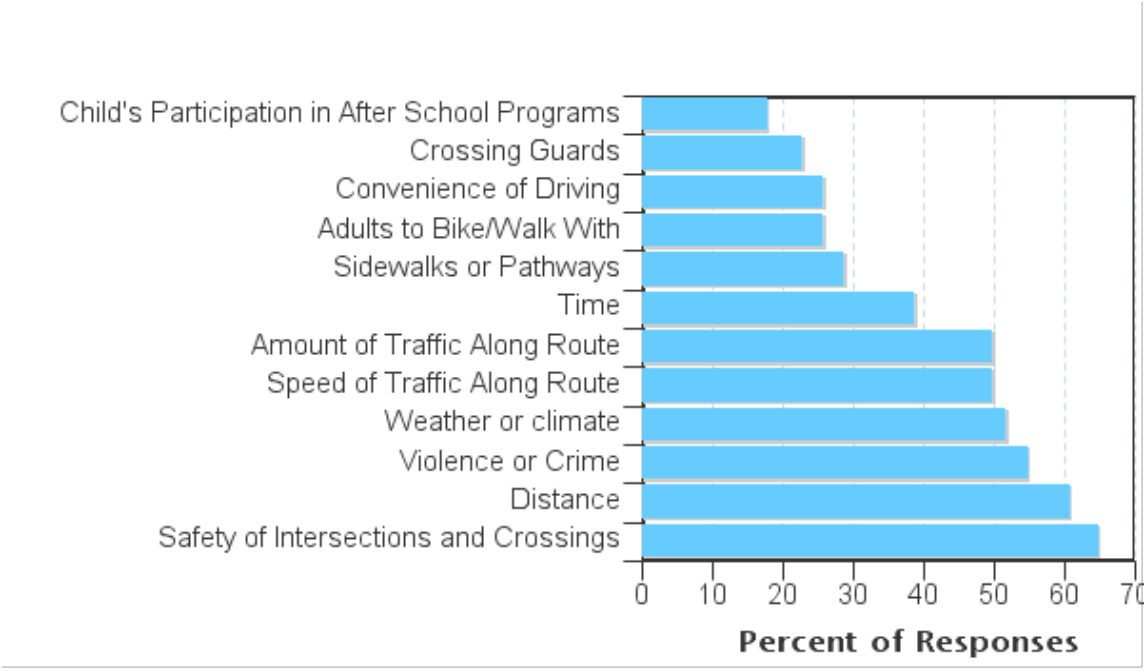


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

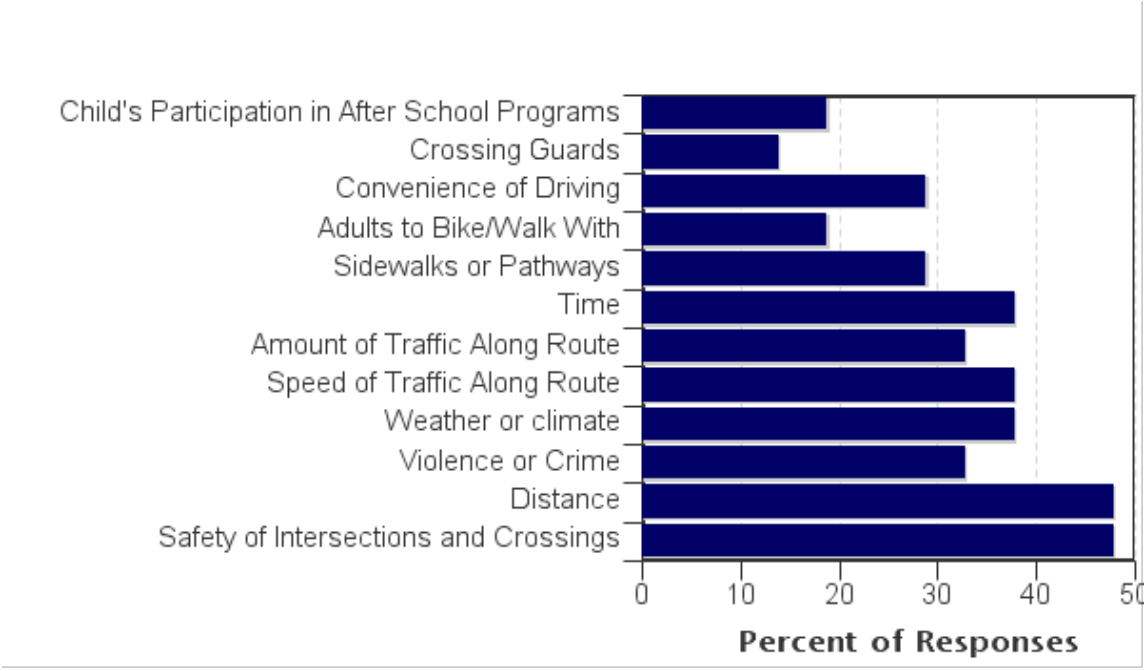
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	72	79%	87%	67%	70%	14%
No	55	21%	13%	33%	30%	86%

Don't know or No response: 15
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

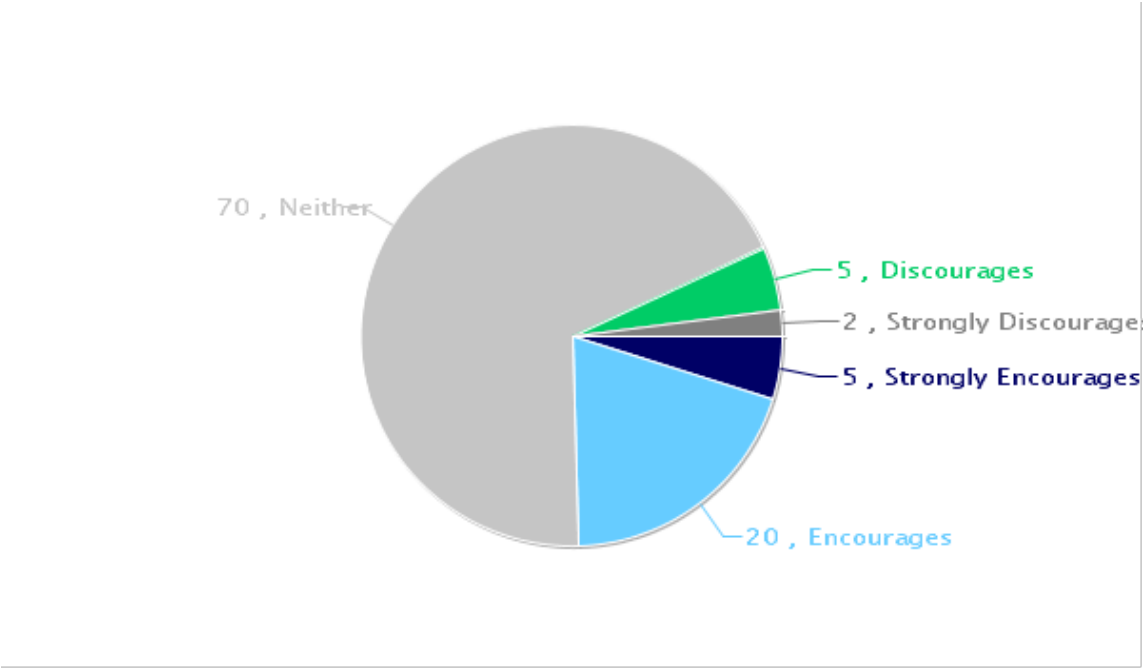


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

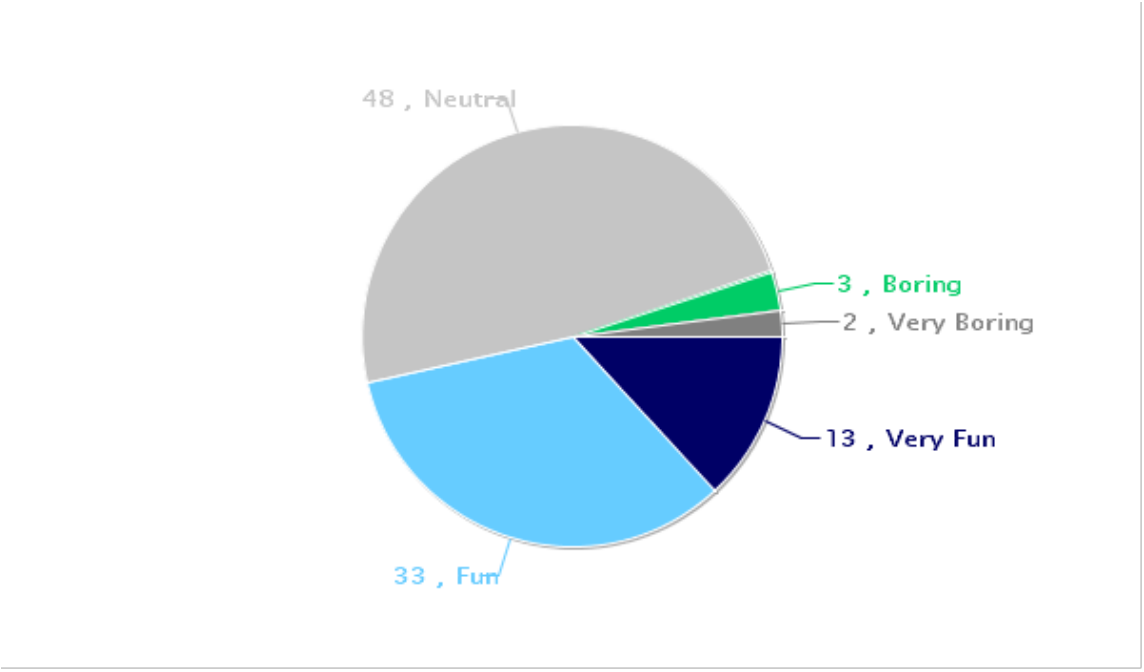
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	65%	48%
Distance	61%	48%
Violence or Crime	55%	33%
Weather or climate	52%	38%
Speed of Traffic Along Route	50%	38%
Amount of Traffic Along Route	50%	33%
Time	39%	38%
Sidewalks or Pathways	29%	29%
Adults to Bike/Walk With	26%	19%
Convenience of Driving	26%	29%
Crossing Guards	23%	14%
Child's Participation in After School Programs	18%	19%
Number of Respondents per Category	**66**	**21**

No response: 55
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

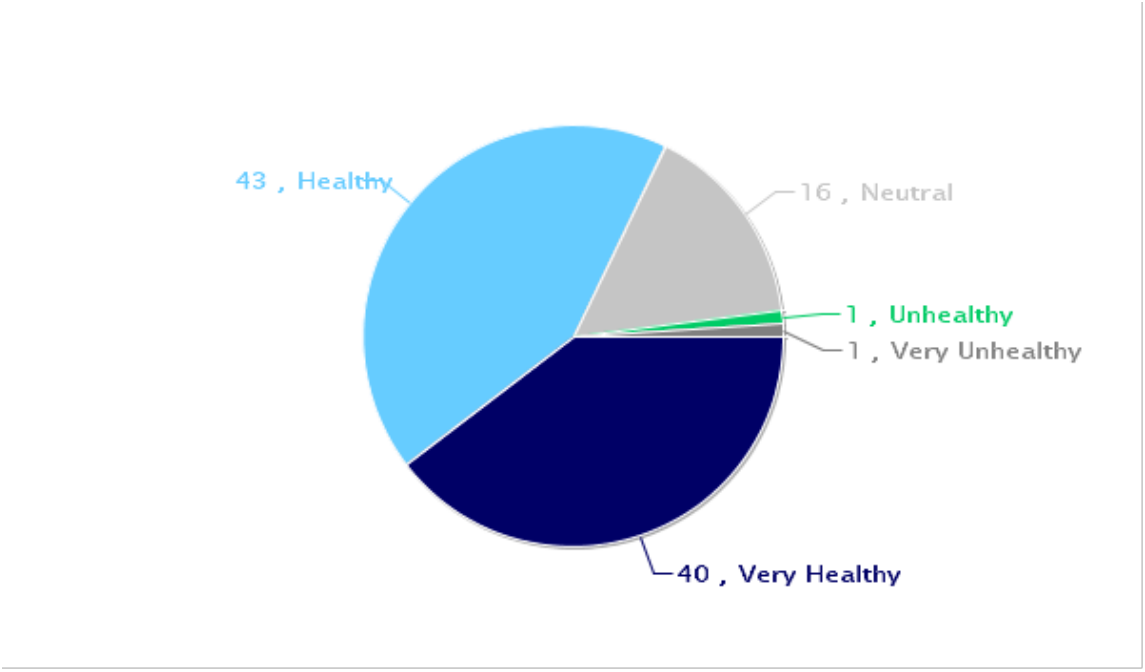
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1629894	Sometimes parents are not here with them. Please provide security guards for school campus or around the gate, it will be more safe for those who are walking.
1629879	I do not fell 100% comfortable with my child walking home from school. Due to parental work schedules it is necessary. However, we have safe-guards in place to maximize our child's safety.
1629859	My child falls under the Autism Spectrum Disorder and has a history of Epilepsy and ADD/ADHD.
1629816	Trans- I'm very happy that my daughter belongs to los arboles md. Estoy muy feliz que mi hija pertenesca a los arboles md.
1629806	Trans- In my opinion, walking or biking is very healthy but I worry the safety of the kids on the the way home from school.En mi opinion, caminar o andar en bicicleta es muy sano, pero me preocupa la seguridad de los ninos en el camino de la escuela a casa.
1635003	I don't want my daughter to be walking to school because I don' feel it is safe for a young lady to be walking alone.
1633926	We have a transfer. He does walk once we get to Marina. It takes him 10 minutes about 4 blocks. He walks from my sisters home. He does not walk on rainy days.
1633920	Don't know whether or not the school encourages/discourages walking to/from school.
1633886	The kids that are walking to school usualy stop at 7-11 for cheetos and soda before school, not so healthy! With the school near apartments, NO WAY!!
1633806	My son does like walking to and from school mainly because of his health. I would only let my son walk if I couldn't drop him off or pick him up.
1630141	This questionnaire may not pertain to me and my family because we live about 45 miles away from the school. My child used to walk to/from school when it was walking distance.
1630112	Trans- In my humble opinion, I recognize that walking or riding bike y surely good and important for your health, and my children do walk to school because the distance is short and the walk seems safe. En mi humilde opinion, reconozco que el caminar o andar en bicicleta es seguramente bueno y importante para la salud, ademas mis hijos si caminan a la escuela porque la distancia es corta y el anda se me hace sugura.
1629863	Trans- I would like it if there were school personel or some guard at the school's entrances and exits for cars because it gets very dangerous for pedestrians (students) There are drivers who don't drive cautiously and there are students who don't respect or look both ways when crossing. Me gustaria que hubiera personal de la escuela o algun guardia en las entradas y salidas de los carros por que se pone muy peligroso para los peatones (estudiantes) hay conductores que no manejan con precausion y hay estudiantes que no respetan o miran el cruzar las calles.
1633892	I do not let my son walk to school because I don't want kids bullying him and some drivers drive recklessly and don't stop when they're suppose to.
1633844	Trans- My kids walk to school which makes naturally healthy and fun. Mis hijos caminan de la escuela por les hace natural sano y divertido.

1633822	Trans- Safety when crossing streets. Of pedestrians and cars (traffic). Thank you. Seguridad al cruzar las calles. De peatones, y de carros (traffico). Gracias.
1630001	There are a lot of flaws in the design of Marina intersections, faded lines, poorly maintained road/signs. People drive too fast and there isn't enough police resources to enforce safety.
1629933	Waiting area with shade. Pathwalk after school to guide them and so students dont cross intersection the driveway or where there are cars coming.
1629930	My child does not take her bike to shcool. But we have already plan for that to happen in the next few months. Thanks. It is a good idea.
1629929	Trans- I live almost 2 miles away and it would be ideal if my son could arrive on bus or something else. Vivo casi 2 millas y seria genial mi hijo pudiera llegar en transporte o algomas.
1634153	As a protective parent of 3 children, I am a single mother and have always tried my hardest to be there and available for my children. I highly trust my children, but the way things are today, I do not trust people period. Especially with my children.
1629934	We live in Castroville.
1629902	Too much personal information; why do you need to know any of this?

Parent Survey Reports - Marina High School

Parent Survey Report: One School in One Data Collection Period

School Name: Marina High

Set ID: 18084

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 06/12/2019

% Range of Students Involved in SRTS: Don't Know

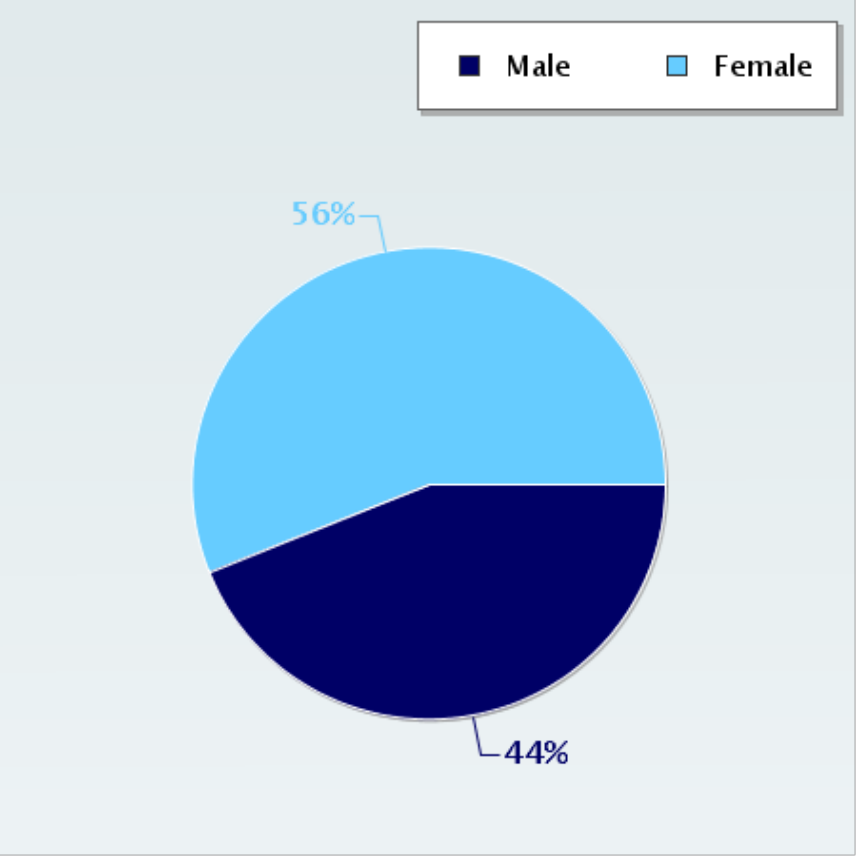
Tags: High School

Number of Questionnaires Distributed: 0

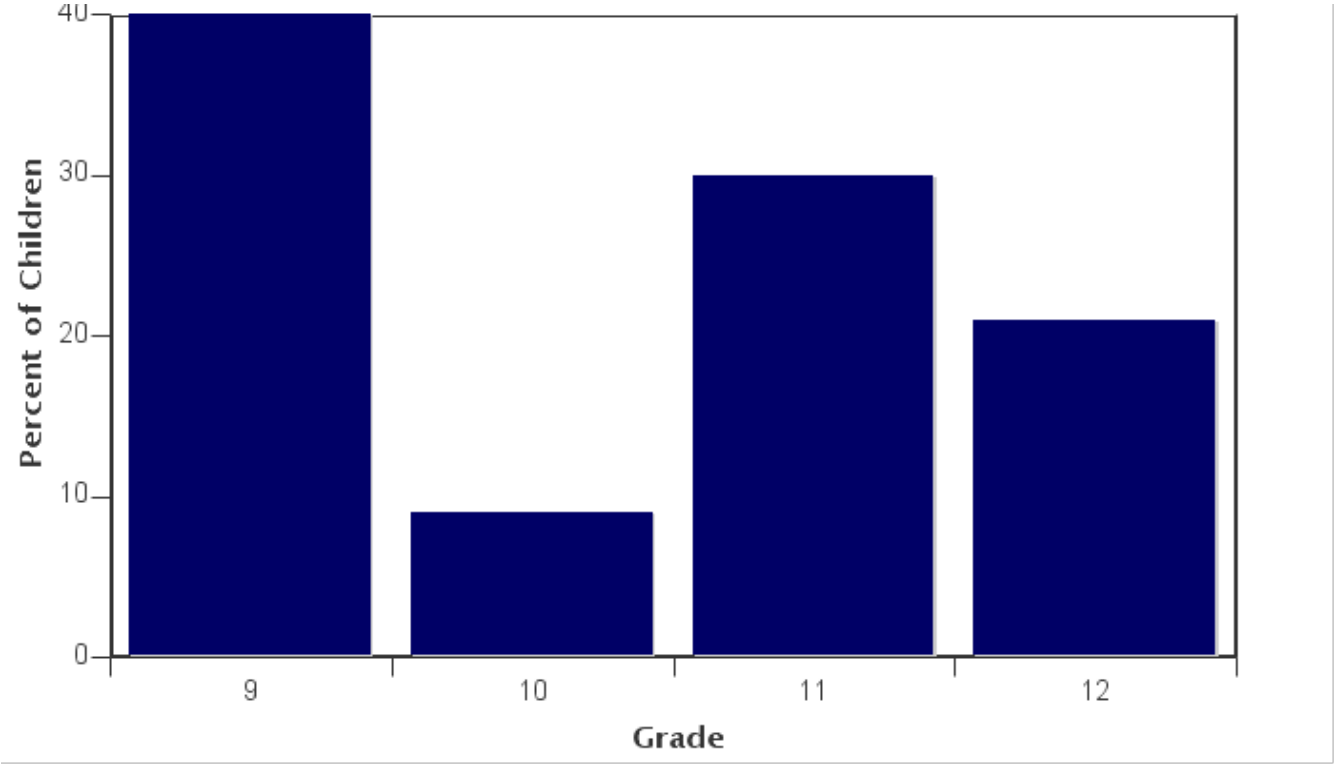
Number of Questionnaires Analyzed for Report: 235

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

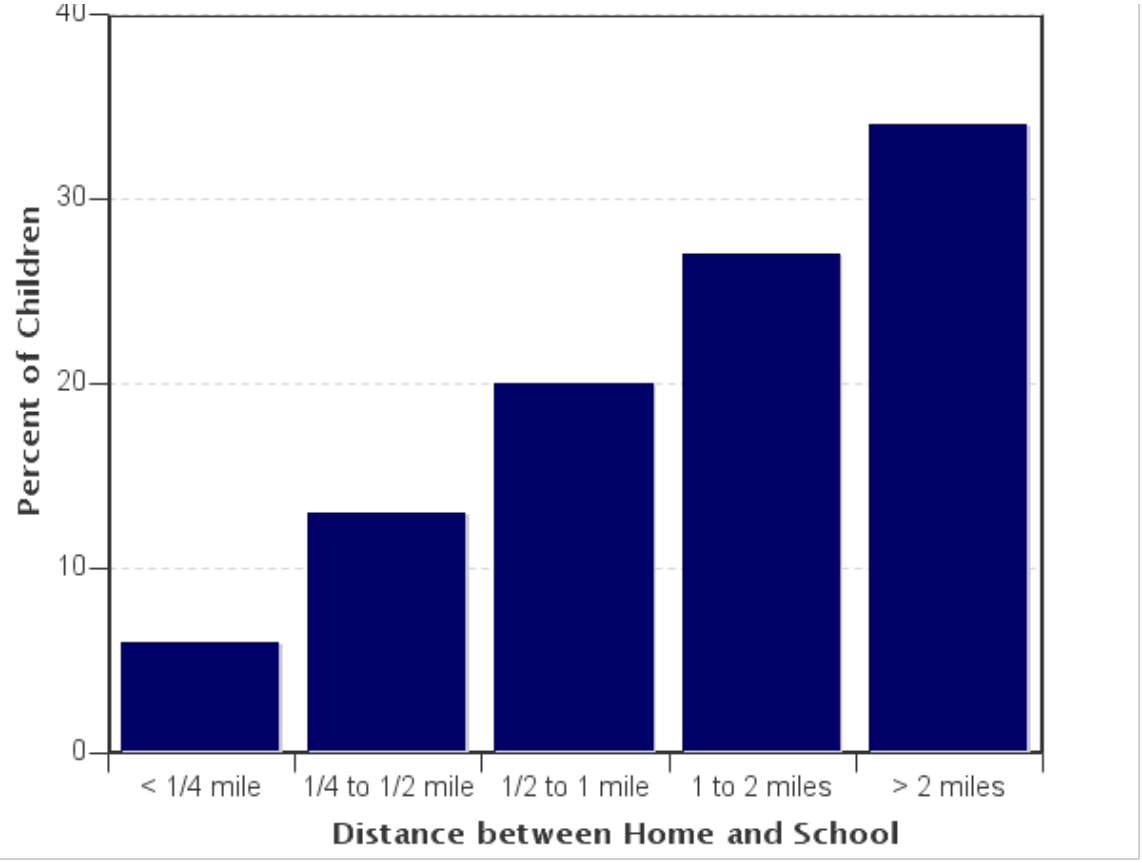


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
9	94	40%
10	21	9%
11	69	30%
12	48	21%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

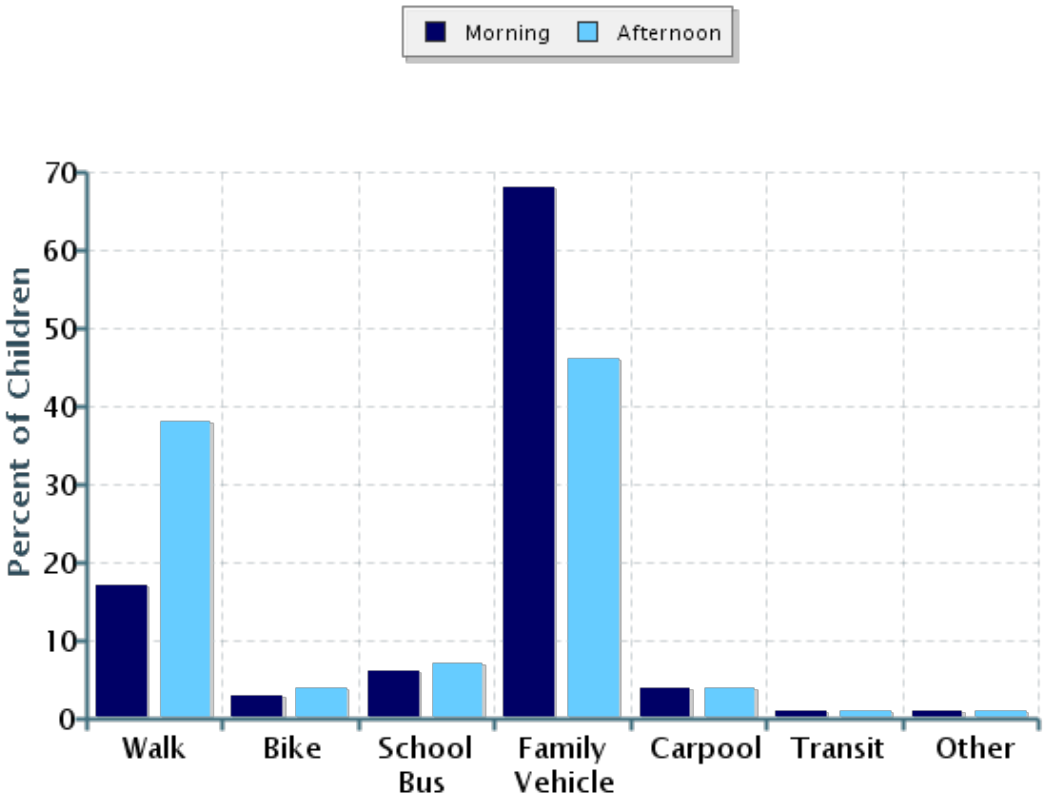


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	13	6%
1/4 mile up to 1/2 mile	26	13%
1/2 mile up to 1 mile	40	20%
1 mile up to 2 miles	55	27%
More than 2 miles	70	34%

Don't know or No response: 31
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

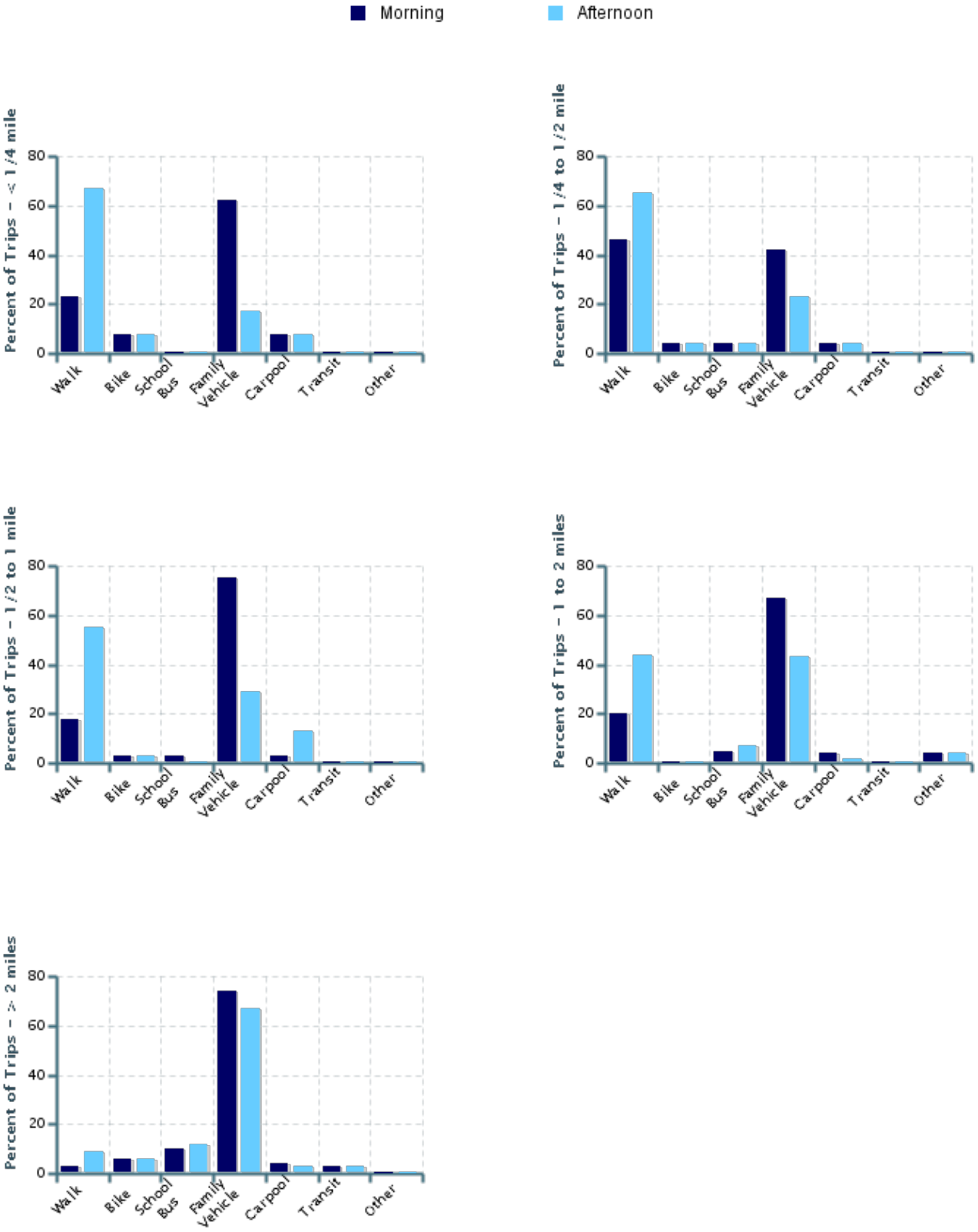


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	234	17%	3%	6%	68%	4%	0.9%	1%
Afternoon	227	38%	4%	7%	46%	4%	0.9%	0.9%

No Response Morning: 1
No Response Afternoon: 8
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	13	23%	8%	0%	62%	8%	0%	0%
1/4 mile up to 1/2 mile	26	46%	4%	4%	42%	4%	0%	0%
1/2 mile up to 1 mile	40	18%	3%	3%	75%	3%	0%	0%
1 mile up to 2 miles	55	20%	0%	5%	67%	4%	0%	4%
More than 2 miles	70	3%	6%	10%	74%	4%	3%	0%

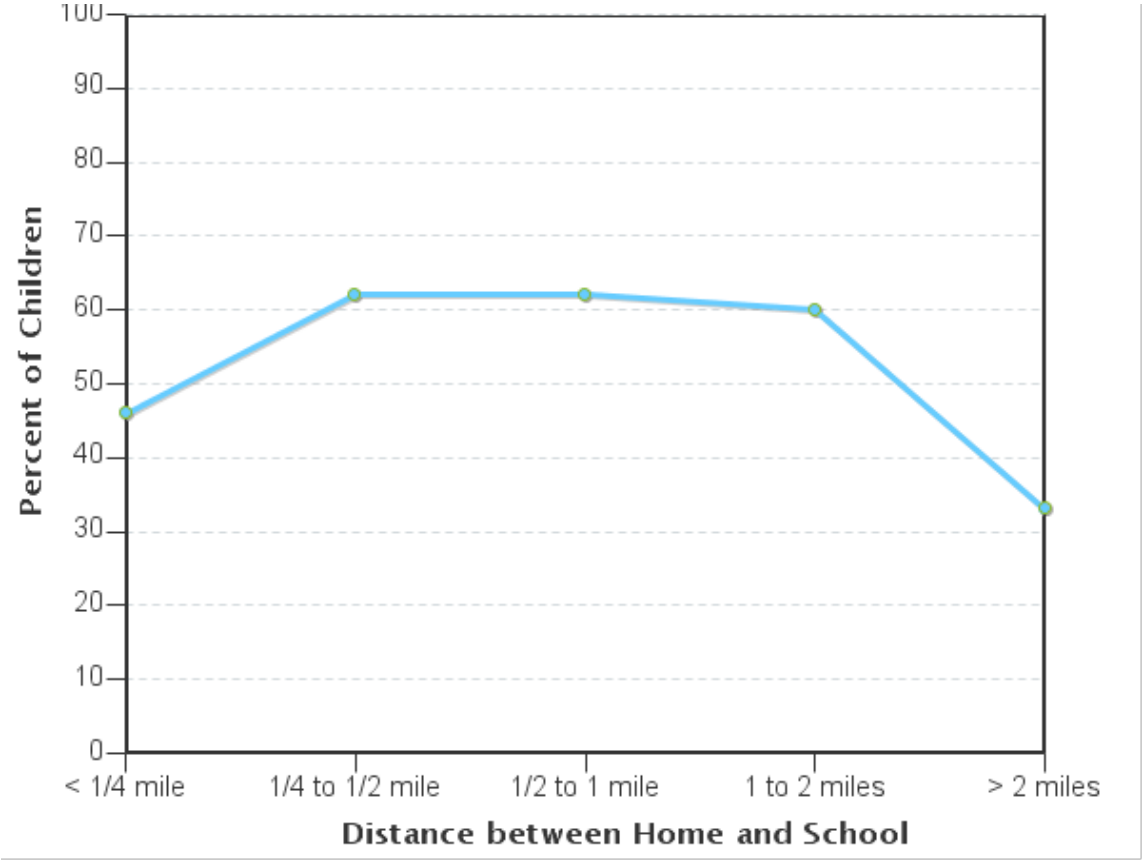
Don't know or No response: 31
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	67%	8%	0%	17%	8%	0%	0%
1/4 mile up to 1/2 mile	26	65%	4%	4%	23%	4%	0%	0%
1/2 mile up to 1 mile	38	55%	3%	0%	29%	13%	0%	0%
1 mile up to 2 miles	54	44%	0%	7%	43%	2%	0%	4%
More than 2 miles	67	9%	6%	12%	67%	3%	3%	0%

Don't know or No response: 38
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

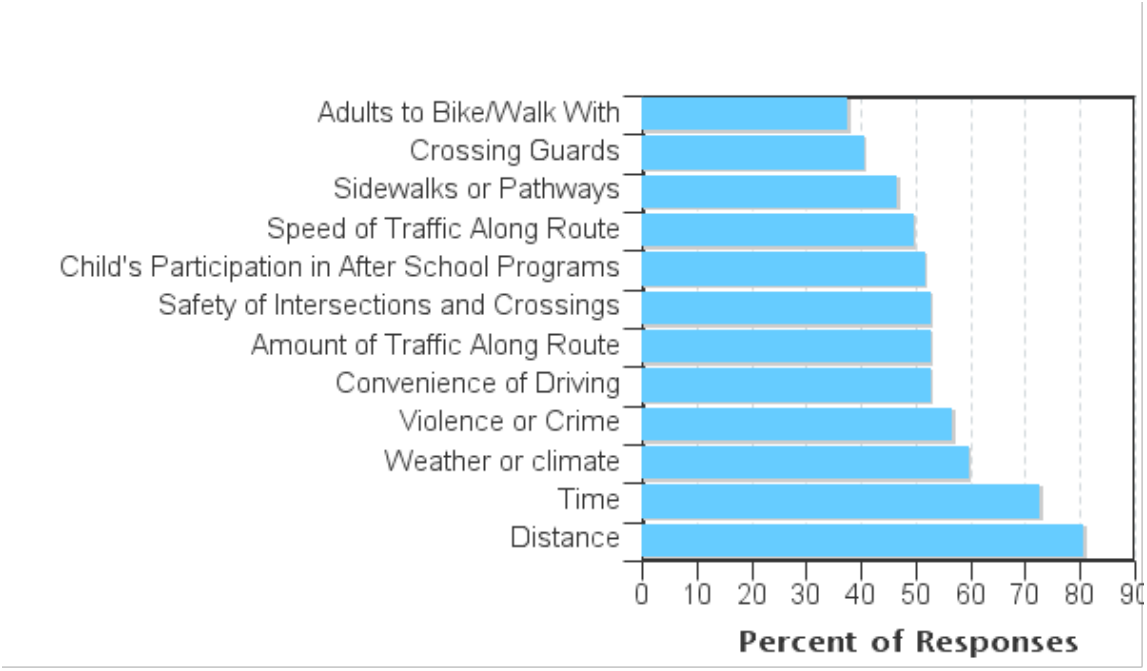


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

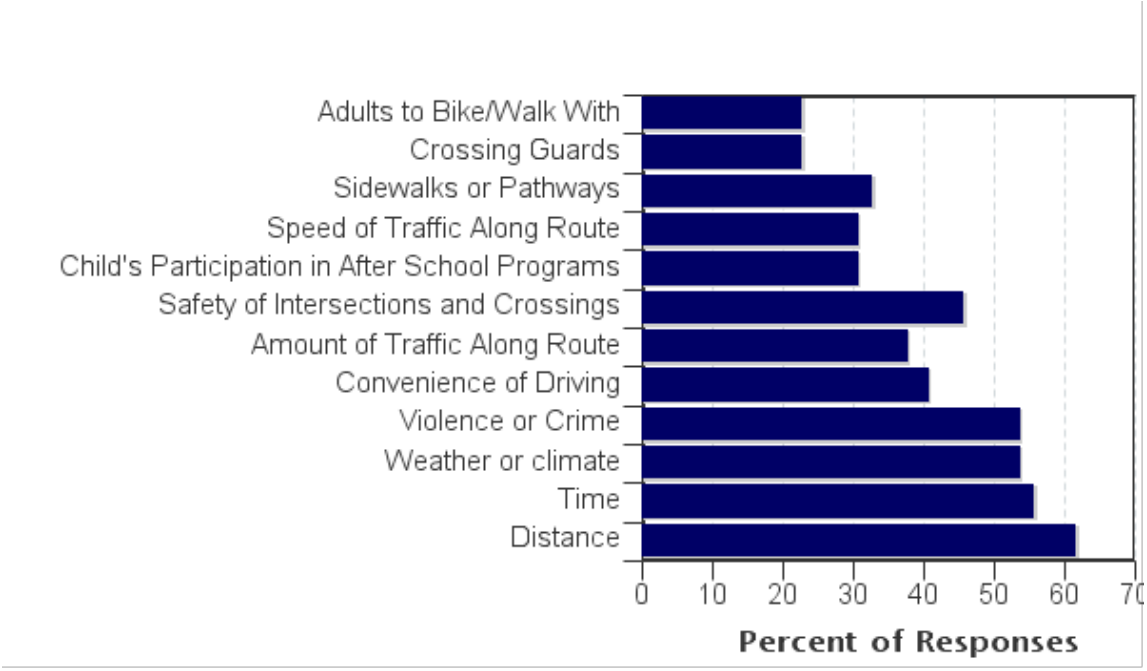
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	97	46%	62%	62%	60%	33%
No	96	54%	38%	38%	40%	67%

Don't know or No response: 42
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

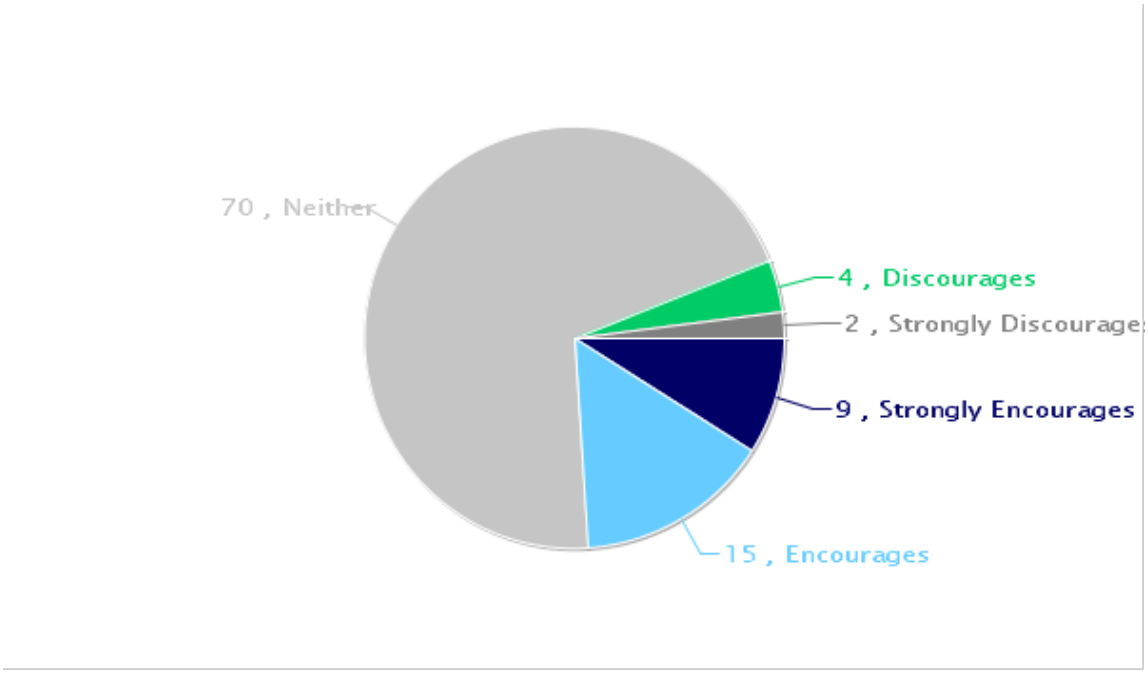


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

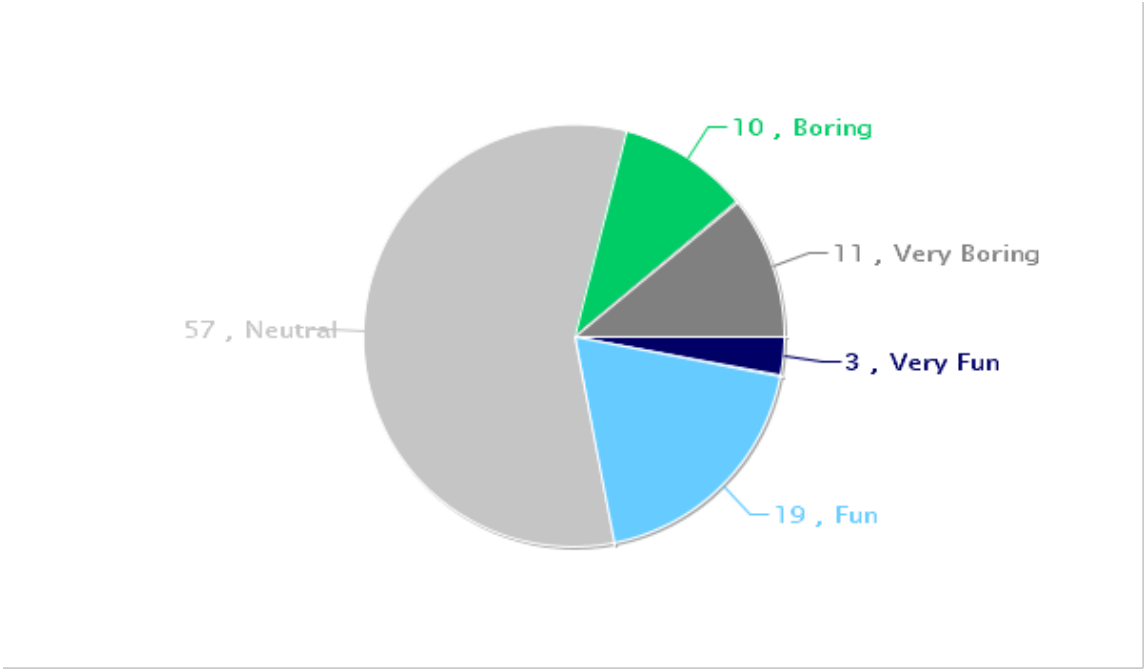
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	81%	62%
Time	73%	56%
Weather or climate	60%	54%
Violence or Crime	57%	54%
Convenience of Driving	53%	41%
Amount of Traffic Along Route	53%	38%
Safety of Intersections and Crossings	53%	46%
Child's Participation in After School Programs	52%	31%
Speed of Traffic Along Route	50%	31%
Sidewalks or Pathways	47%	33%
Crossing Guards	41%	23%
Adults to Bike/Walk With	38%	23%
Number of Respondents per Category	**150**	**39**

No response: 46
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

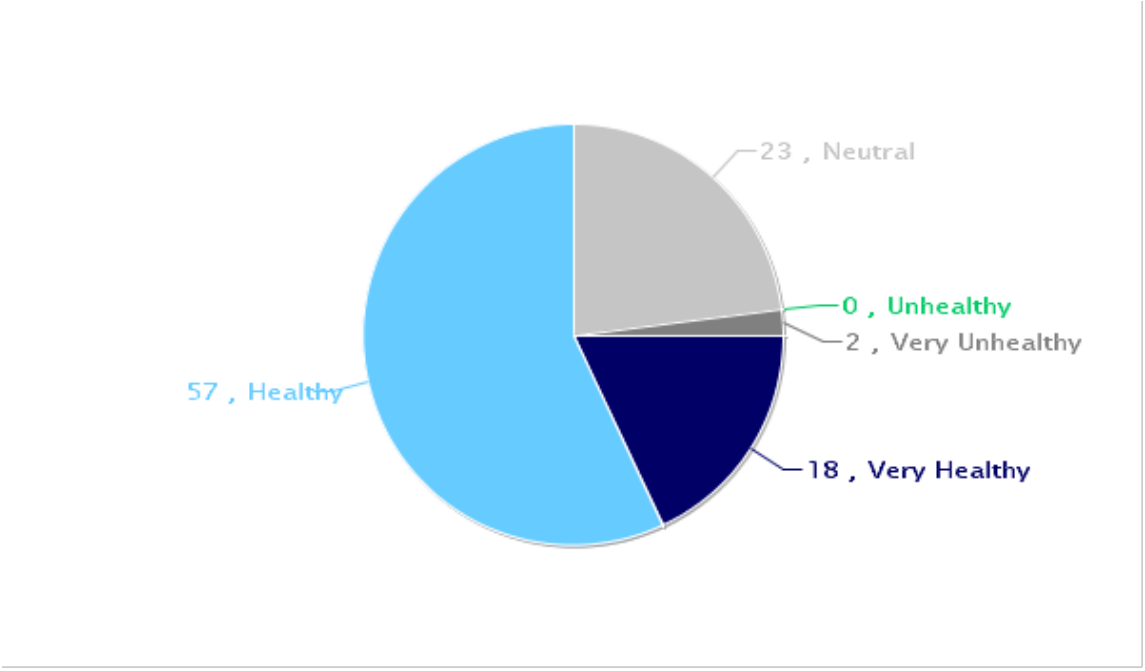
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1632906	Transportation to and from school:walking or family vehicle
1632903	Transportation to and from school: walking, biking, or family vehicle
1632900	Transportation to and from school: school bus or family vehicle
1632879	Transportation to and from school: family vehicle or carpool
1632787	Thanks for making this survey! Hope you do something! :)
1632669	Never walk to and from school
1632624	Transportation to and from school: bike, family vehicle, or carpool. Students should have access to free MST if possible.
1631765	It's a 30+ minute walk and for much of the year there are before/after school activities & sports. So a walk would be in the dark
1631763	Walking/biking to school is an individual parents opinion. If I felt my child went to and from school with a group, I would be more willing to let my child walk/bike. I like knowing my child arrived safely to school.
1631755	We live outside the district. We are also new to the school. The walking/biking route takes our kids past the abandoned military housing. We are not comfortable with their security in that area
1631748	My child is on a transfer and we live over 10 miles from school so she cannot walk or bike
1632876	I would allow her to walk to school if we lived closer but as of now the walk it too far from the school
1632861	If there was a bus stop closer to home, I would let my son ride the bus
1632812	Transportation from school: family vehicle or carpool
1632653	Transportation from school: walking, family vehicle, or carpool
1632651	Transportation from school: walking or school bus
1632650	Transportation to school: family vehicle or carpool Transportation from school: walking or family vehicle
1632527	We live far (in Greenfield) but I bring my kid to Marine High
1632479	Telling or reminding students to walk in pedestrian lane. Some cars are speeding and need to slow down
1632469	Transportation from school: walking or family vehicle
1632460	Transportation to and from school: walking or transit
1632457	Transportation from school: walking or family vehicle
1632443	Transportation from school: walking or carpool

1632866	Transportation from school: school bus or family vehicle
1631788	Transportation to and from school: walking or family vehicle
1631775	Unfortunately, we live too far from the school (we live in greenfield). However, I am in favor of students walking home
1631770	My child walks to and from school if we are unable to pick him up. He also can walk with friends whenever he chooses to.
1632895	Transportation to and from school: school bus or family vehicle
1632871	Transportation from school: family vehicle or transit
1632799	Student rides school bus
1632798	Transportation to school: school bus or family vehicle
1632591	Transportation to and from school: walk, bike, family vehicle, or other
1632542	Transportation to school: walking or carpool
1631778	We live about 35 minutes from the school. She is dropped off at the teen center and walks from there.
1631767	Crossing guards and supervision is needed! Especially for the kids that drive. I fear for the safety of kids walking
1631745	We live in East Garrison, more than 5 miles from school. So walking or riding bike is not an option
1631714	Transportation from school: walking or family vehicle
1632434	Sometimes walks home. When I to work early, then my son walks home. Other than that, I drop him up and pick him up.

Parent Survey Reports - Marina Vista Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Marina Vista Elementary

Set ID: 18086

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 06/12/2019

% Range of Students Involved in SRTS: Don't Know

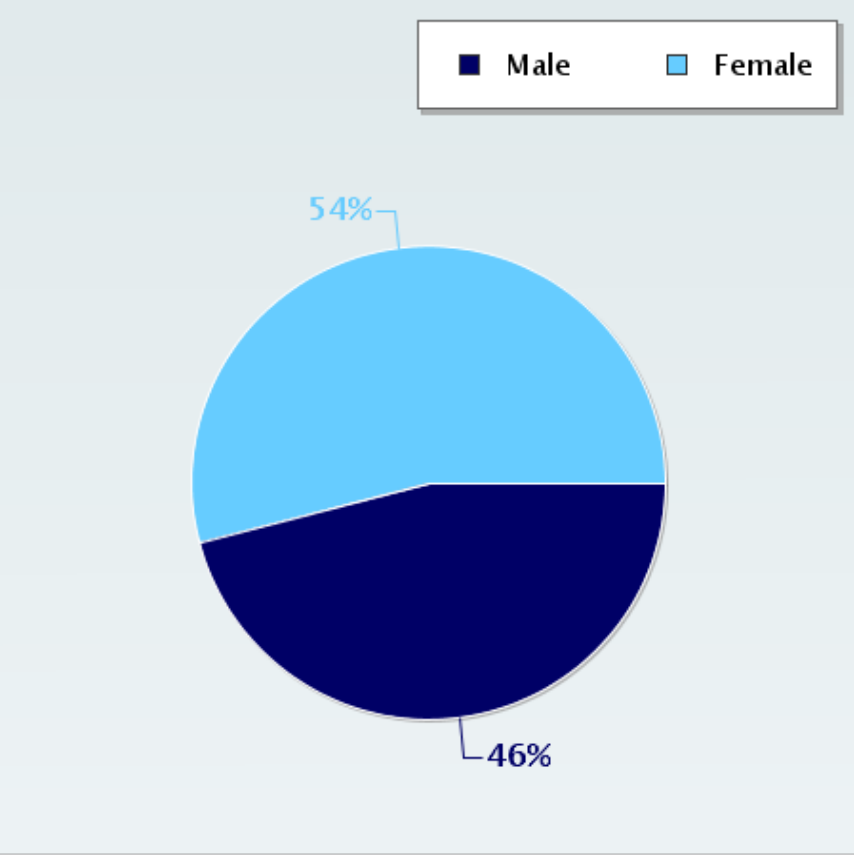
Tags: Elementary School

Number of Questionnaires Distributed: 0

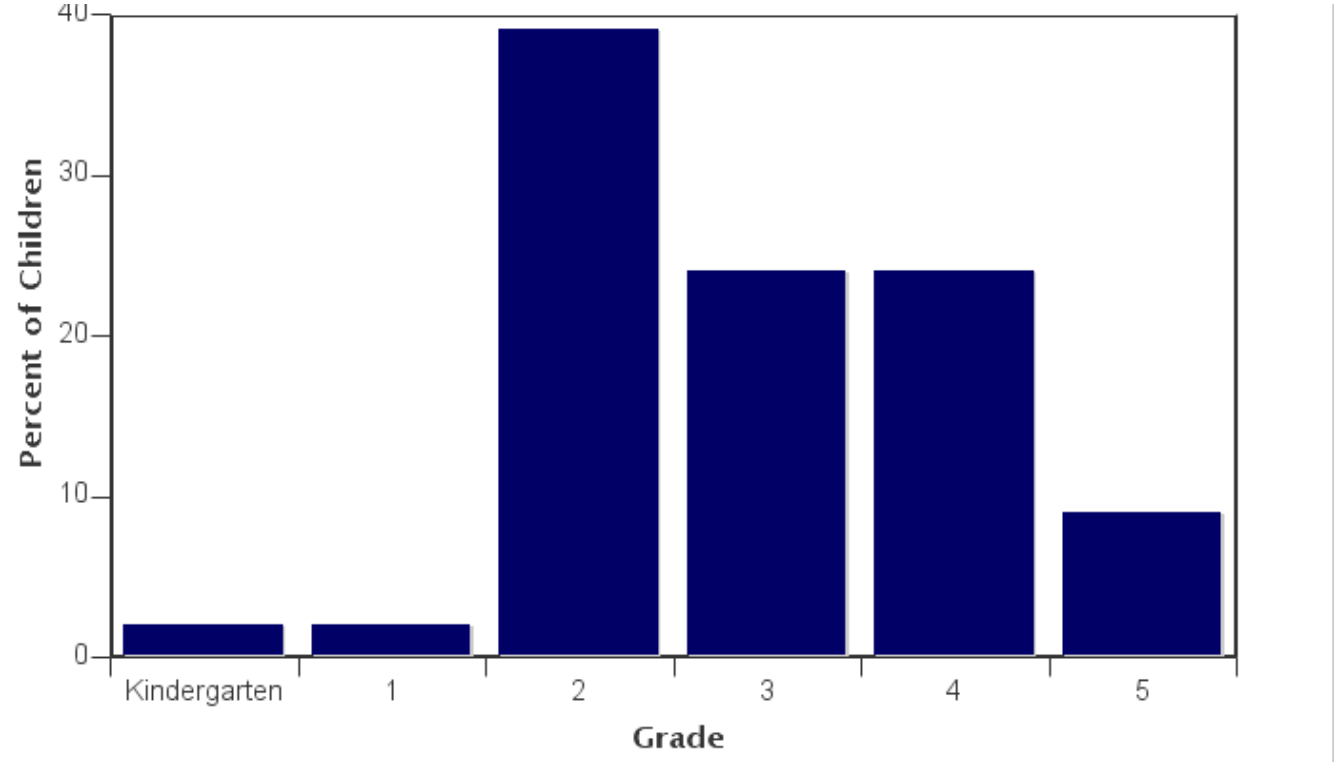
Number of Questionnaires Analyzed for Report: 54

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

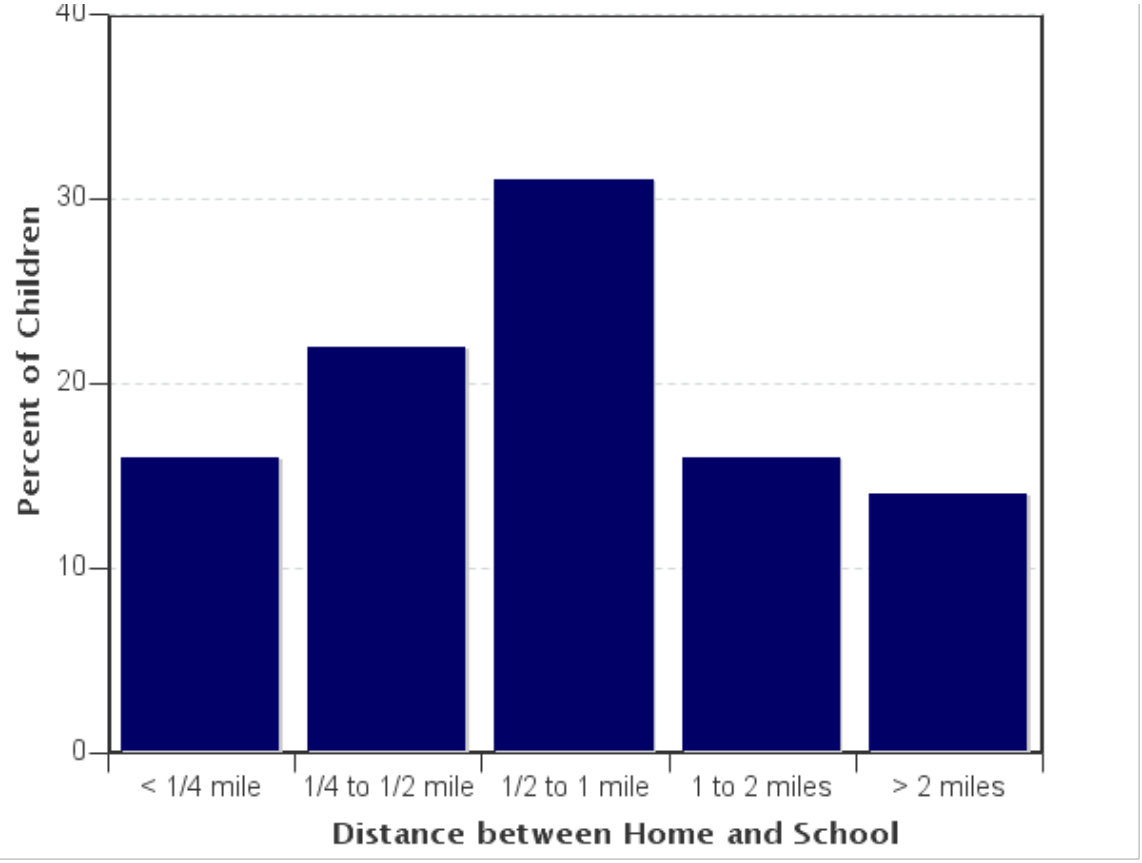


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	1	2%
1	1	2%
2	21	39%
3	13	24%
4	13	24%
5	5	9%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

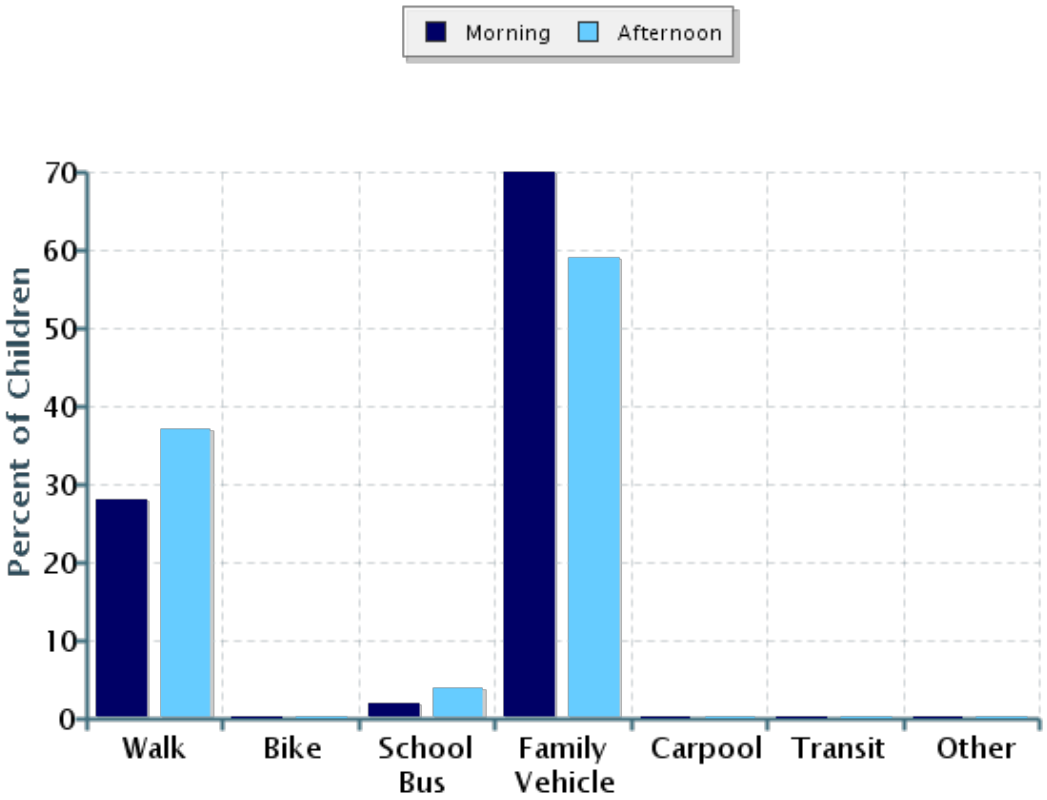


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	8	16%
1/4 mile up to 1/2 mile	11	22%
1/2 mile up to 1 mile	15	31%
1 mile up to 2 miles	8	16%
More than 2 miles	7	14%

Don't know or No response: 5
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

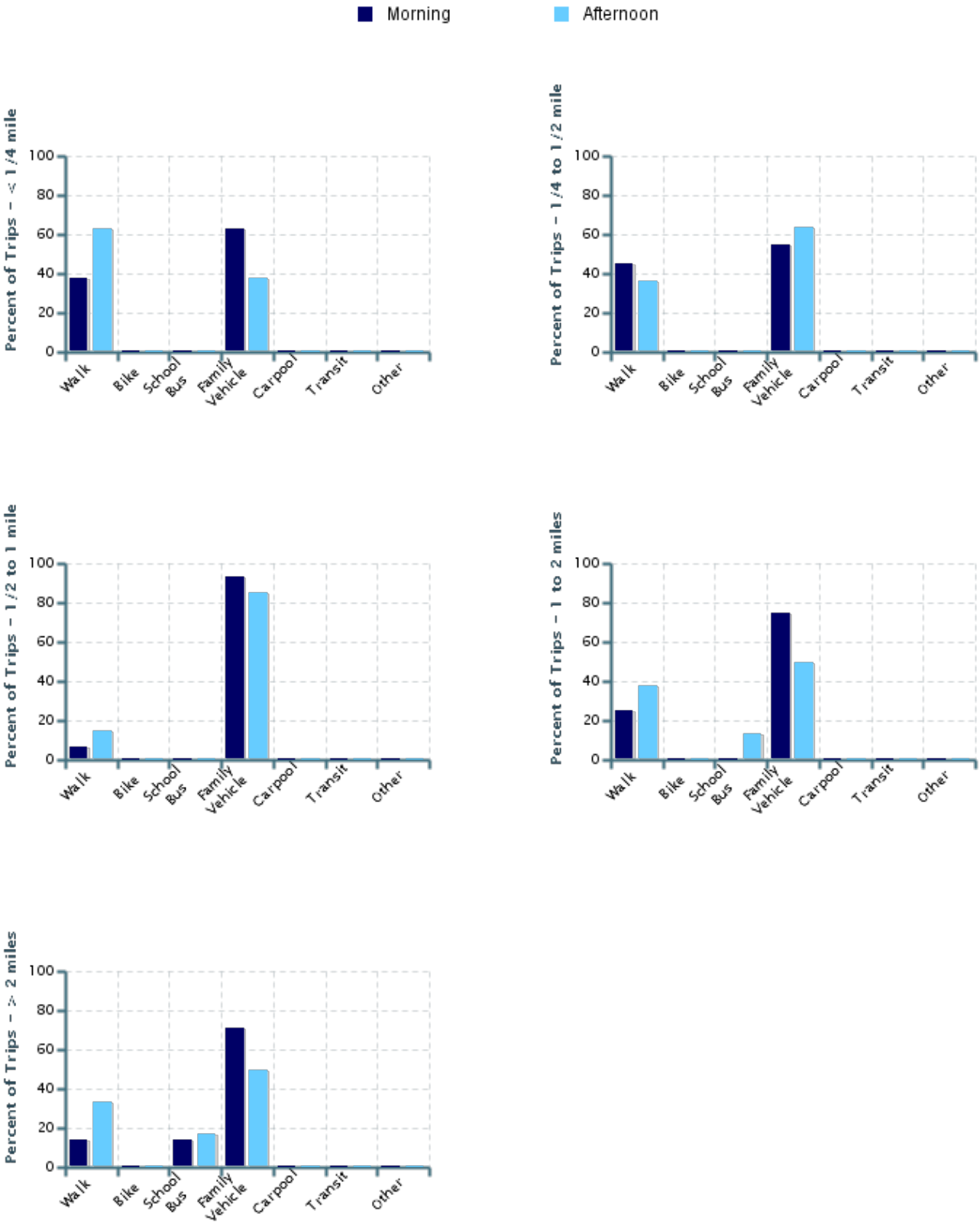


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	54	28%	0%	2%	70%	0%	0%	0%
Afternoon	51	37%	0%	4%	59%	0%	0%	0%

No Response Morning: 0
No Response Afternoon: 3
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	38%	0%	0%	63%	0%	0%	0%
1/4 mile up to 1/2 mile	11	45%	0%	0%	55%	0%	0%	0%
1/2 mile up to 1 mile	15	7%	0%	0%	93%	0%	0%	0%
1 mile up to 2 miles	8	25%	0%	0%	75%	0%	0%	0%
More than 2 miles	7	14%	0%	14%	71%	0%	0%	0%

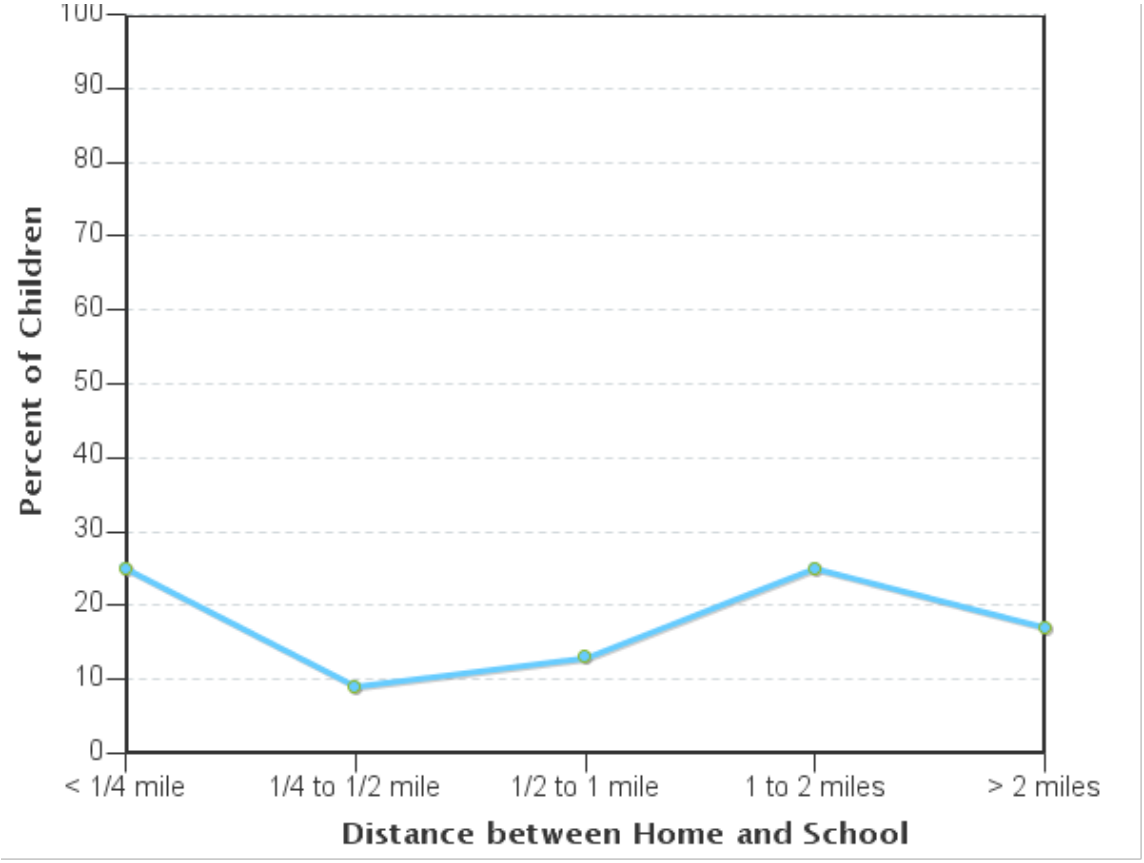
Don't know or No response: 5
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	63%	0%	0%	38%	0%	0%	0%
1/4 mile up to 1/2 mile	11	36%	0%	0%	64%	0%	0%	0%
1/2 mile up to 1 mile	13	15%	0%	0%	85%	0%	0%	0%
1 mile up to 2 miles	8	38%	0%	13%	50%	0%	0%	0%
More than 2 miles	6	33%	0%	17%	50%	0%	0%	0%

Don't know or No response: 8
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

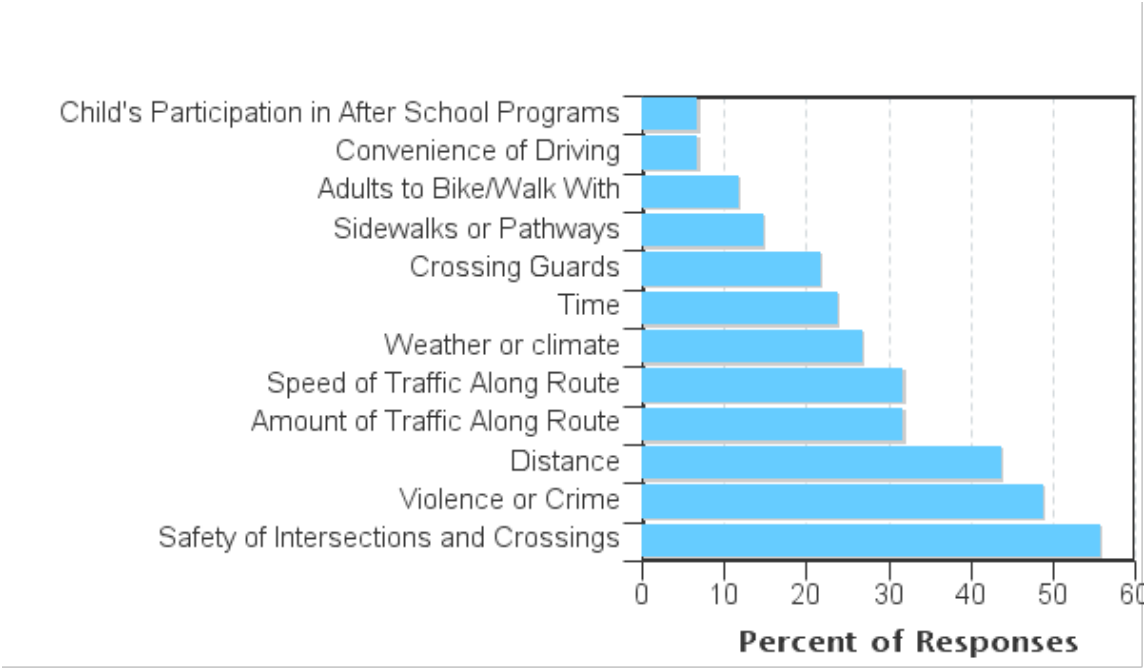


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

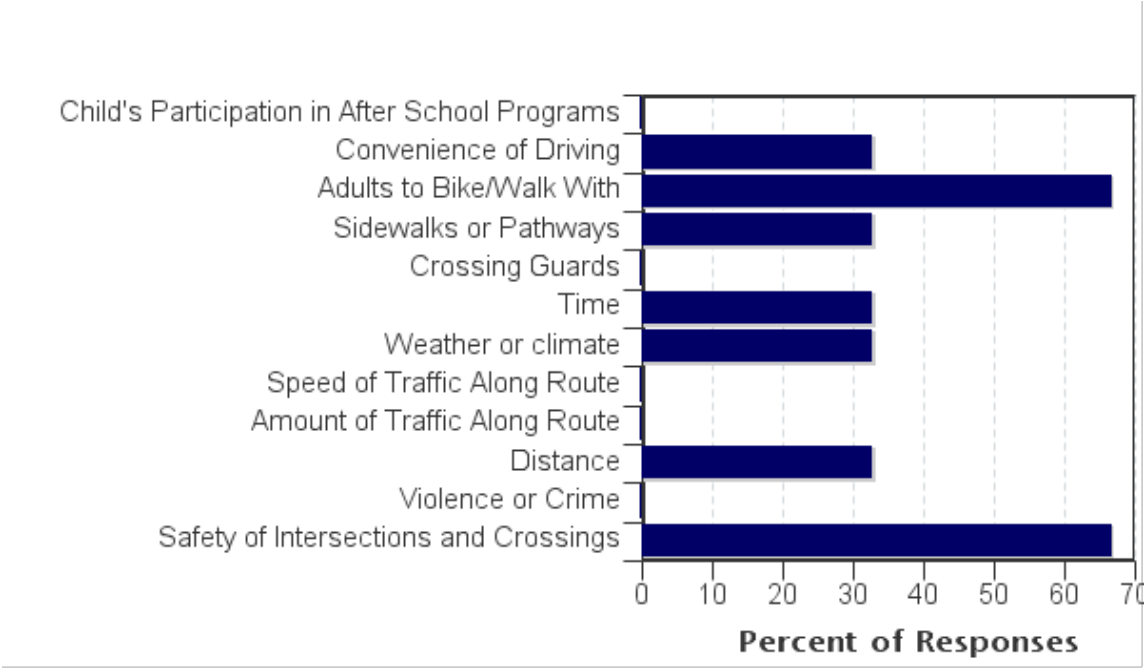
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	8	25%	9%	13%	25%	17%
No	40	75%	91%	87%	75%	83%

Don't know or No response: 6
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

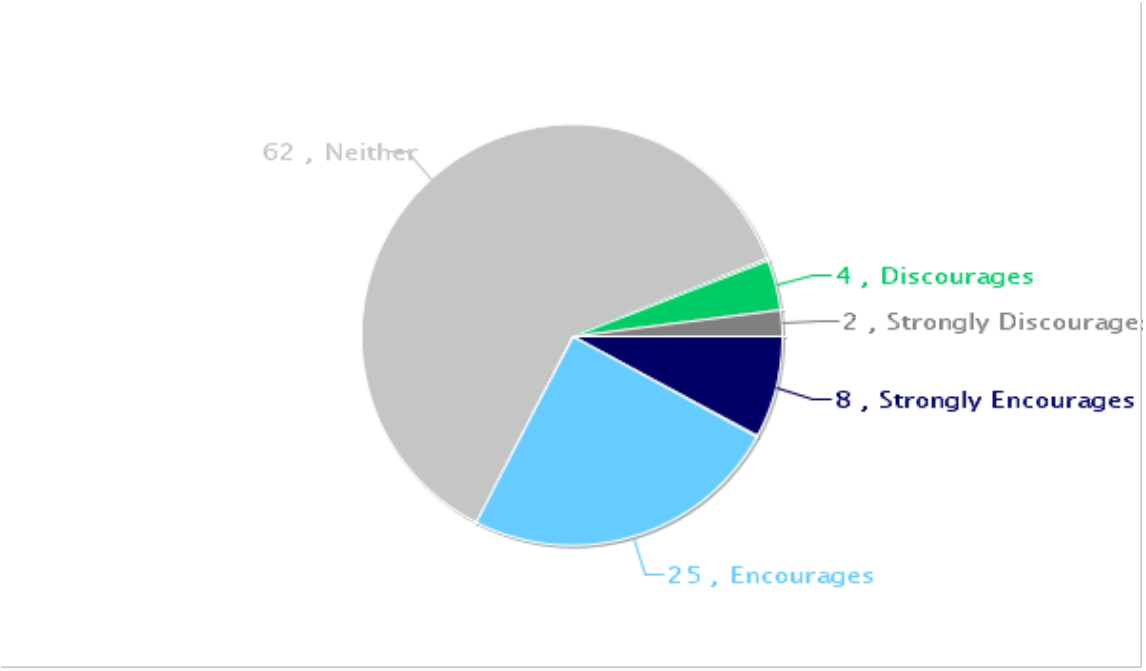


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

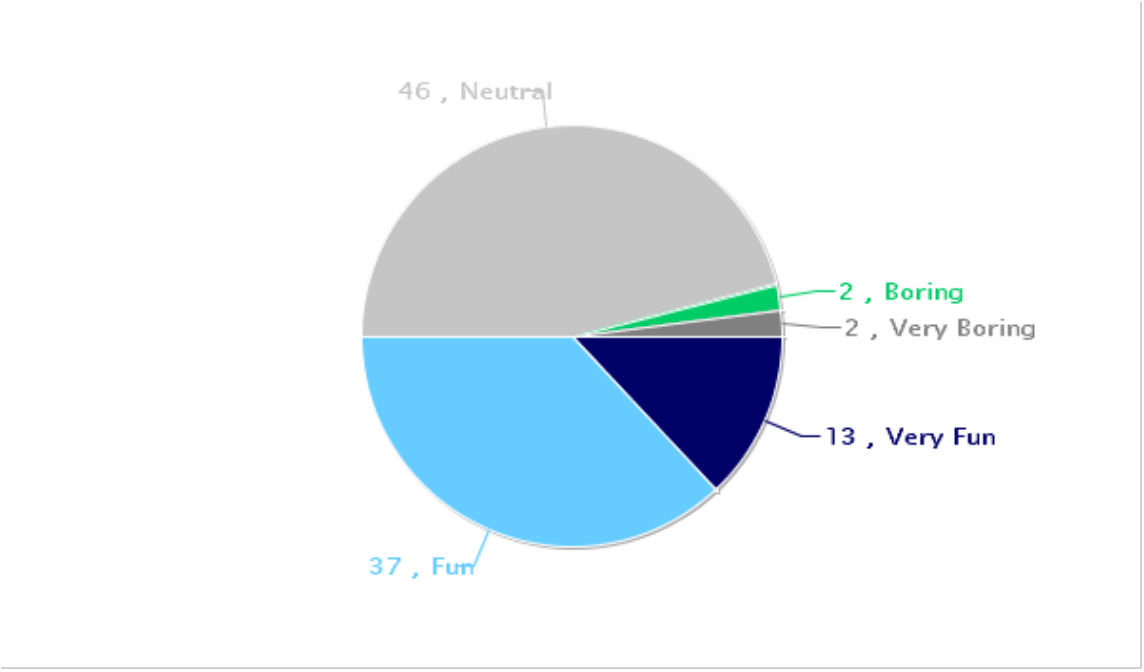
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	56%	67%
Violence or Crime	49%	0%
Distance	44%	33%
Amount of Traffic Along Route	32%	0%
Speed of Traffic Along Route	32%	0%
Weather or climate	27%	33%
Time	24%	33%
Crossing Guards	22%	0%
Sidewalks or Pathways	15%	33%
Adults to Bike/Walk With	12%	67%
Convenience of Driving	7%	33%
Child's Participation in After School Programs	7%	0%
Number of Respondents per Category	**41**	**3**

No response: 10
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

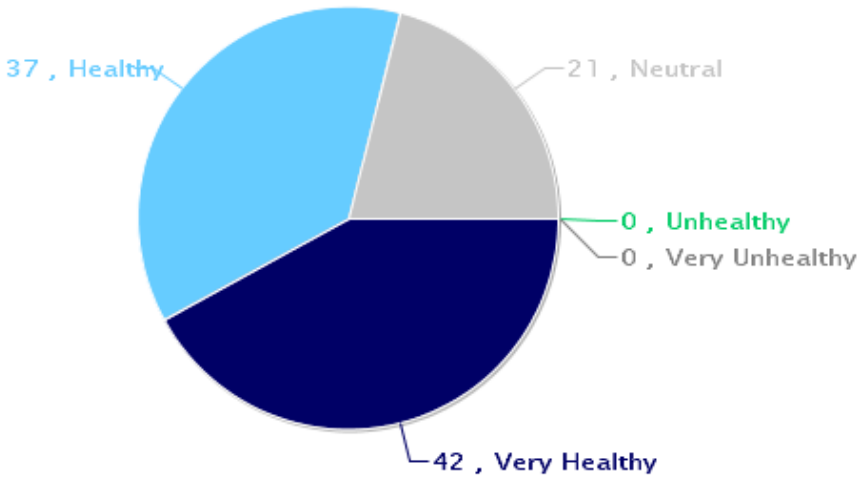
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1628436	Student also gets dropped off/picked up by car.
1628394	Trans- The school is very good, safety is very good, the bad thing is that drivers don't respect the stop sign. La escuela es muy buena, la seguridad es muy buena, lo malo es que los conductores que no respetan la senal de alto.
1628370	Student also gets dropped off/picked up from school by car.
1628366	Trans- Sometimes the cars don't respect the crossing with the children and they need to be accompanied by an adult. The cars don't respect the principal neither when the children are crossing outside of the school. Algunas veces los caros no respetan al cruzar a los ninos y necesitan ser acompanados por un adulto. Los carros no respetan a la directora tampoco cuando los ninos estan crusando afuera de la escuela.
1628354	Student is sometimes dropped off at school by car.
1628344	Child also sometimes walks to/from school; travel time to/from school can also be less than 5 minutes.
1628339	Student also sometimes walks home after school.
1628326	Student also sometimes walks home after school.
1628508	During the years that I have lived in the city there have been incidents; for example, kidnap attempt. Its scary to have a child alone with no adults walking home.
1628488	Question 6b: Student walks with Civic Center
1628451	Trans- That they put more school signs on the street. Que pongan mas senales de escuela en la calle.
1628376	Student also get dropped off/picked up by car.
1628374	Student also gets dropped off/picked up by car.
1628349	I like to pick up my son for safety reasons.
1628347	Trans- I, his mother, walk to school and he goes to ASA. And I go by to pick him up in my car with his brother. Yo, su mama, camino a la escuela y se va al ASA. Y paso a recojelo en caro con su hermano.
1628504	Question 6b: comment "civic center"
1628416	Question 9: Not sure yet if I will feel comfortable. Question 10: parent added a box with option of "people that I don't trust." Question 11: parent answered "maybe."

Parent Survey Reports - Marshall Elementary School

Parent Survey Report: One School in One Data Collection Period

School Name: Marshall Elementary

Set ID: 18083

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

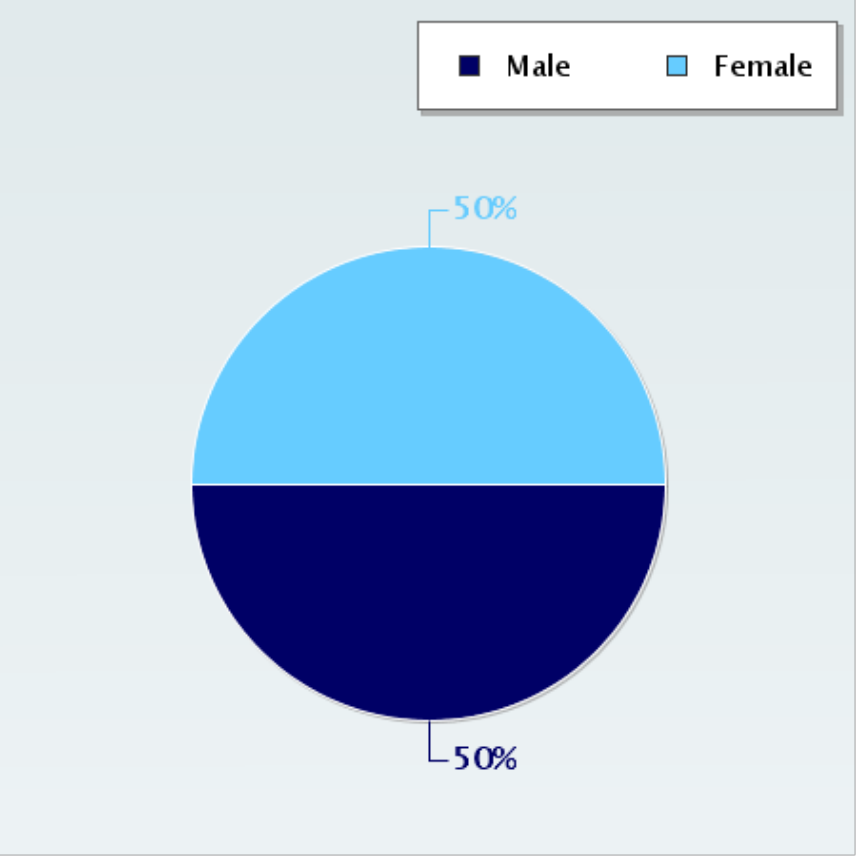
Tags:

Number of Questionnaires Distributed: 0

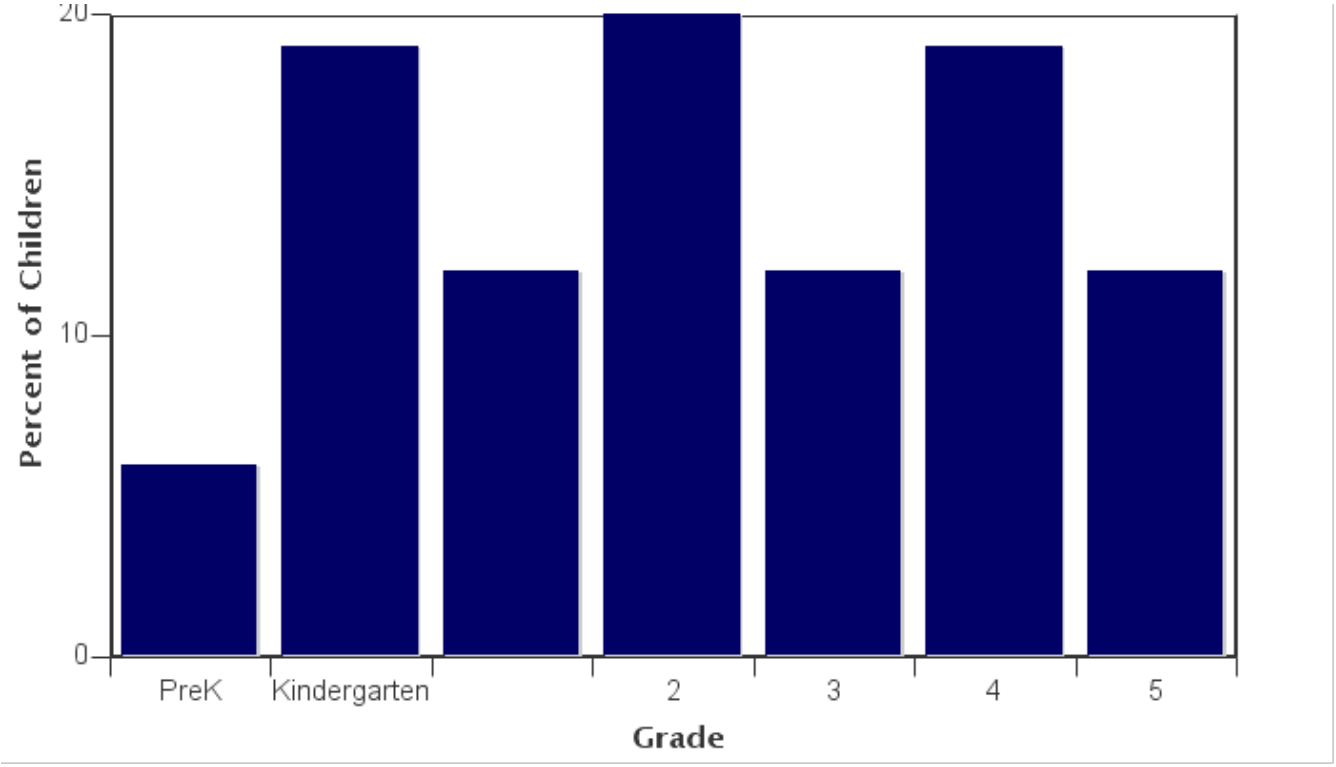
Number of Questionnaires Analyzed for Report: 285

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

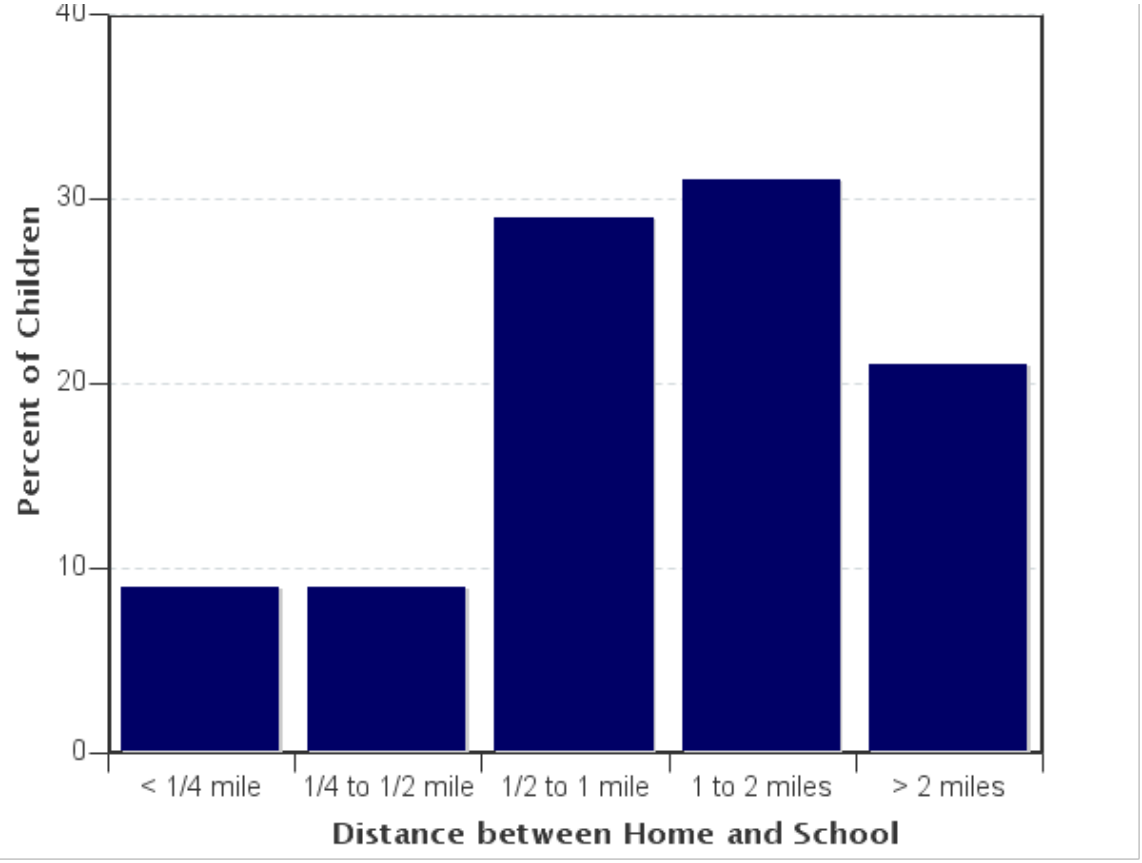


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	18	6%
Kindergarten	53	19%
1	35	12%
2	57	20%
3	33	12%
4	55	19%
5	33	12%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

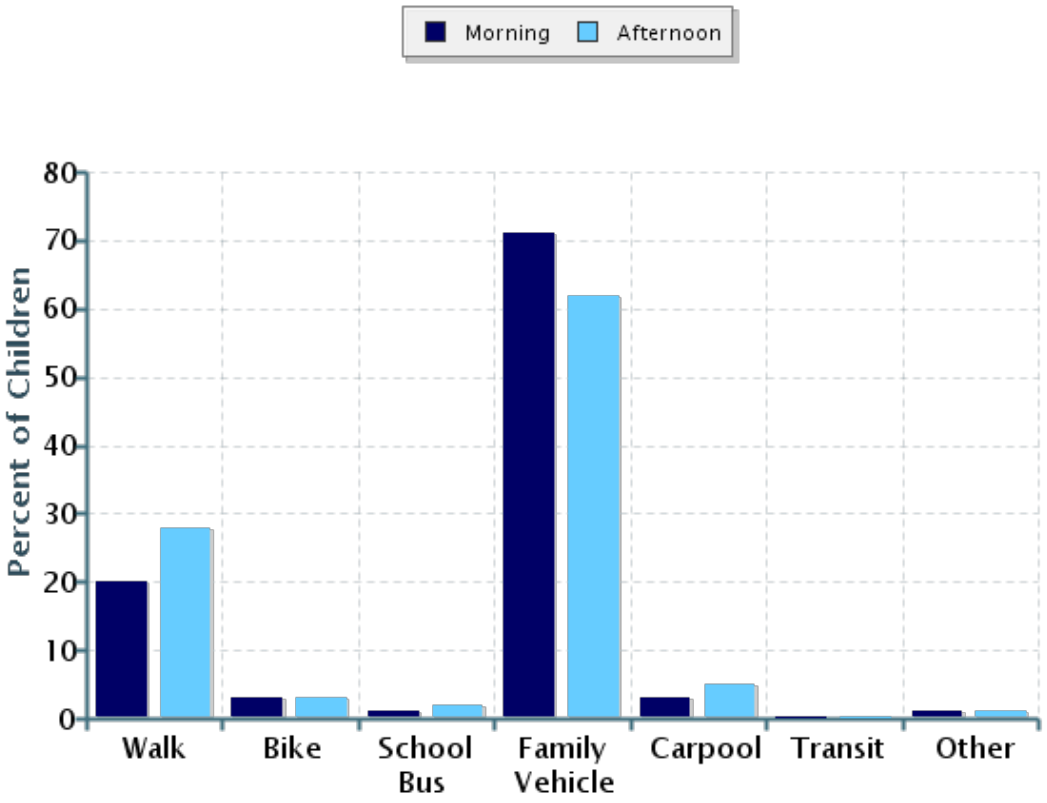


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	25	9%
1/4 mile up to 1/2 mile	25	9%
1/2 mile up to 1 mile	81	29%
1 mile up to 2 miles	86	31%
More than 2 miles	59	21%

Don't know or No response: 9
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

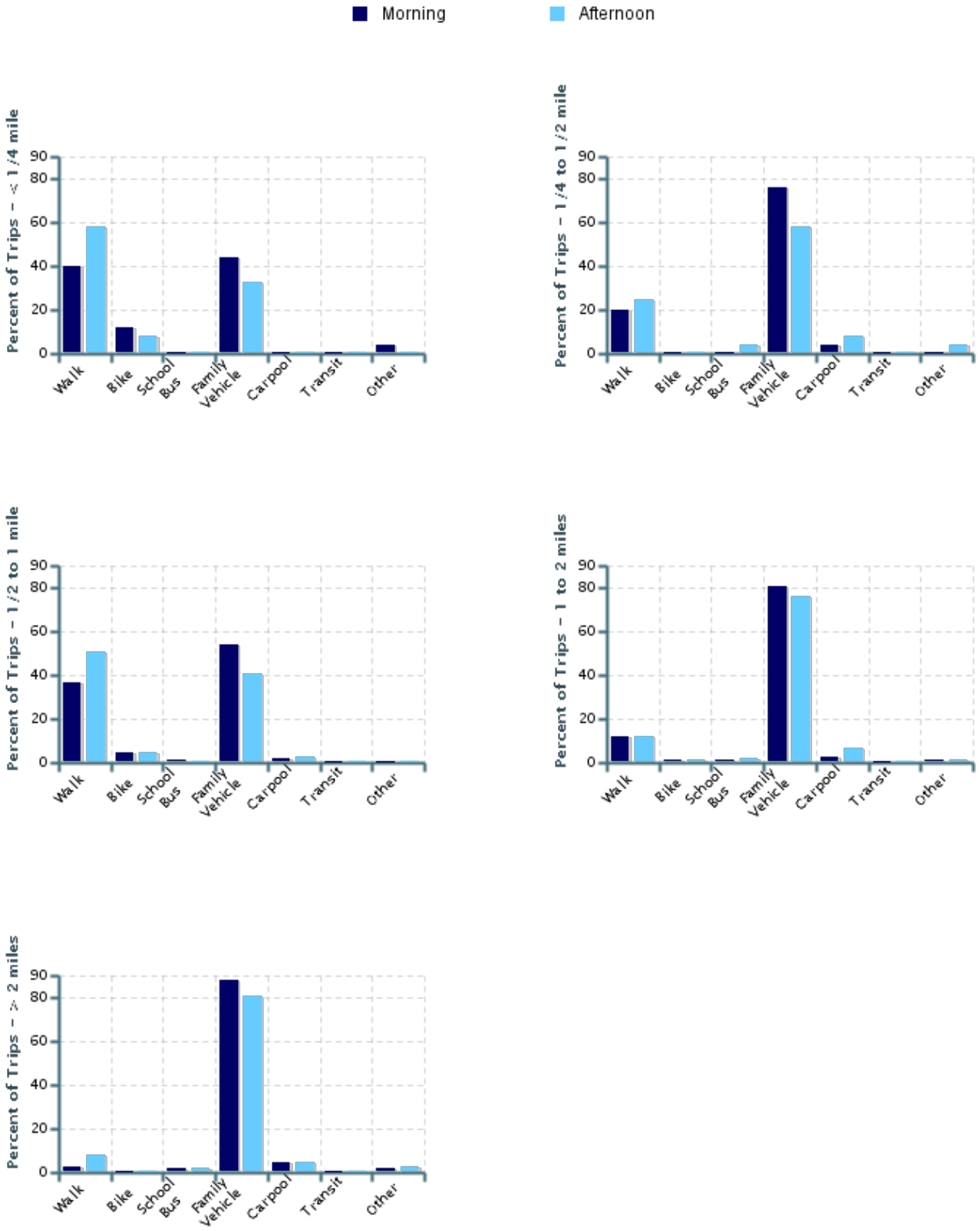


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	283	20%	3%	1%	71%	3%	0%	1%
Afternoon	277	28%	3%	2%	62%	5%	0%	1%

No Response Morning: 2
No Response Afternoon: 8
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	25	40%	12%	0%	44%	0%	0%	4%
1/4 mile up to 1/2 mile	25	20%	0%	0%	76%	4%	0%	0%
1/2 mile up to 1 mile	81	37%	5%	1%	54%	2%	0%	0%
1 mile up to 2 miles	86	12%	1%	1%	81%	3%	0%	1%
More than 2 miles	59	3%	0%	2%	88%	5%	0%	2%

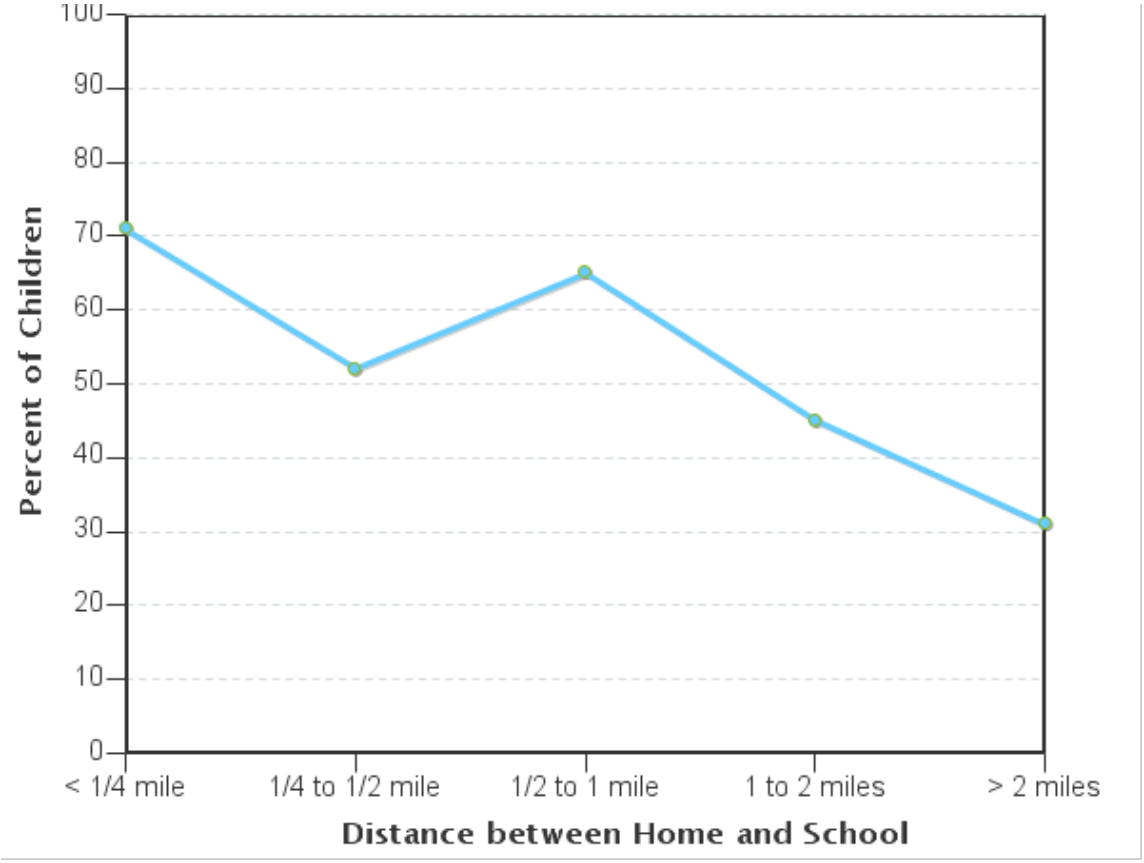
Don't know or No response: 9
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	58%	8%	0%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	24	25%	0%	4%	58%	8%	0%	4%
1/2 mile up to 1 mile	80	51%	5%	0%	41%	3%	0%	0%
1 mile up to 2 miles	83	12%	1%	2%	76%	7%	0%	1%
More than 2 miles	59	8%	0%	2%	81%	5%	0%	3%

Don't know or No response: 15
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

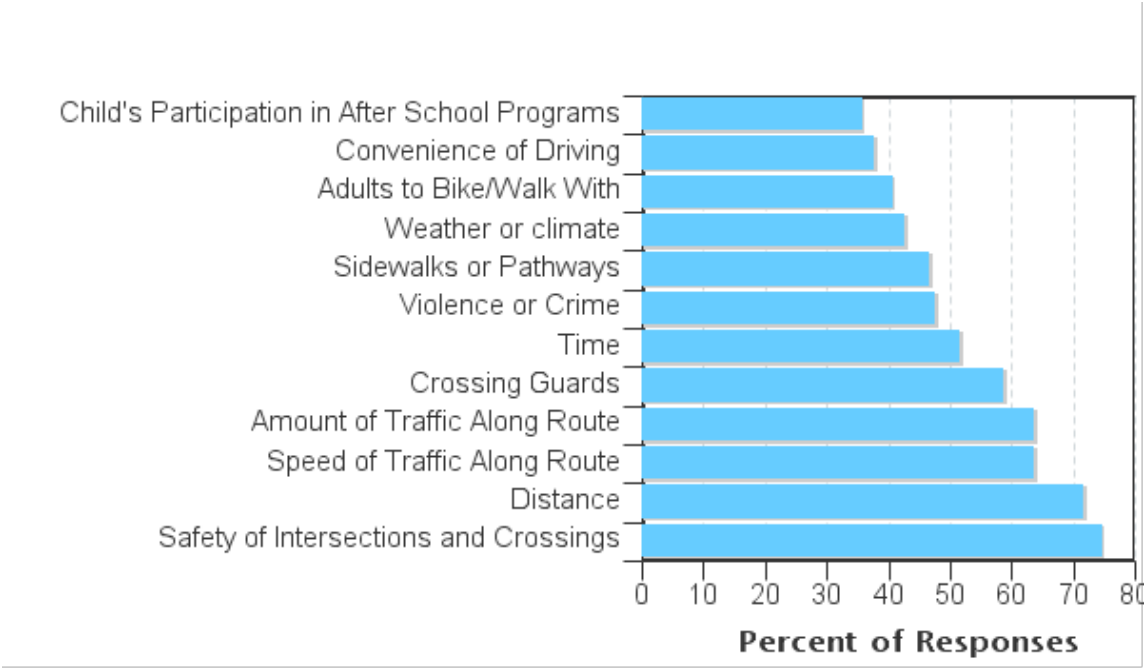


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

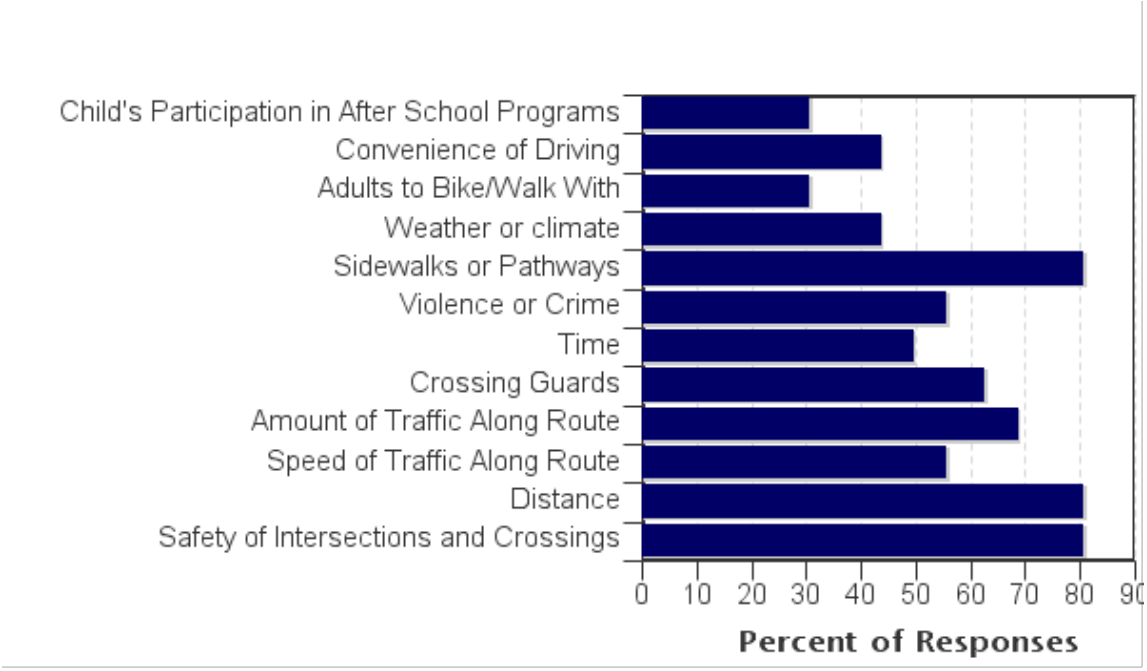
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	139	71%	52%	65%	45%	31%
No	134	29%	48%	35%	55%	69%

Don't know or No response: 12
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

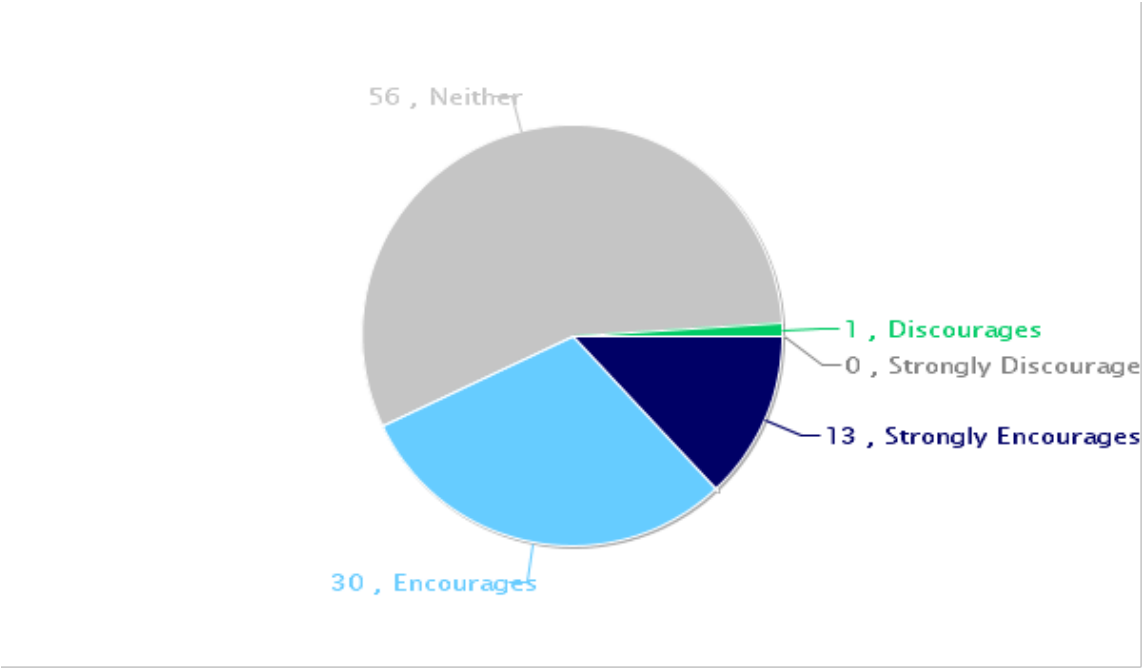


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

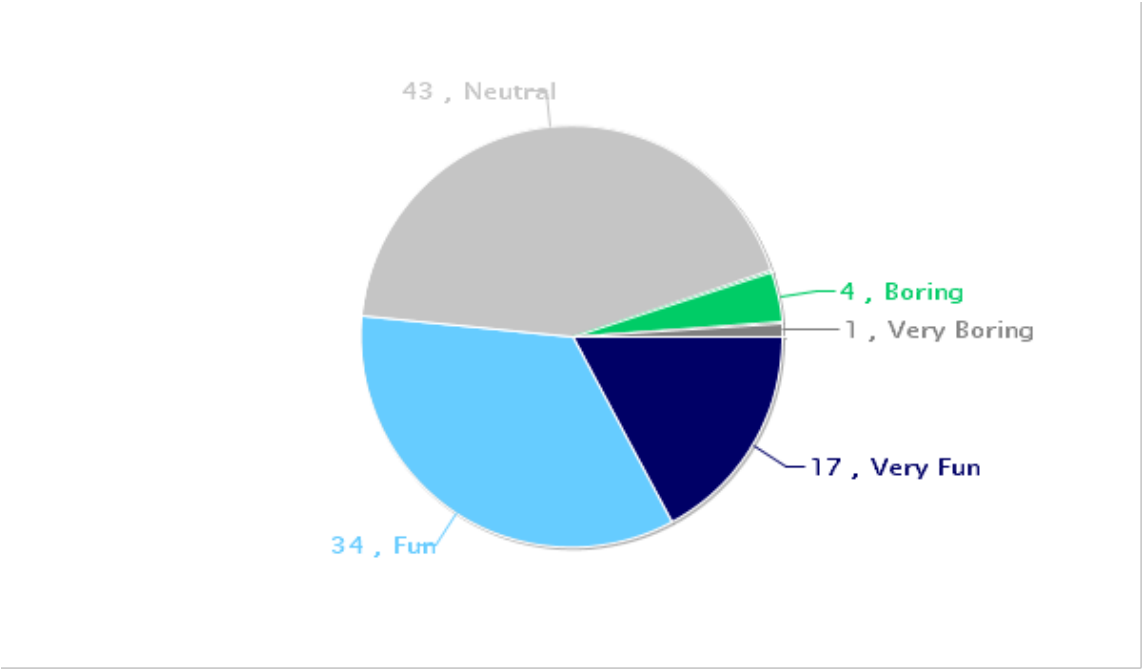
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	75%	81%
Distance	72%	81%
Speed of Traffic Along Route	64%	56%
Amount of Traffic Along Route	64%	69%
Crossing Guards	59%	63%
Time	52%	50%
Violence or Crime	48%	56%
Sidewalks or Pathways	47%	81%
Weather or climate	43%	44%
Adults to Bike/Walk With	41%	31%
Convenience of Driving	38%	44%
Child's Participation in After School Programs	36%	31%
Number of Respondents per Category	**210**	**16**

No response: 59
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

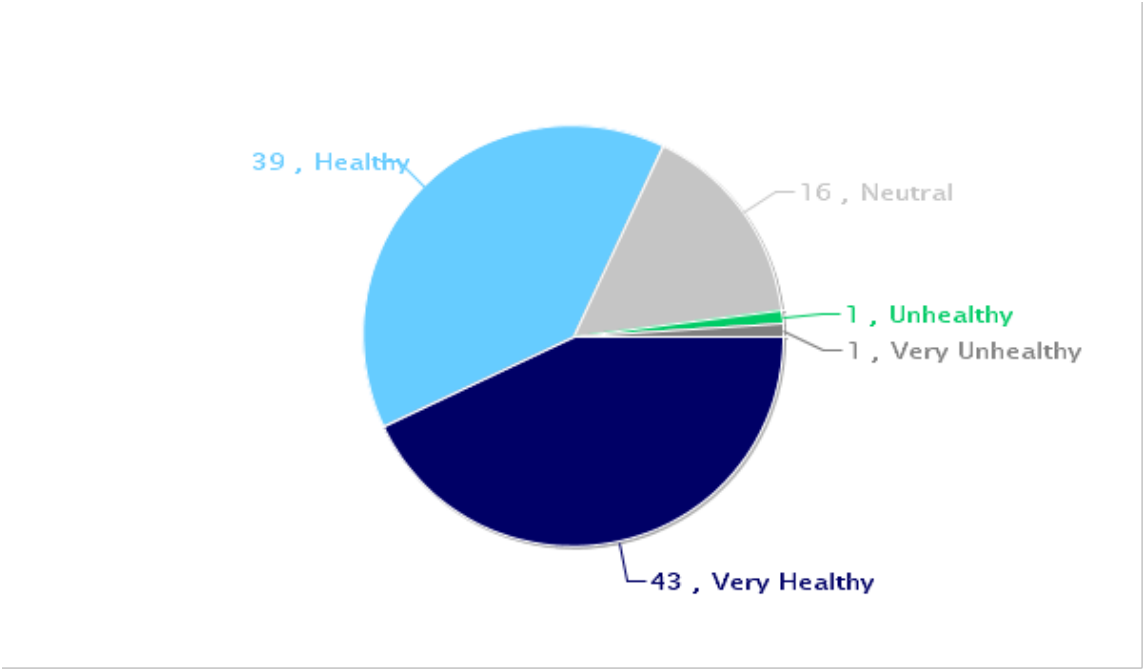
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1633602	I have seen a child get hit by a car in a crosswalk. We really need crossing guards at the busy intersection during schools traffic times.
1633614	The bike path next to the school is riddled w/ potholes and broken pavement. My daughter and another child collided there trying to avoid the holes. it needs to be fixed!
1633671	Every morning at least 2 cars run the red light at the Gnl Jim Moore Blvd and Normandy Rd intersection. I would be happy to see a police officer there from about 7:30 am- 8:30 am, or even 8:05
1633675	There needs to be crossing guards on the intersection of Gen. Jim Moore and Normandy the traffic there is too heavy and fast for my children to cross! Additionally I see people ren that light all the time. Its too dangerous.
1633677	The traffic in front of Marshall is very dangerous parents speed into the school parking lot when they are late for drop off, illegally park, illegally take left hand turn into lot.
1633678	I love walking with my child to school but the sidewalks make it difficult. there are no ramps along normandy and the sidewalks are not well maintained so walking with my stroller can be a hassle.
1633681	Having protected bike paths w/low curbs ot speed bumps type protection would be ideal, not just lines. Drivers these days are way too distracted and can easily swerve into painted bike lanes.
1633686	the path of Ardennes Circle is a great way for kids to safely walk to school without the threat of vehicles but it would be amazing if it could be repaved.
1633687	Crossing guard at the intersection would allow me to let my children walk or bike to school.
1635827	hold 2 masters
1635828	Walkways/sidewalks are poorly maintained, Intersections are poorly maintained and not monitored. Traffic does not flow well. bikers are forced into unsafe areas due to lack of bike lanes.
1635840	In my opinion these should be more control in regard to who comes in/out through gates when they're open.
1635850	From where we live, not only is the school located more than 2 miles away. It is located at a higher elevation making the trip to school up hill. There is also a heavy traffic crosswalk along the way.
1635909	Buses in the nearby neighborhoods would greatly eliminate the traffic!
1635912	The trail from Ardennes Cir to Marshall needs to be repaved.
1635377	We do not live within district so my children cannot walk or bike to school.
1631567	Natural terain make biking difficult for young chilren as we live on a large hills.
1631581	Not comfortable with my child being alone walking or carpool unless specified on emergency card
1631593	Marshall Elementary NEEDS crossing guards! This my first experience with a schoool not having them & I hope my last. It isn't safe.

1634390	Walk can be immensly stressful because of the tiny sidewalks and the amount of foot traffic. the cars are also unruly and need a permanent crossing guard.
1634405	Marshall requires parents to drop off and pick up PL to Kinder students from classroom. The parking lot has 10 spaces. Even if you drive to school you must park at the church and cross the street at Normandy. YOU NEED a crossing guard.
1631782	Trans- I don't like that he goes on bike or walking I think that it is dangerous. No megusta que balla en bicy oh camine pieso que es peligtoso
1631031	Lots of families utilize the trail however dog owners are not very cautious and leave dog feces everywhere. That is the biggest problem.
1631062	Very overprotective parent and I need more assurance of my child's safety. Crossing guards would help a lot.
1635026	I believe walking to school is a healthy choice, but I personally do not believe it is safe for young children to walk or bike home unaccompanied.
1635027	Walking to/from school is easier than dealing with the traffic.
1635028	We live in Aromas 30 minutes away.
1635050	I walk the kids because they are 4 & 6 yrs old, but if they were >8. I'd love to let them walk alone. A big deterrent is perception other judging letting kids walk alone even if it is safe.
1631110	We do not choose to walk/bike. There is no school bus and we have not other means to get to school. Even if on child was sick, we all would still have to walk, IT is very stressful.
1631112	I would let my daughter walk to school but she has a younger sibling attending school (2nd grade).
1631127	The intersection of General Jim and Normandy is dangerous. Many people at out school have almost been hit by car crossing the street. A crossing guard would keep the kids safer.
1631130	Note: on question 6 this person checked "other" for arrival and leave from school and wrote in Porter Youth
1631141	We live far away but would love to walk/bike to school
1631386	Note: question 6 they walk from Porter and walk to Porter
1631145	We need crosswalk guards!!
1631146	The path from our Neighborhood to the school is in terrible condition (from Ardennes to Normandy); Really needs to be Re-paved! Some days my son will ride on the stroller(with his brothers) if hes very tired after school.
1631148	I know walking would be healthier than riding in a car. However, I don't feel comfortable with my kid walking herself until she hits a certain age.
1631151	There is too much traffic around the school. I'm surprised there are no police officers or crossing guards.
1631155	The light on Normandy and General Jim Moore severely needs a turning specific light. It is extremely unsafe for students/families in crosswalk.
1631157	Crossing guards/adult supervision would allow me to let my children walk/bike to school.

1631159	Note: put "N/A" for questions 13 and 14 "N/A too young" for questions 10 and 11
1631162	My Child is just too young to walk/bike to school on its own
1635286	Our 4th grader and 1st grader walk together one day a week.
1635316	Trans- I would be enchanted if my son used a bike to assist the school but our route is too long, lots of traffic and with an enormous incline... also, we have 4 children who attend 4 different schools so we wouldn't have enough time. me encantaria que mi hijo usara una bicicleta para asistir a la escuela pero nuestro camino es muy largo, muy traficado y con una enorme subida... ademas tenemos 4 ninos y asisten a 4 escuelas diferentes no nos daria el tiempo
1631454	Marshall does not handle their traffic on the street, only in their lot. it's a mess.
1635327	Question 13 above does not apply for children that don't walk or bike to school....
1635360	Being here with 5 children (1) high school, (1) middle, and (3) elementary is very inconvenient. riding bus would be nice. We should be able to have the opportunity for buses if we live 2 miles and above.
1635362	I'd feel more comfortable with her walking/biking in a group, maybe the school can set up walking buddies based on where they live?
1635368	Marshall needs cross guards/traffic control at Normandy and Caren Tan Rd. Also re-explain drop off procedure. IE... parents parking, getting out in drop off lane.
1634872	My children in TK and 1st enjoy walking home from school with me. I feel crossing guards are definately need at Gen Jim and then right in front Marshall. Too many close calls. Please also tell people in the carpool line NOT to block the crosswalk with their vehicles.
1632211	We live to far for Nayeli to walk to school.
1632234	I would allow my child to walk/bike if she was with a group of other children. I'm not comfortable with her doing so alone.
1632265	The intersection at Gen Moore and Normandy is a disaster! Kids trying to cross while cars trying to turn. Also start times must be changed between Diamp and Marshall, Too much traffic.
1633986	There are a lot of people who park and leave their cars on Normandy where the curb is red. I also see a lot of people doing u-turns wherever they see fit, not intersections.
1634018	We walk/bike b/c we have no other transportation, there are no buses that pick up in out neighborhood. The walk is over a mile and sometimes it's hard to do.
1634146	There needs to be crossing guards at Gen. Jim Moore and Normandy Rd. This is a dangerous intersection!
1634161	I need reassurance of my child's safety. Crossing guards at intersections would help with that.
1634168	the student pick-up/drop off policy is very inefficient. This was a major factor in encouraging our students to bike/walk to school. and Gen. Jim Moore Blvd can be dangerous. Could we arrange for crossing guards at Jim Moore?
1634171	There are no crossing guards at or around Marshall, many drivers ate irresponsible around the school.
1632913	We are living four miles away from school so it is not possible to walk or bike to school

1634836	No cross guards? Even after a child got hit near the school at an intersection> Parking is a nightmare and the drive up line is so long (I dont drive up we park and walk him) it makes me nervous ever as I cross alone without my kids
1632952	Would not allow to go alone
1632970	One child has a medical condition on her heel and can't always walk. Though she loved to when she can. The saftey is horrific however in front of the school and the intersection of Normandy & General Jim Moore
1632997	My 4th grader and his 1st grade sister walk somedays from school. I alway take them in the morning because the traffic is bad.
1634875	If I were to walk or bike my PK child to school it would take and hour one way. We value our sleep. We are dissapointed that the school has NO busses for Fort Ord students.

Parent Survey Reports - Martin Luther King Jr. School of the Arts

Parent Survey Report: One School in One Data Collection Period

School Name: Martin Luther King Jr School of the Arts

School Group: CTPG2018_MPUSD

School Enrollment: 0

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 0

Set ID: 18061

Month and Year Collected: August 2018

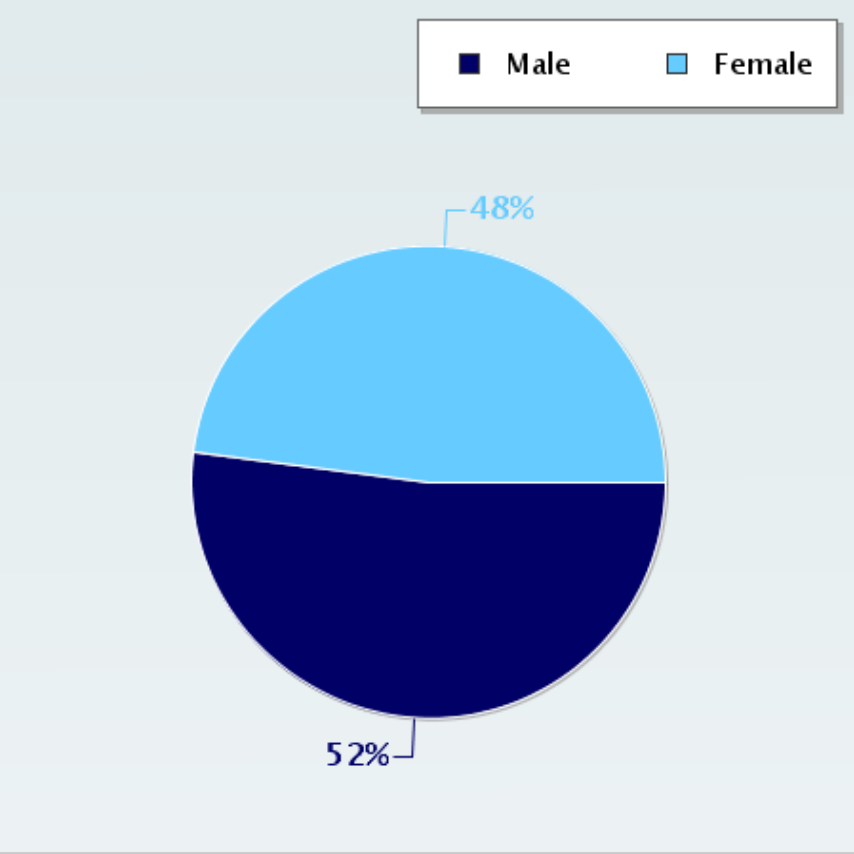
Date Report Generated: 06/07/2019

Tags: Elementary School

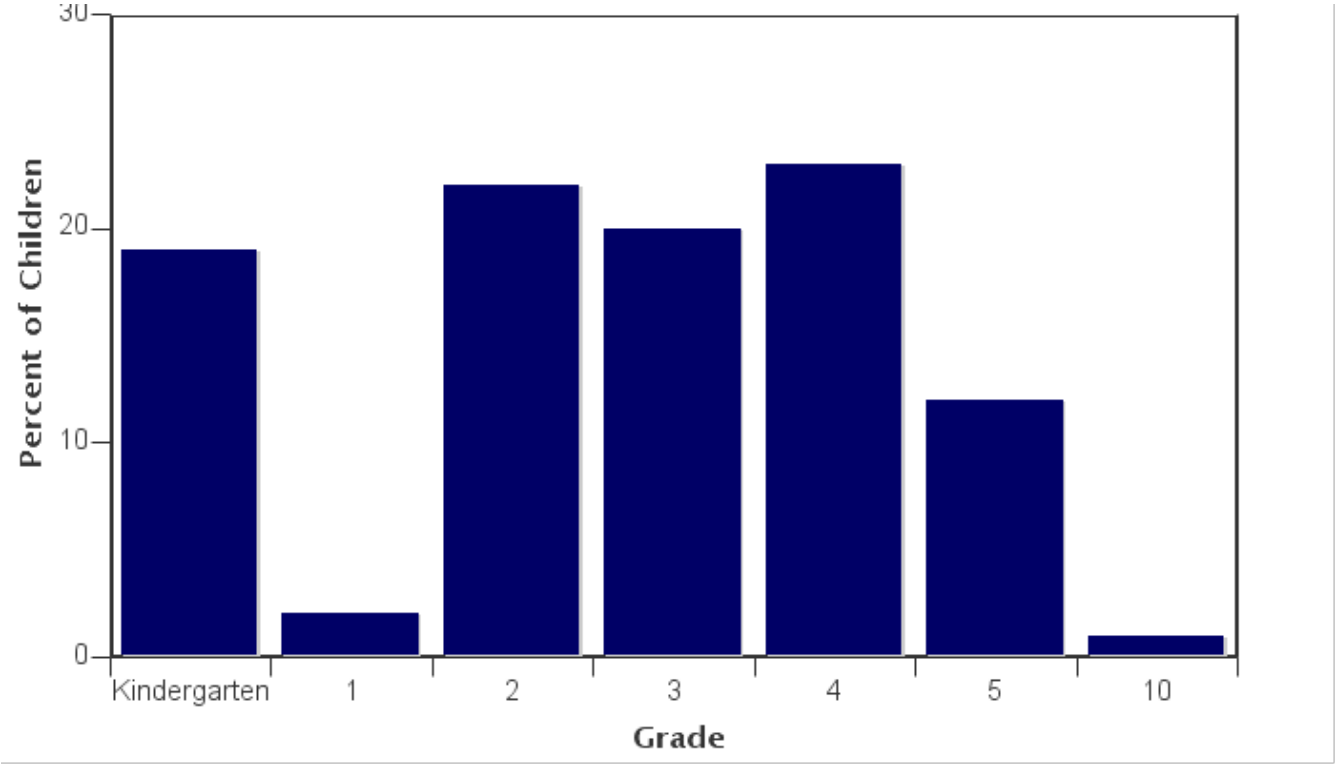
Number of Questionnaires Analyzed for Report: 164

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

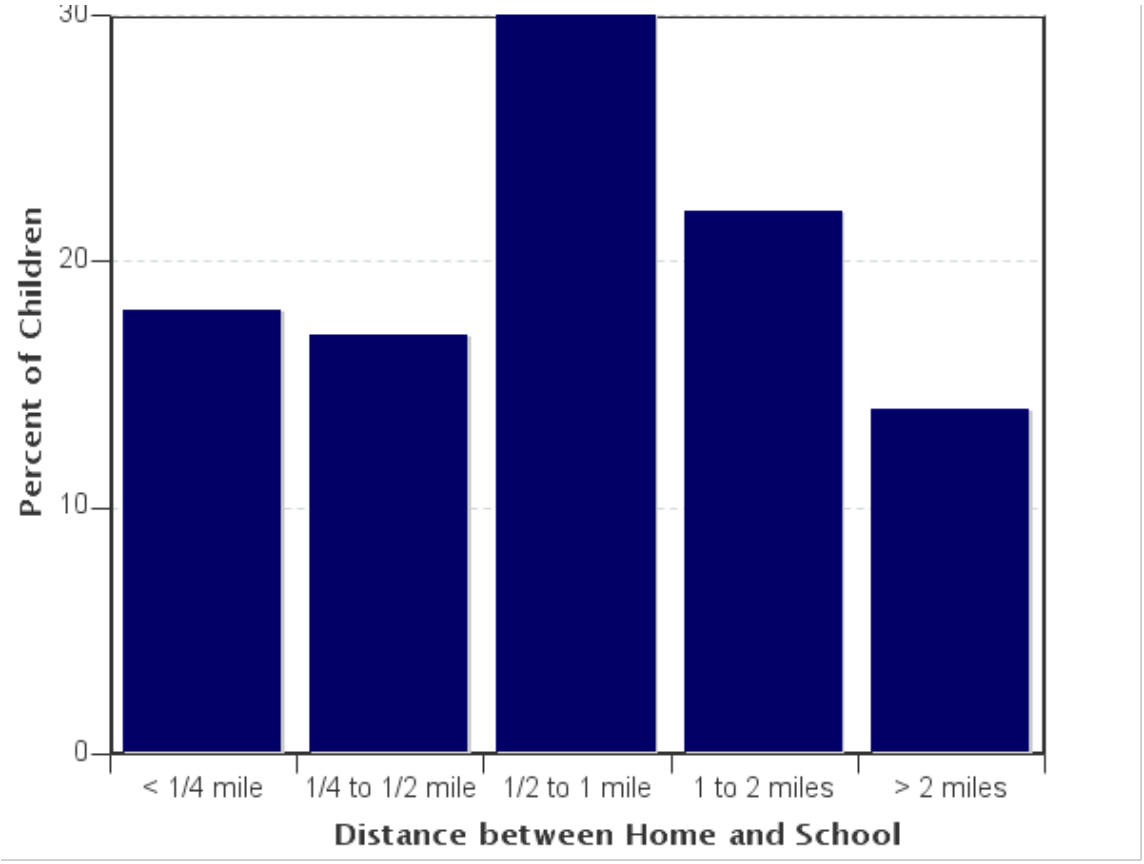


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	31	19%
1	4	2%
2	35	22%
3	33	20%
4	38	23%
5	20	12%
10	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

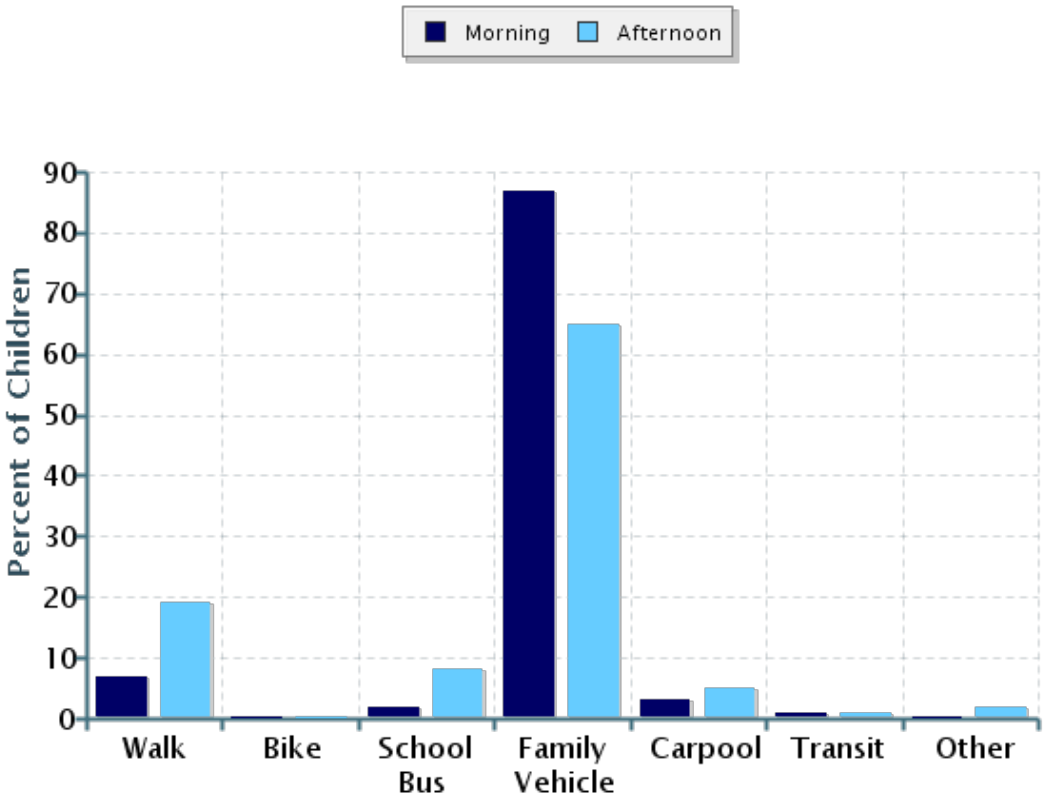


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	24	18%
1/4 mile up to 1/2 mile	22	17%
1/2 mile up to 1 mile	39	30%
1 mile up to 2 miles	29	22%
More than 2 miles	18	14%

Don't know or No response: 32
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

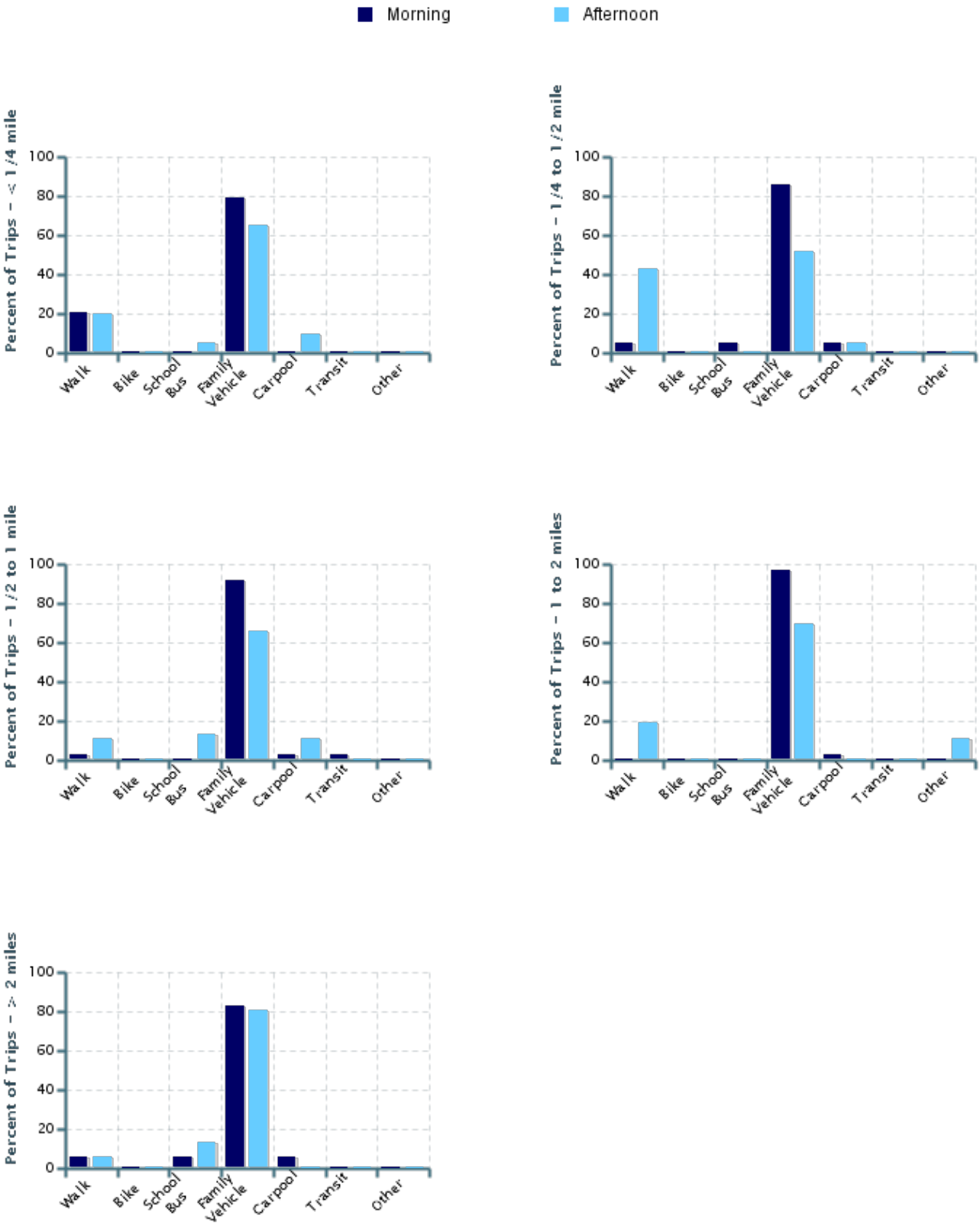


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	162	7%	0%	2%	87%	3%	1%	0%
Afternoon	150	19%	0%	8%	65%	5%	0.7%	2%

No Response Morning: 2
No Response Afternoon: 14
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	21%	0%	0%	79%	0%	0%	0%
1/4 mile up to 1/2 mile	22	5%	0%	5%	86%	5%	0%	0%
1/2 mile up to 1 mile	38	3%	0%	0%	92%	3%	3%	0%
1 mile up to 2 miles	29	0%	0%	0%	97%	3%	0%	0%
More than 2 miles	18	6%	0%	6%	83%	6%	0%	0%

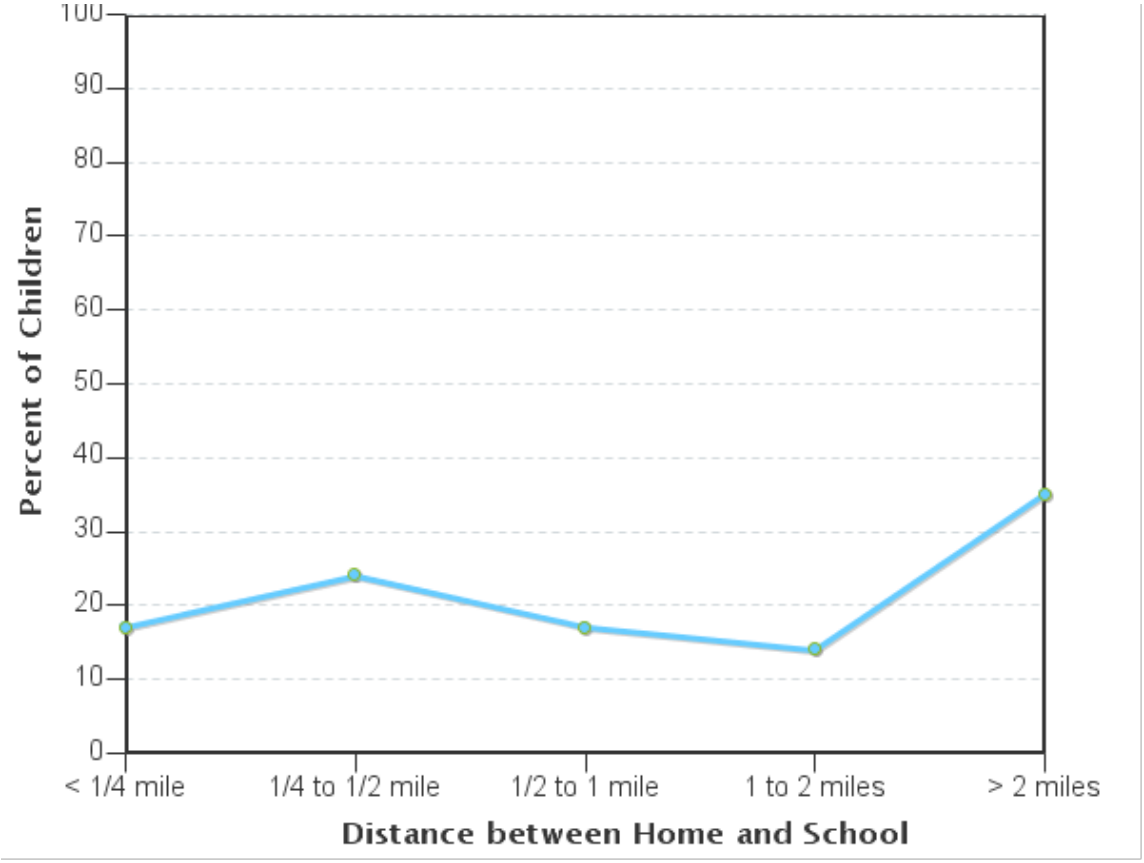
Don't know or No response: 33
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	20	20%	0%	5%	65%	10%	0%	0%
1/4 mile up to 1/2 mile	21	43%	0%	0%	52%	5%	0%	0%
1/2 mile up to 1 mile	38	11%	0%	13%	66%	11%	0%	0%
1 mile up to 2 miles	27	19%	0%	0%	70%	0%	0%	11%
More than 2 miles	16	6%	0%	13%	81%	0%	0%	0%

Don't know or No response: 42
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

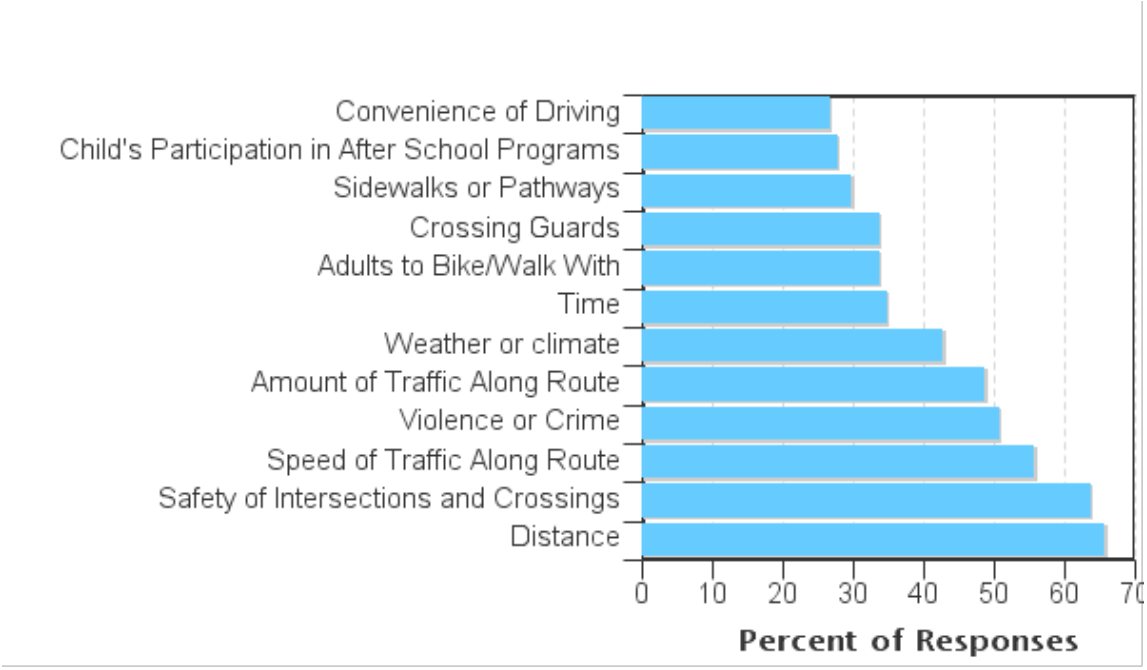


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

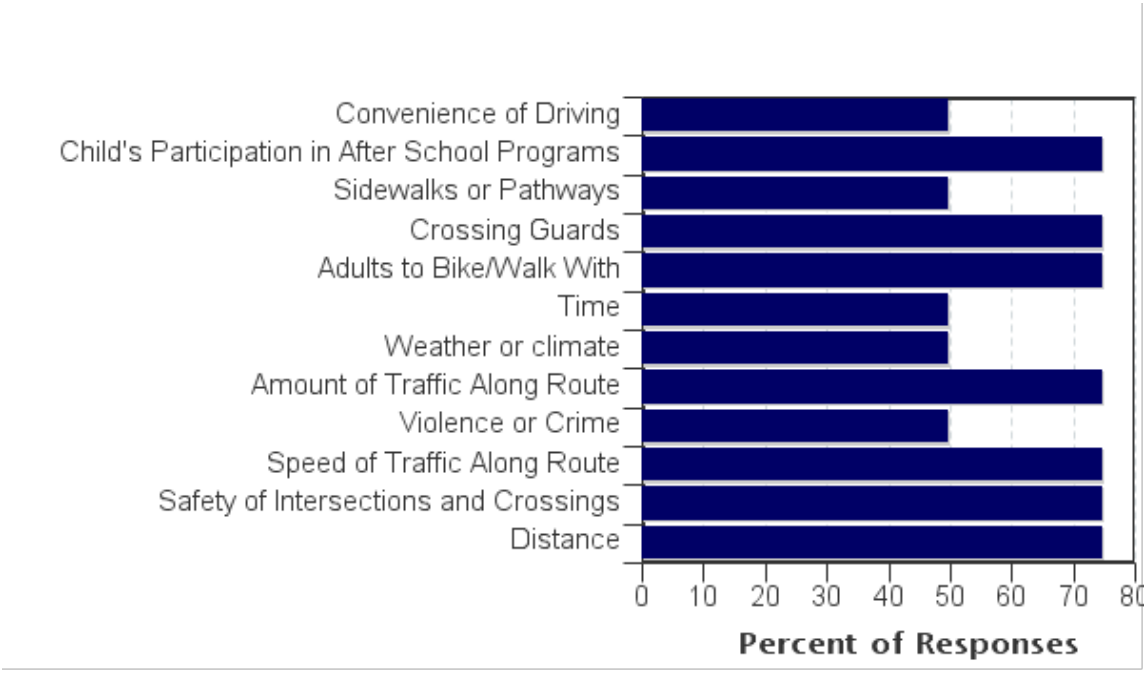
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	25	17%	24%	17%	14%	35%
No	101	83%	76%	83%	86%	65%

Don't know or No response: 38
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

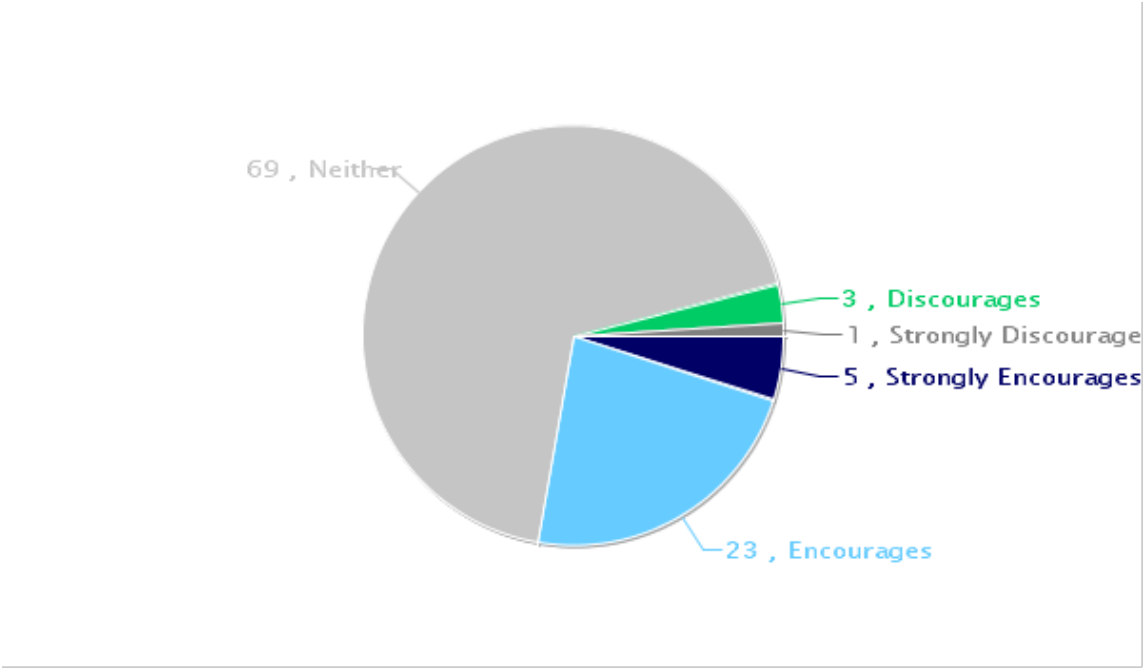


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

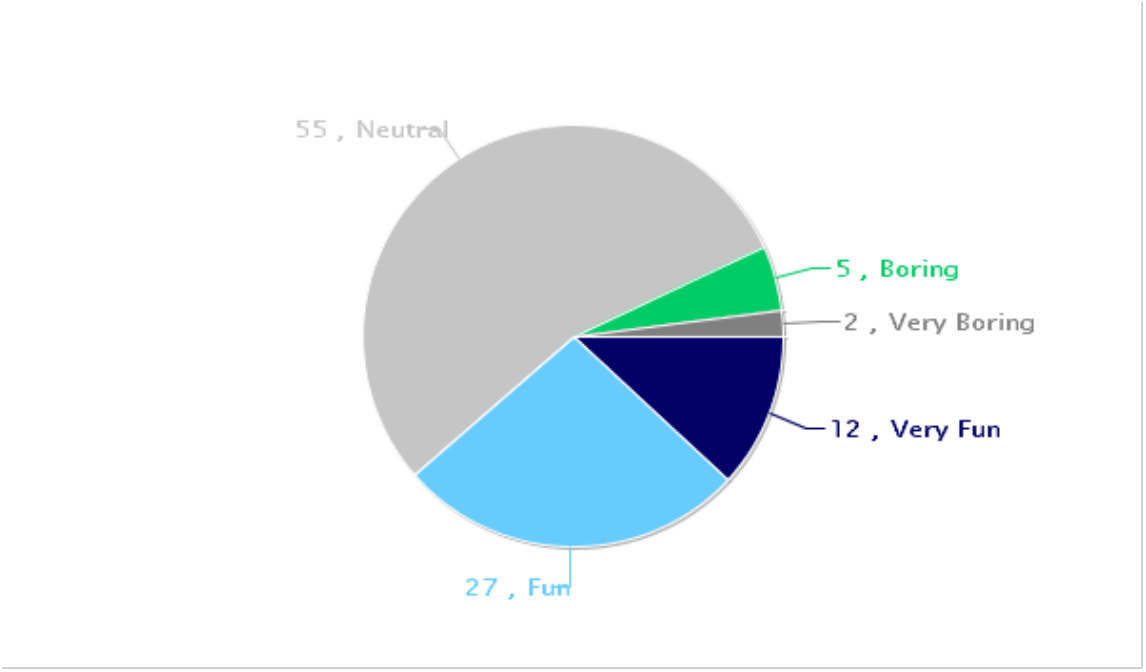
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	66%	75%
Safety of Intersections and Crossings	64%	75%
Speed of Traffic Along Route	56%	75%
Violence or Crime	51%	50%
Amount of Traffic Along Route	49%	75%
Weather or climate	43%	50%
Time	35%	50%
Adults to Bike/Walk With	34%	75%
Crossing Guards	34%	75%
Sidewalks or Pathways	30%	50%
Child's Participation in After School Programs	28%	75%
Convenience of Driving	27%	50%
Number of Respondents per Category	**131**	**4**

No response: 29
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

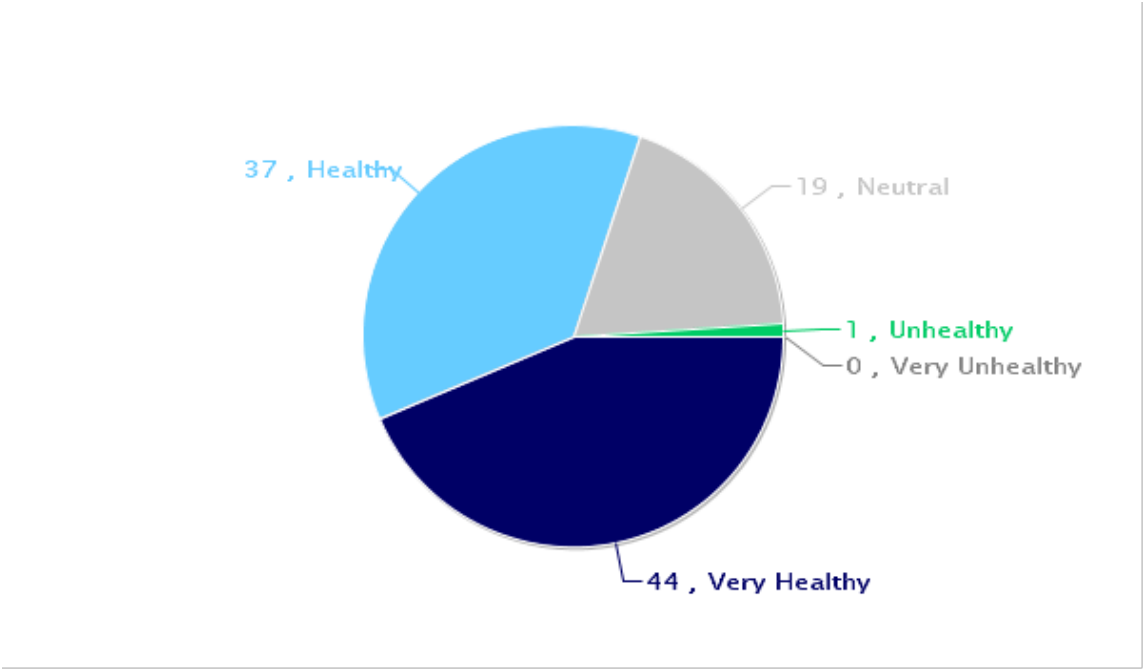
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1631493	Safety of my children is my biggest priority. Unless I am the one or another family adult walks with my child, I will not let her walk by herself or with others I do not trust.
1631557	I don't want child to be kidnapped, rape, or killed by someone. I want my child to be safe and protected.
1631577	The reason I do not let me daughter walk or bike to school is because of the insecurity or uncertainty.
1631689	My opinion is that I will recommend biking but not during school time
1631693	At the moment, my children are not old enough to walk to school alone. Maybe when they are older.
1631300	Transportation from school: walking or family vehicle
1631410	transportation from school: walking or family vehicle
1631307	transportation to and from school: walking or transit
1631387	As a mother and for my daughters safety, I only allow my daughter to walk home with someone I trust
1631685	Transportation from school: walking or family vehicle
1631273	As a parent, I believe it is not safe to allow my kid to ride or walk because its not safe and violence and crime. Thanks.
1631275	Transportation to and from school: family vehicle or carpool.
1631277	I would like for my son to ride his bike home when he is 13 or 14 years old.
1631342	I do not allow my son to walk home from school because of crazy drivers not respecting speed limits or crosswalks. So far, I prefer to drive and pick up my son.
1631413	There is no safety for the children, therefore I won't ever allow my children to walk alone.
1631457	My son cannot walk or bike to school because it is an hour trip.
1631562	Transportation from school: walking or family vehicle
1631690	Transportation from school: walking, family vehicle, or carpool. It all depends on each parents. I will not allow my daughter to walk home alone
1631288	Transportation from school: walking, family vehicle, or carpool. I think it depends of the parents if they allow their children to walk home alone. I will not let her walk home alone because when we walk home after school, I notice that drivers do not respect pedestrians.
1631407	Transportation from school: walking and family vehicle. King schools needs a crosswalk from the side of the elderly housing to the school. I've stopped 3 accidents from happening due to children not watching both ways and there no being a crosswalk
1631479	Transportation to school: walking or carpool

1631639	The reason why we do not allow our son to ride his bike to and from school is because of the increase of accidents we have witness lately.
1631654	It is health for students to walk to students as long as they are safe
1631657	There should be a car patrol in the morning because its unsafe since parents drive unsafely
1631382	Transportation to school: carpool or transit I would like for a school bus to pick him up. At the moment, he is too young to ride his bike to school
1631385	Transportation from school: walking or family vehicle
1631398	Transportation from school: walking or family vehicle
1631431	The reasons my son does not walk to school are: he is too young and there is too much traffic
1631484	Thank you for making this survey and sending it home for us to fill out
1631701	It's a good idea but with adult supervision
1631702	Transportation to and from school: family vehicle or carpool
1631346	Add yellow crosswalks/lights so the children are safer.
1631573	Teachers should be more attentive to their students. Every time I pick up my student, he is not with his teacher instead he is somewhere else and I worry for his safety.
1631266	Transportation to and from school: family vehicle or carpool
1631323	I don't like any of my kids to walk to and from school. I don't feel safe.
1631444	My daughter gets picked up by her godparents or myself (her mother).
1631559	I won't allow my son to walk home until he is a teen (13).
1631569	The safety of children is of most important but it is what I find we lack in the streets
1631596	I do not want my kids to walk home.
1631681	I didn't answer every question because I did not know how to answer them. My opinion is that children should not be alone. That is why one as a parent should be responsible of them. My child does not walk alone in the streets. Thank you
1631327	My son cannot walk or bike to school because it is too dangerous.

Parent Survey Reports - Olson Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Olson Elementary

Set ID: 18088

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

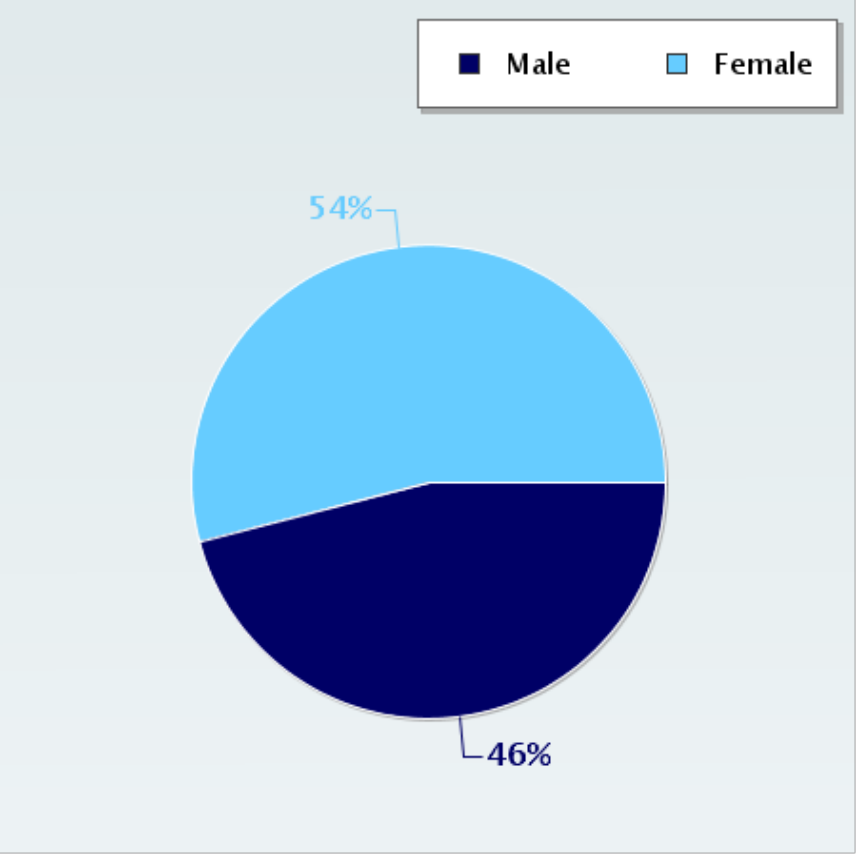
Tags:

Number of Questionnaires Distributed: 0

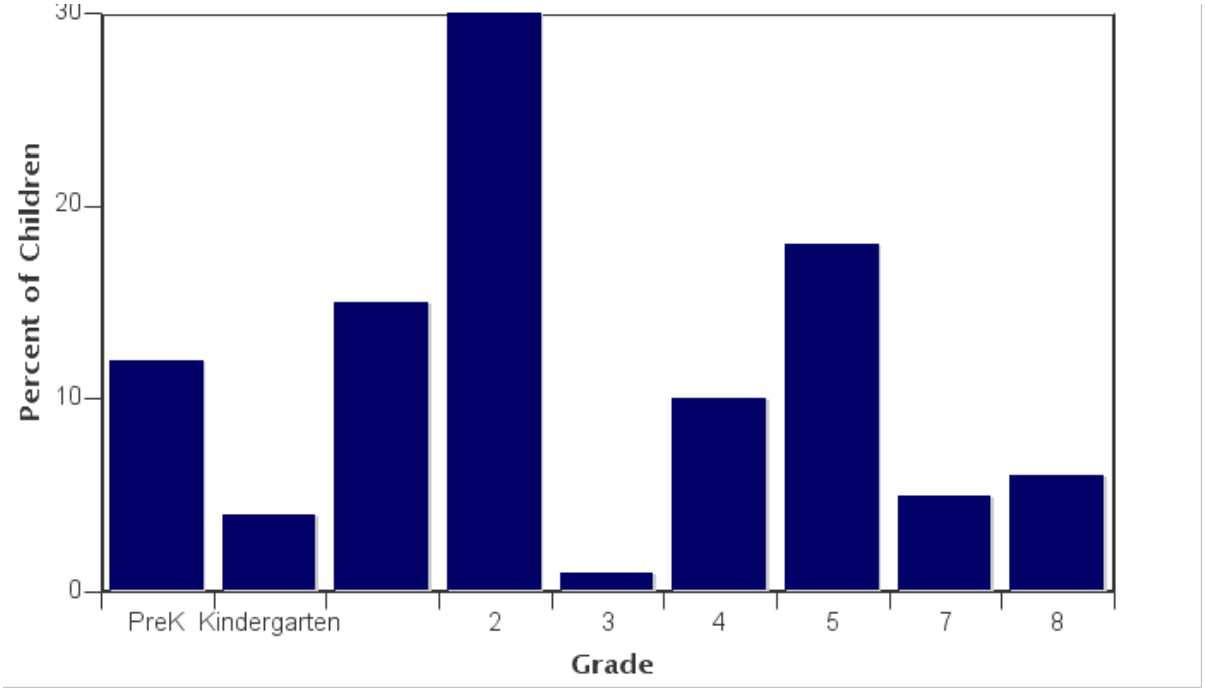
Number of Questionnaires Analyzed for Report: 105

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

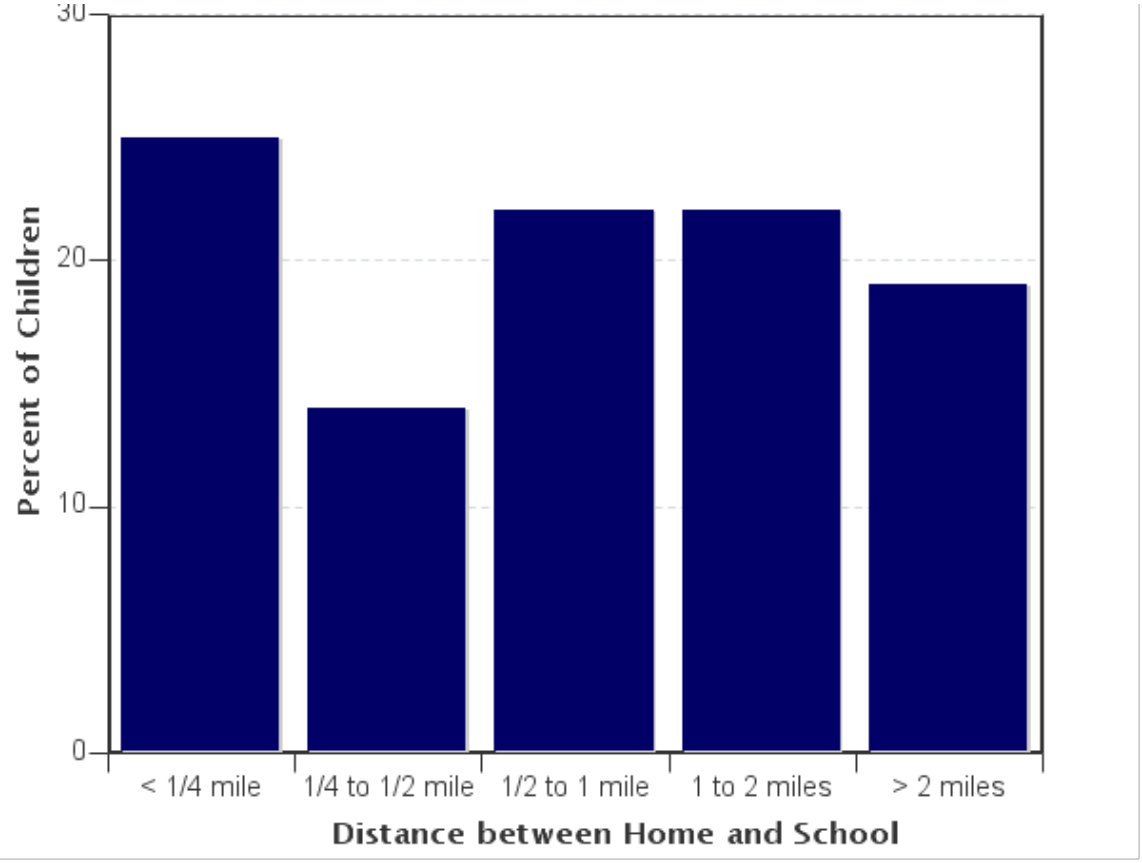


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	12	12%
Kindergarten	4	4%
1	16	15%
2	31	30%
3	1	1%
4	10	10%
5	19	18%
7	5	5%
8	6	6%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

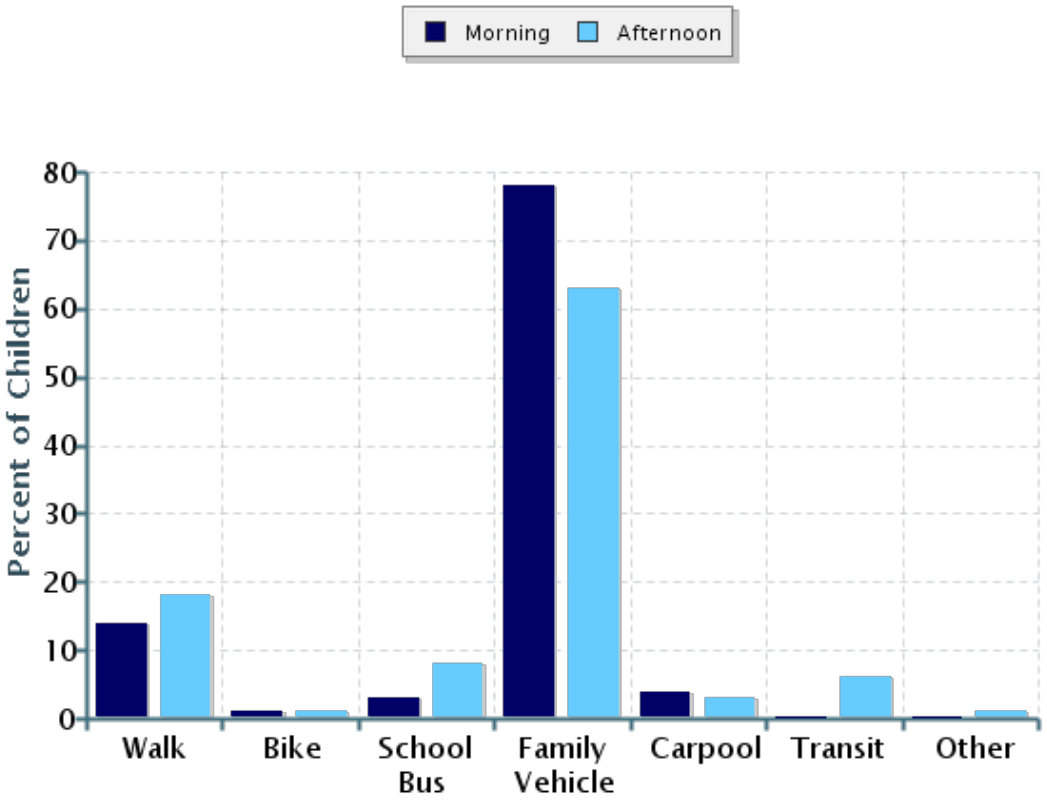


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	25	25%
1/4 mile up to 1/2 mile	14	14%
1/2 mile up to 1 mile	22	22%
1 mile up to 2 miles	22	22%
More than 2 miles	19	19%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

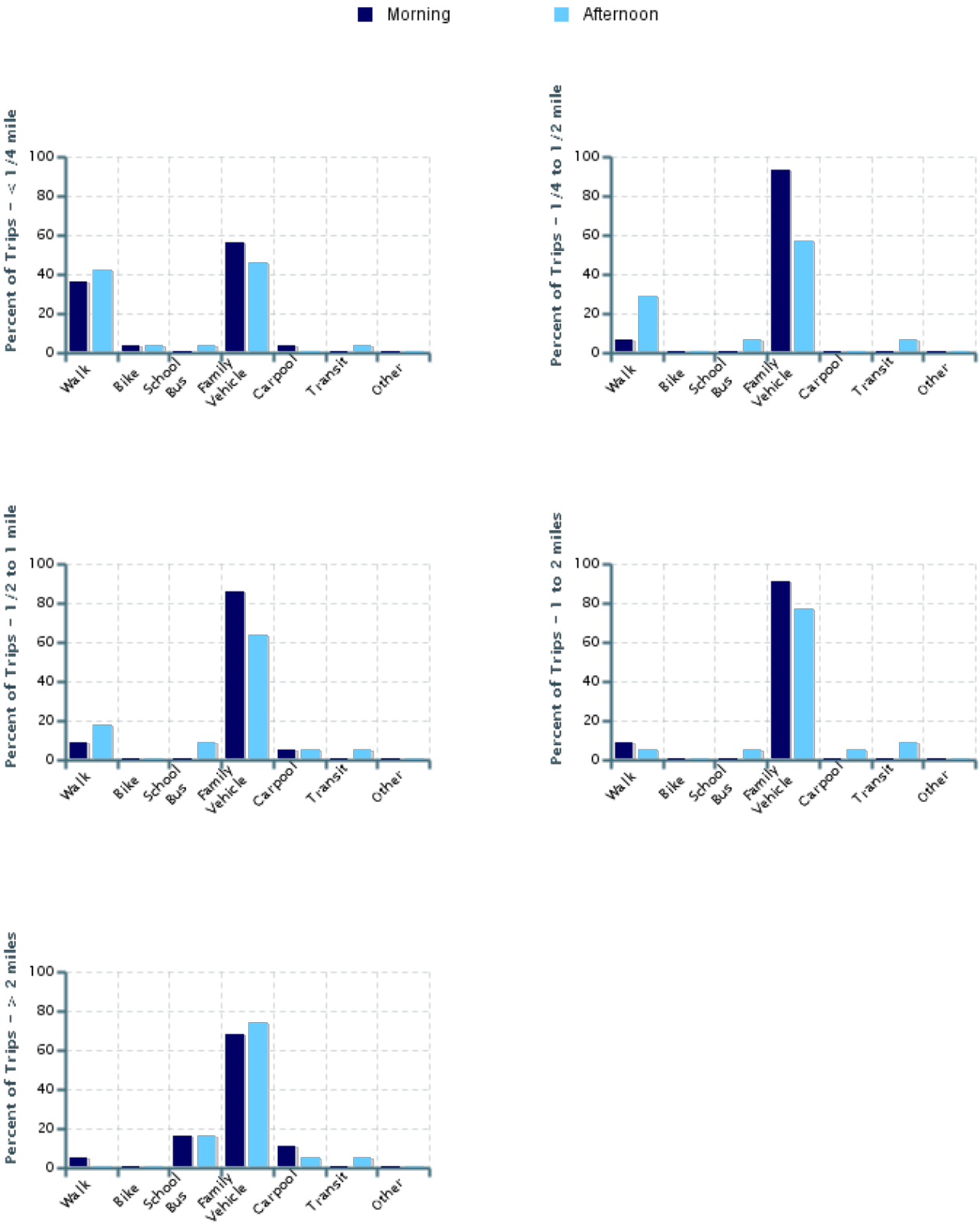


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	105	14%	1.0%	3%	78%	4%	0%	0%
Afternoon	104	18%	1.0%	8%	63%	3%	6%	1.0%

No Response Morning: 0
No Response Afternoon: 1
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	25	36%	4%	0%	56%	4%	0%	0%
1/4 mile up to 1/2 mile	14	7%	0%	0%	93%	0%	0%	0%
1/2 mile up to 1 mile	22	9%	0%	0%	86%	5%	0%	0%
1 mile up to 2 miles	22	9%	0%	0%	91%	0%	0%	0%
More than 2 miles	19	5%	0%	16%	68%	11%	0%	0%

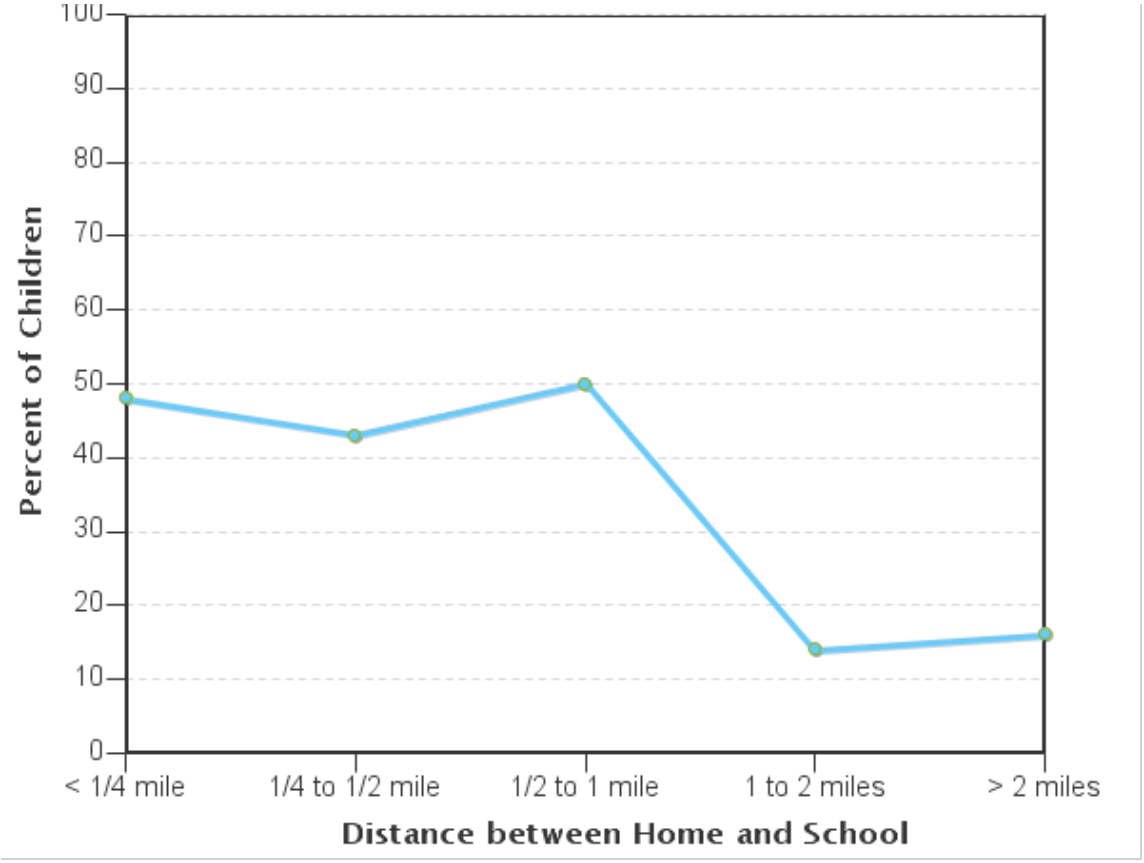
Don't know or No response: 3
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	42%	4%	4%	46%	0%	4%	0%
1/4 mile up to 1/2 mile	14	29%	0%	7%	57%	0%	7%	0%
1/2 mile up to 1 mile	22	18%	0%	9%	64%	5%	5%	0%
1 mile up to 2 miles	22	5%	0%	5%	77%	5%	9%	0%
More than 2 miles	19	0%	0%	16%	74%	5%	5%	0%

Don't know or No response: 4
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

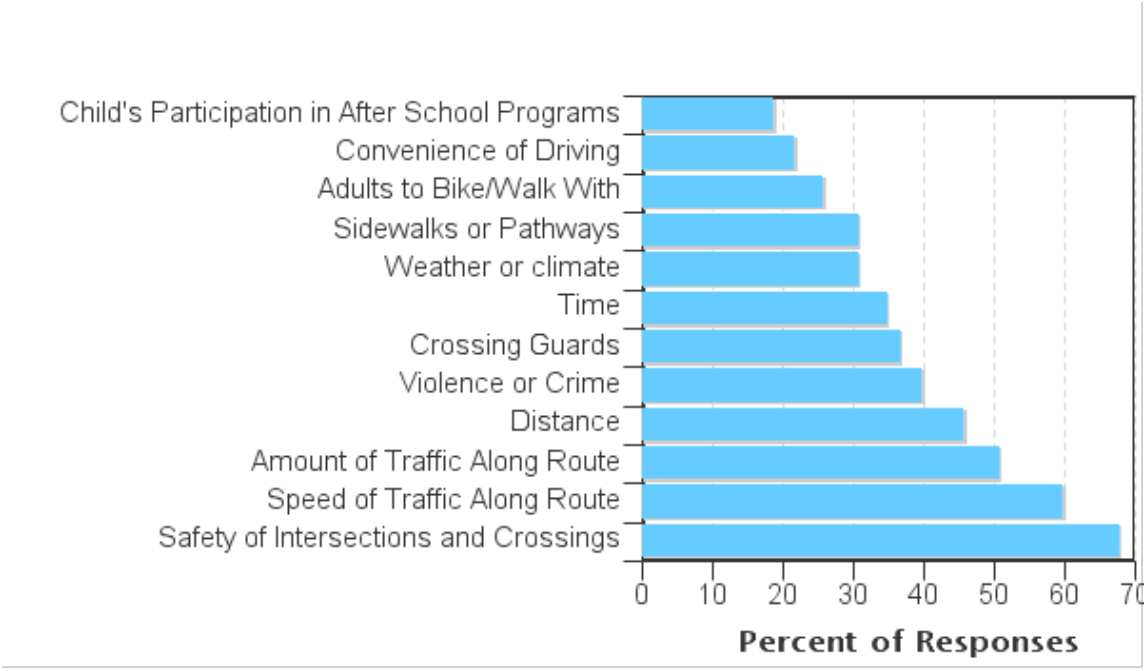


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

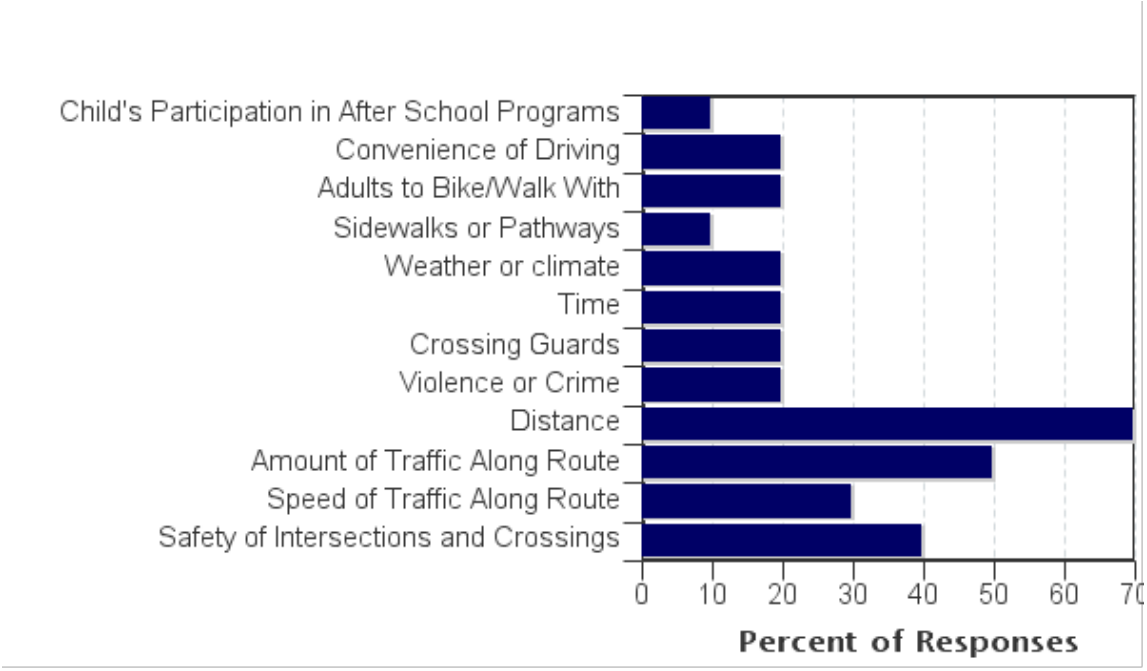
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	35	48%	43%	50%	14%	16%
No	67	52%	57%	50%	86%	84%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

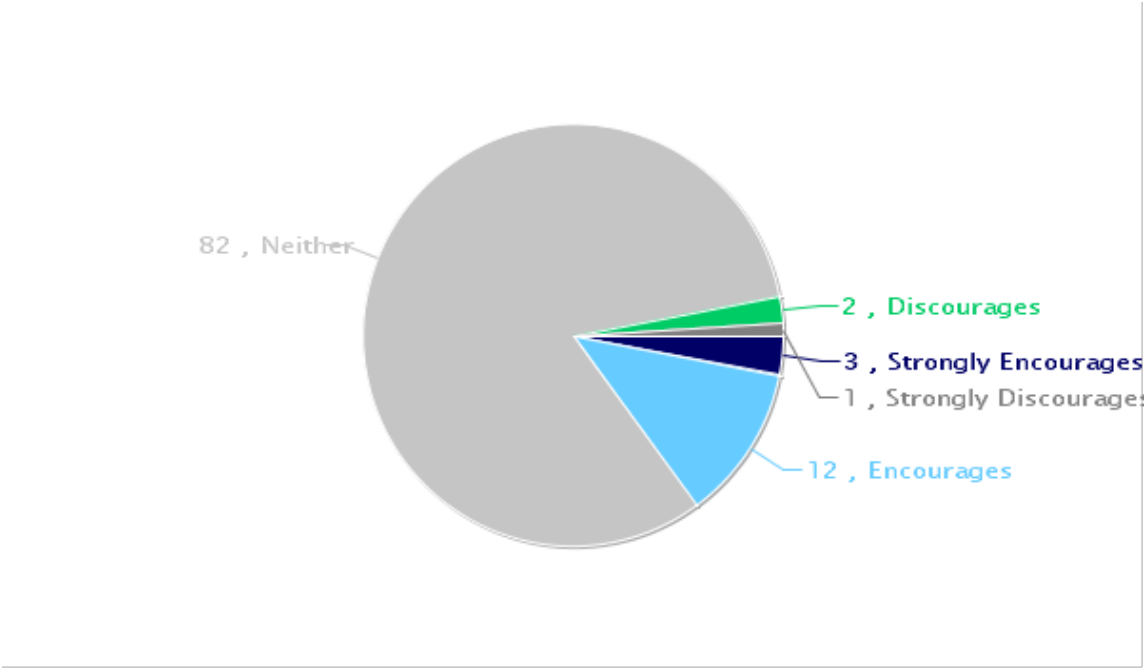


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

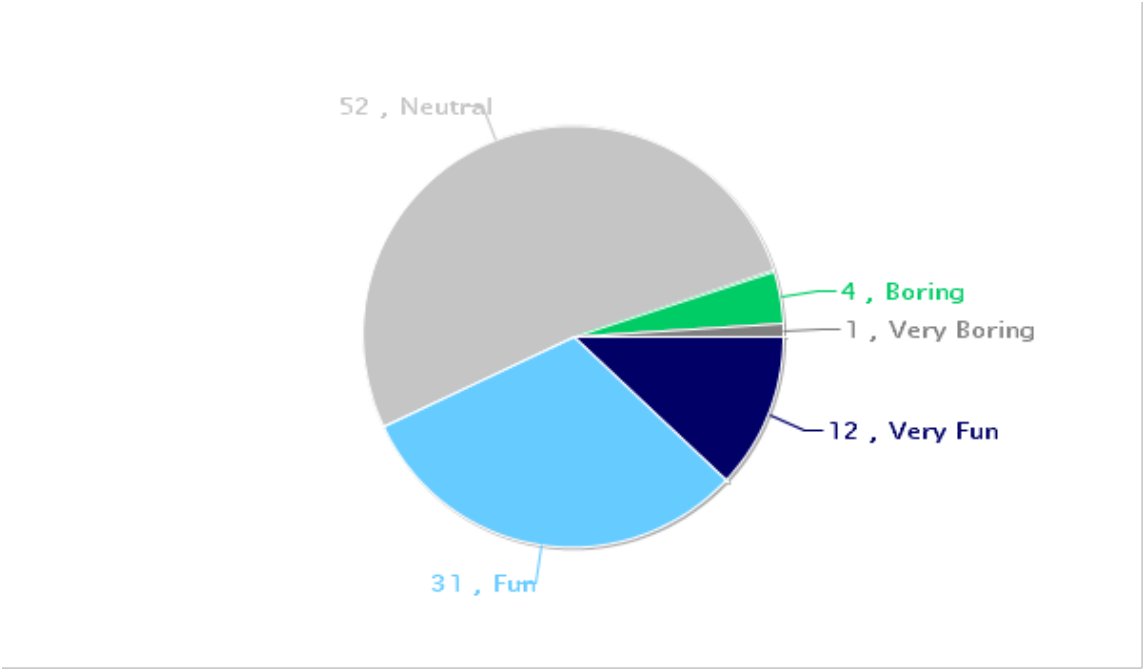
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	68%	40%
Speed of Traffic Along Route	60%	30%
Amount of Traffic Along Route	51%	50%
Distance	46%	70%
Violence or Crime	40%	20%
Crossing Guards	37%	20%
Time	35%	20%
Weather or climate	31%	20%
Sidewalks or Pathways	31%	10%
Adults to Bike/Walk With	26%	20%
Convenience of Driving	22%	20%
Child's Participation in After School Programs	19%	10%
Number of Respondents per Category	**68**	**10**

No response: 27
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

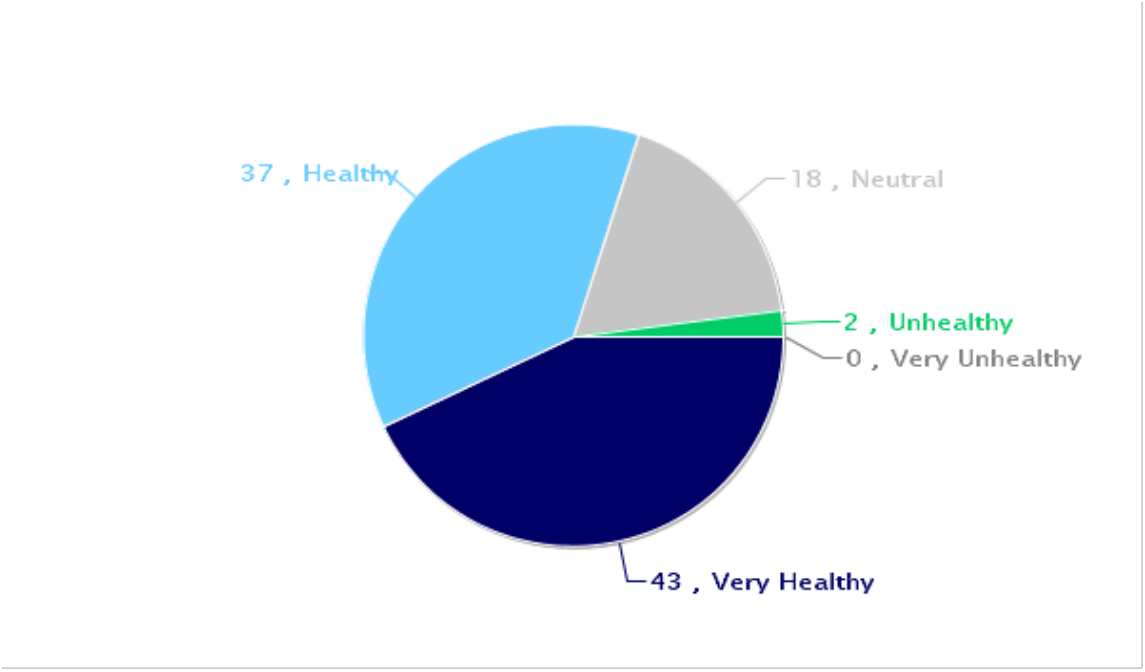
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1629340	Trans- Question 9: I would allow my daughter now. Pregunta 9: Permiteria mi hija ahora; "now."
1628573	My child is still too young; if I had time in the mornings I would walk with him on nice mornings.
1628577	Child also returns home using the bus and walks sometimes.
1628581	Adult supervision along path is very important.
1629484	She is only a kindergartner. She still uses training wheels and needs years of bicycling/walking practice.
1629526	Student uses transit to arrive to Civic Center
1629533	I am not comfortable to allow my child to walk going to school.
1629550	Trans- I liked so much walking to school with my son because we chat with her this involves us waking up earlier but it's fun. Me gusto mucho ir caminando para la escuela con mi hijo porque vamos platicando con ella esto impliea levantarnos mas temprano pero es divertido.
1628838	Reservation Rd has some sections where there is no side walk. Would be nice to have sidewalk and even better to have cross guards on duty.
1628841	Student also walks home from school.
1628846	Student also gets dropped off/picked up by family car, and both can take more than 20 min. Strangers are an issue as well.
1628864	I wish more kids would walk/bike to school by themselves. I fell parents live too much fear today. I thank T.V. for that.
1628906	Me personally don't feel comfortable of my kid walking/biking to school by himself beacsue of the safety, violence or crime in the community. He could be persuaded by someone to go with them.
1628949	Question 9: I would allow my child "now."
1629004	I will not allow my child to ride a bike or walk alone due to the intersection in front of the school. Cars speed and do not stop. This happens at all hours of the day.
1629020	We live in Salinas, so it is extremely unlikely that my son will ever walk, bike, or bus to school.
1629530	I drive my child to school every morning, after school my son walks to his grandma's house. So I can pick him up in the evening.
1629548	I cannot say for future, my kids are too little now. They dont speak English to ask for help if lost.
1629563	We probably live in one of the safest routes to school. I have a 10 year old and a 4.5 year old. We live a mile from school. We walk home and drive home 50%. We are limited for time in the AM but not in the PM.
1629566	We park at the church down the road from school and walk the rest of the way.
1628803	In the future could possibly walk, personally for now I feel they are way too young.

Parent Survey Reports - Ord Terrace Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Ord Terrace Elementary

Set ID: 18062

School Group: CTPG2018_MPUSD

Month and Year Collected: August 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

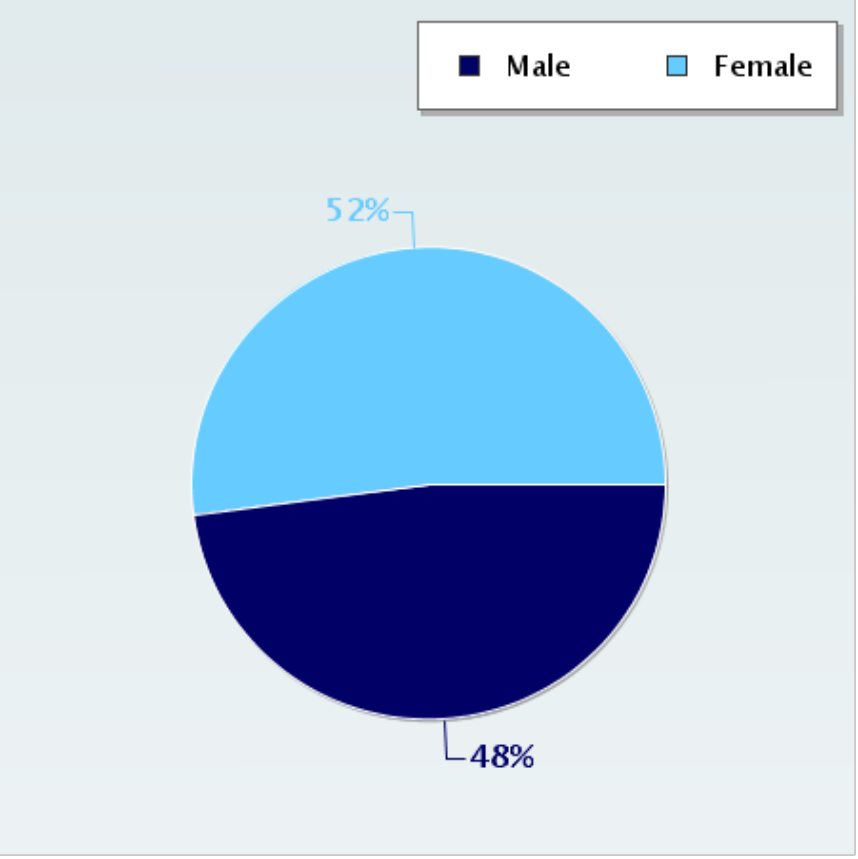
Tags:

Number of Questionnaires Distributed: 0

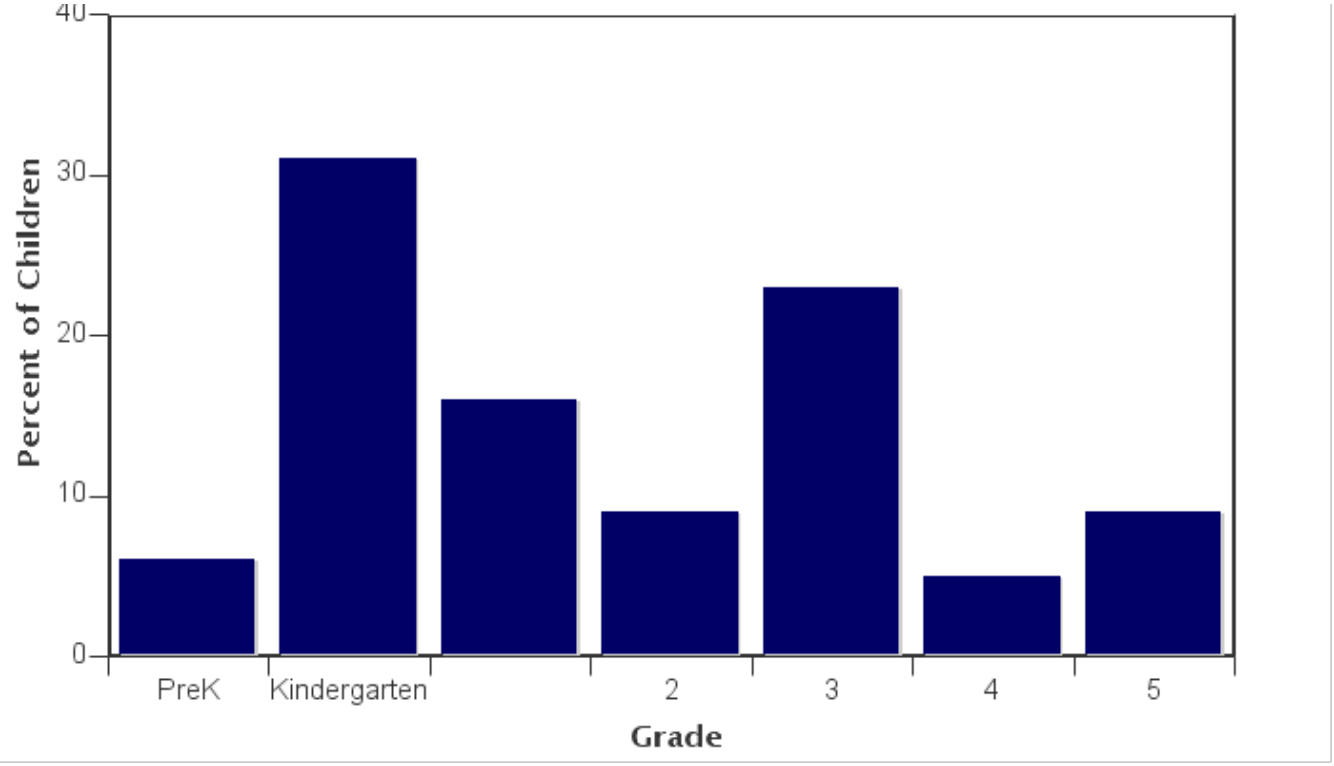
Number of Questionnaires Analyzed for Report: 174

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

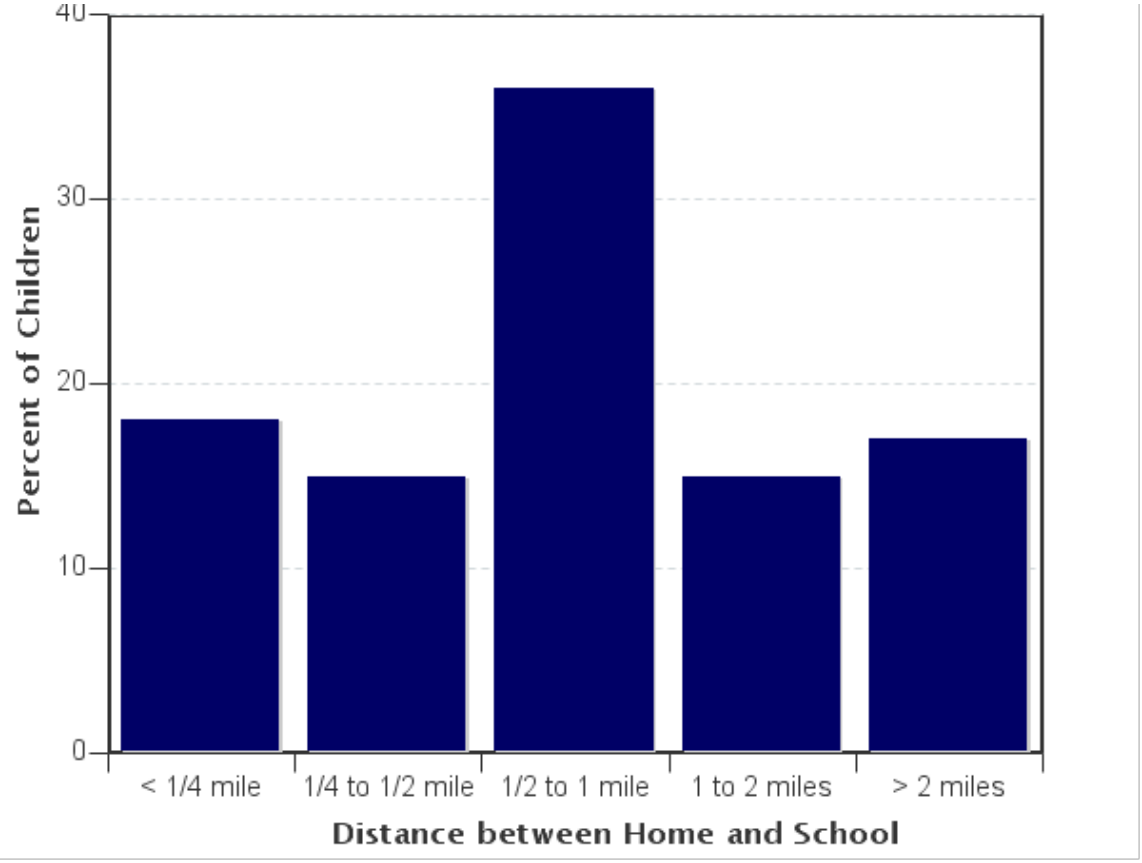


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	11	6%
Kindergarten	54	31%
1	28	16%
2	15	9%
3	40	23%
4	9	5%
5	15	9%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

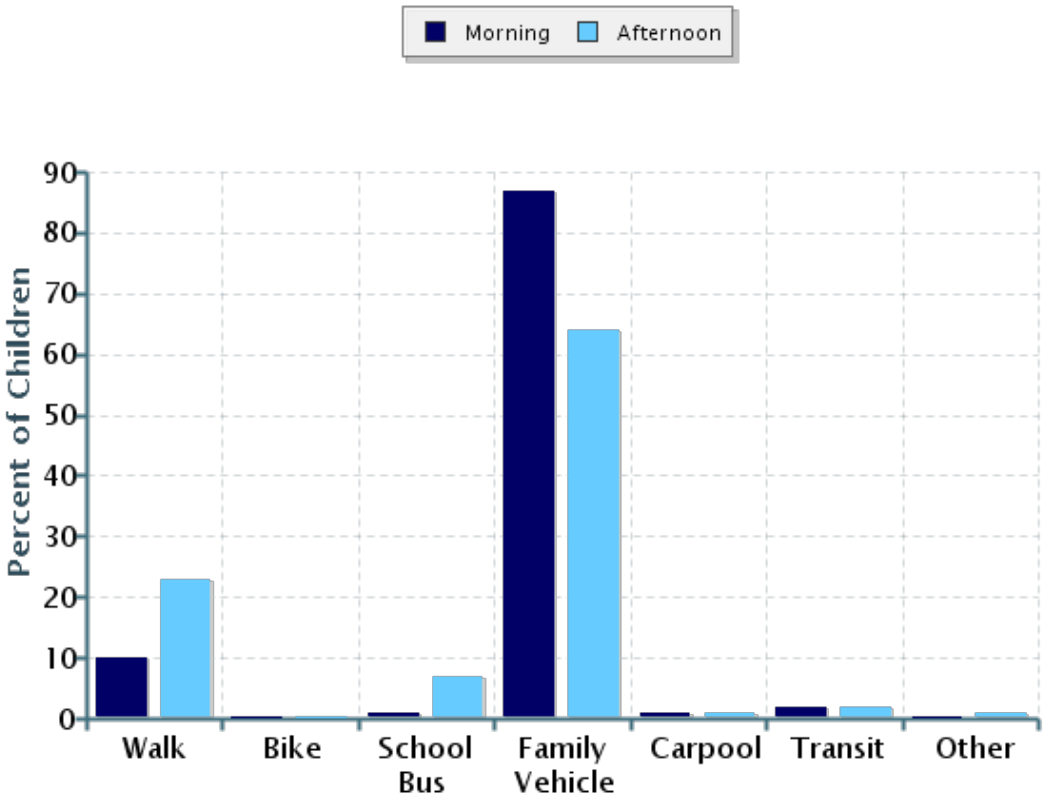


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	26	18%
1/4 mile up to 1/2 mile	22	15%
1/2 mile up to 1 mile	53	36%
1 mile up to 2 miles	22	15%
More than 2 miles	25	17%

Don't know or No response: 26
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

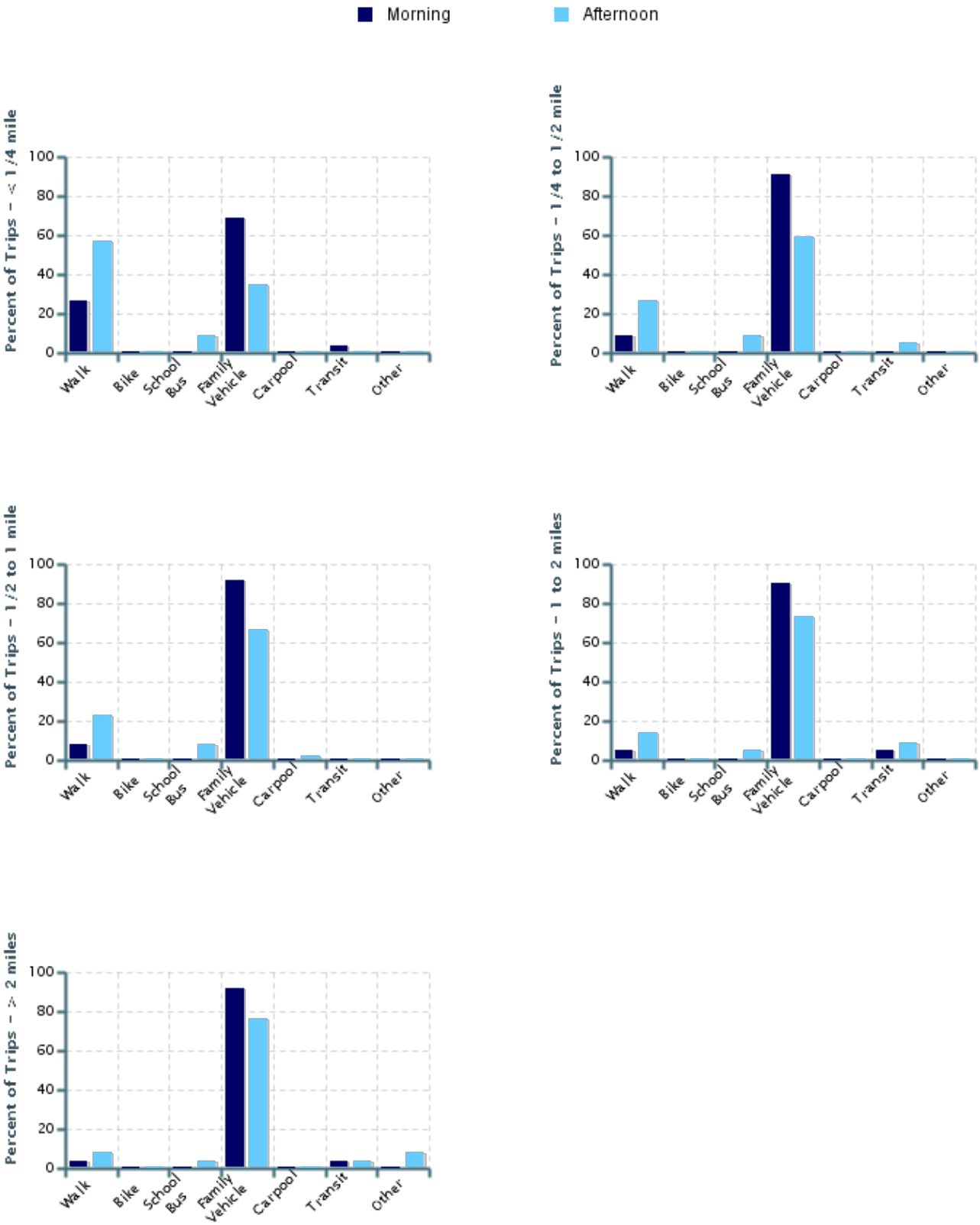


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	172	10%	0%	0.6%	87%	0.6%	2%	0%
Afternoon	163	23%	0%	7%	64%	1%	2%	1%

No Response Morning: 2
No Response Afternoon: 11
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	26	27%	0%	0%	69%	0%	4%	0%
1/4 mile up to 1/2 mile	22	9%	0%	0%	91%	0%	0%	0%
1/2 mile up to 1 mile	53	8%	0%	0%	92%	0%	0%	0%
1 mile up to 2 miles	21	5%	0%	0%	90%	0%	5%	0%
More than 2 miles	25	4%	0%	0%	92%	0%	4%	0%

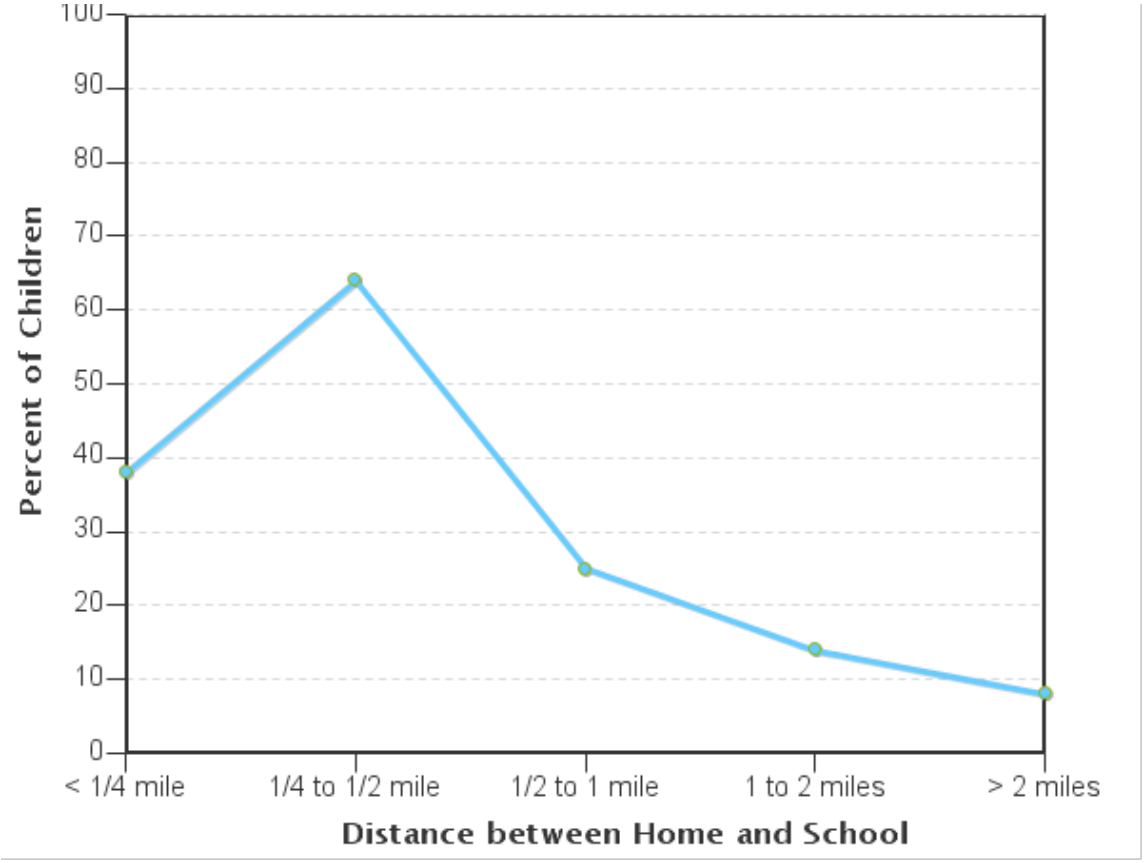
Don't know or No response: 27
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	23	57%	0%	9%	35%	0%	0%	0%
1/4 mile up to 1/2 mile	22	27%	0%	9%	59%	0%	5%	0%
1/2 mile up to 1 mile	48	23%	0%	8%	67%	2%	0%	0%
1 mile up to 2 miles	22	14%	0%	5%	73%	0%	9%	0%
More than 2 miles	25	8%	0%	4%	76%	0%	4%	8%

Don't know or No response: 34
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

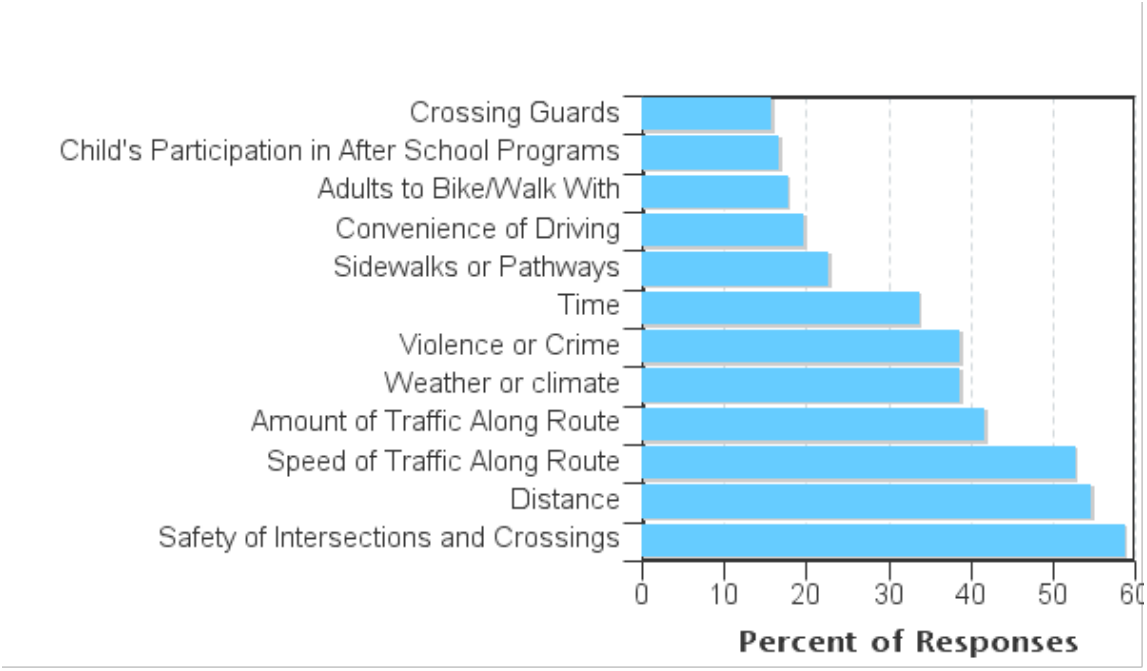


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

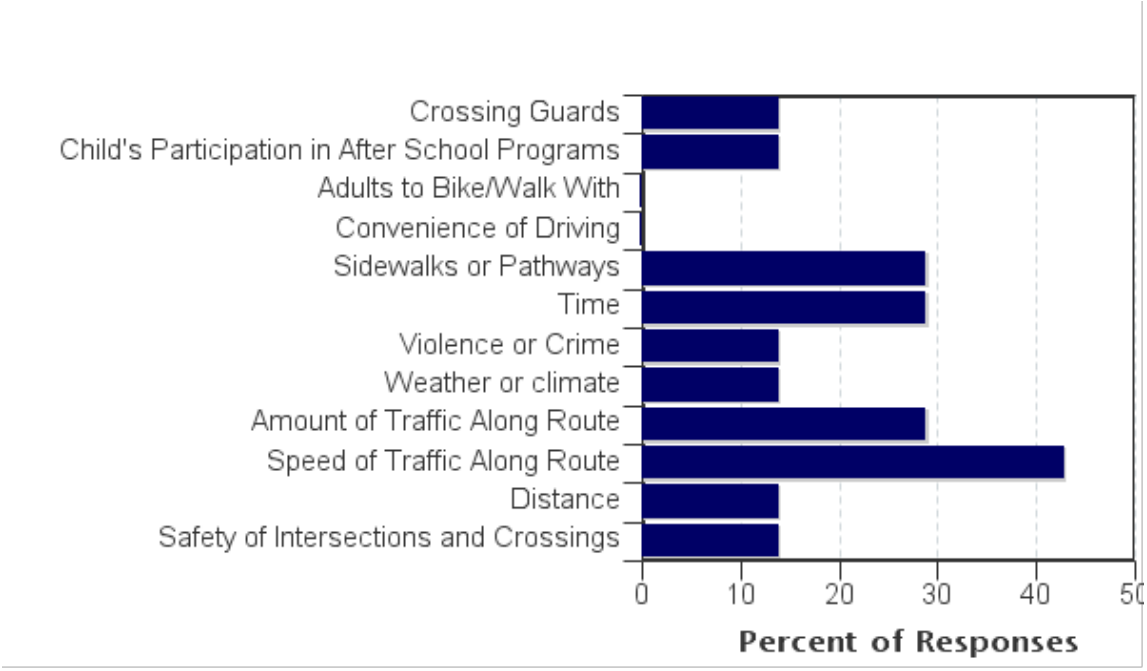
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	42	38%	64%	25%	14%	8%
No	105	62%	36%	75%	86%	92%

Don't know or No response: 27
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

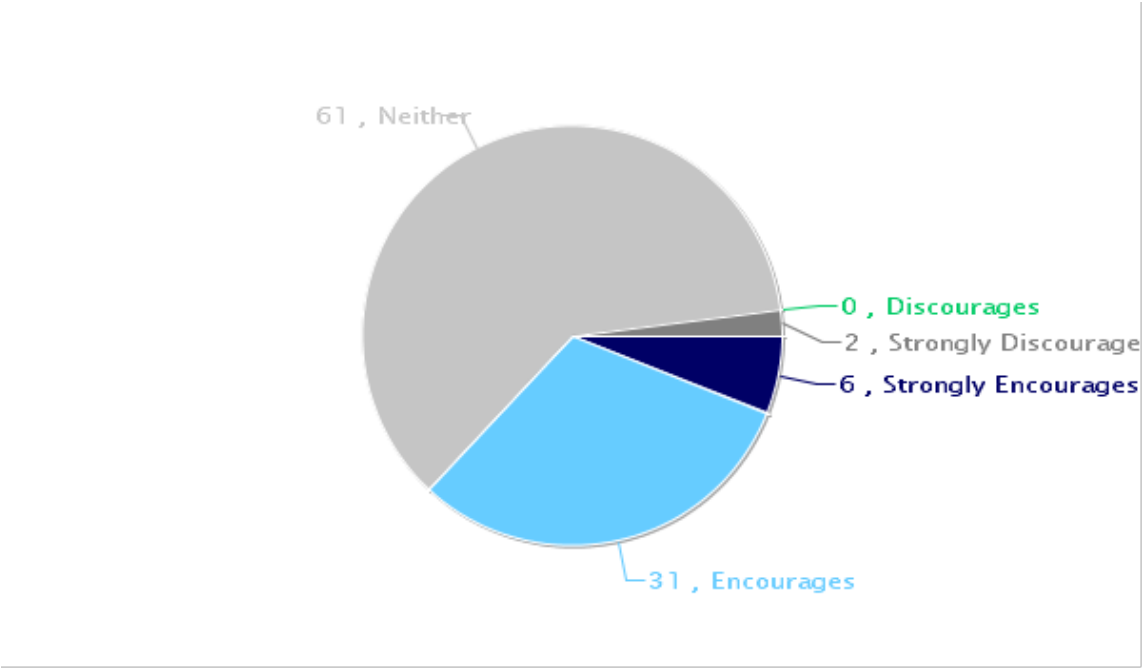


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

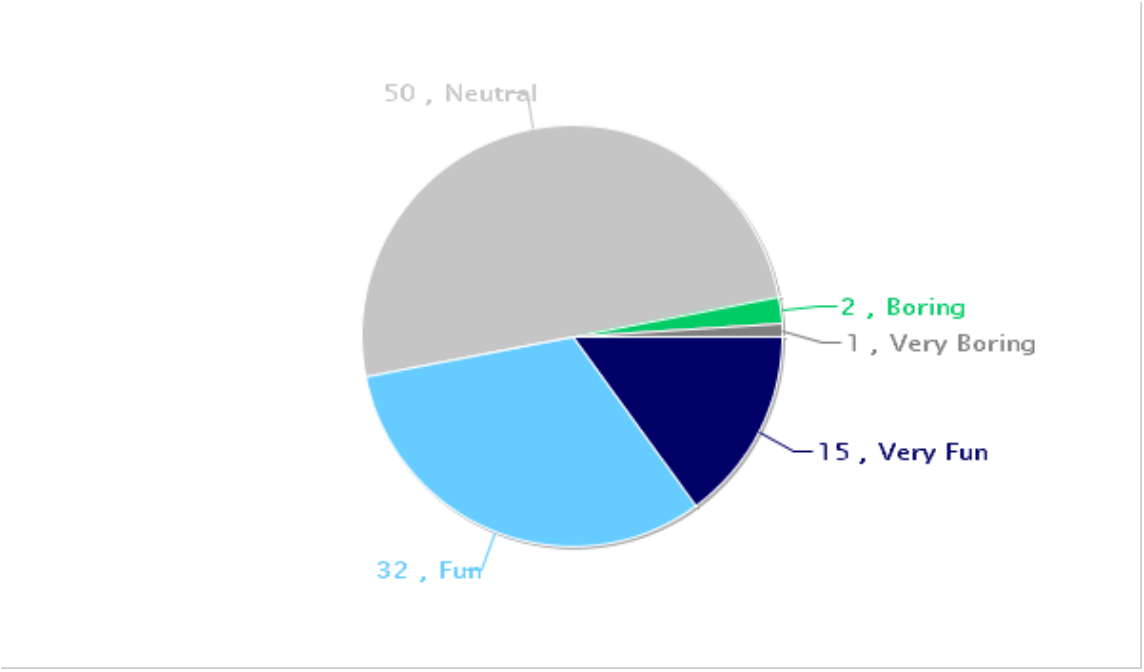
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	59%	14%
Distance	55%	14%
Speed of Traffic Along Route	53%	43%
Amount of Traffic Along Route	42%	29%
Weather or climate	39%	14%
Violence or Crime	39%	14%
Time	34%	29%
Sidewalks or Pathways	23%	29%
Convenience of Driving	20%	0%
Adults to Bike/Walk With	18%	0%
Child's Participation in After School Programs	17%	14%
Crossing Guards	16%	14%
Number of Respondents per Category	**115**	**7**

No response: 52
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

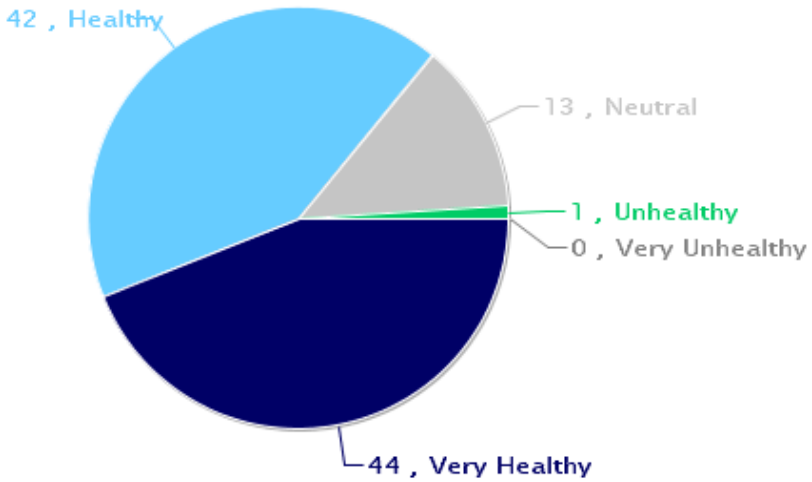
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1629415	Trans- I am in agreement with the bicycle but what happens is that my little girl is still young she is 4 years old. Si estoy de acuerdo con la bisicleta, pero lo que pasa que mi nina todavia esta pequena tiene 4 anos.
1629420	Trans- For me my children are very valuable and I try my best to keep them safe because I also feel much sadness to see so many young children alone without adult accompanying them and walking home alone. Para mi mis hijos valen muchisimo y trato lo mejor que puedo su seguridad, porque tambien me da mucha tristesa ver tantos ninos aun pequenos y sin ningun adulto que los acompane, y se van a sus casas caminando.
1629422	Trans- The children from this school are too young for them to go alone on the street they need to be accompanied by an adult and we would prevent gangs. Los ninos de esta escuela son muy pequenos para que andan solos por las calles deven ser acompanodos por uno adulto y evitariamos los pandillas.
1629437	Trans- How does this survey help or why did they do it? En que ayuda esta encuesta o para que la hicieran
1629440	My daughters are in gymnastics and ballet every week and are very active. walking to school isn't what it used to be.
1629446	Trans- It's very comforting how you're helping with the crosswalk for the children thank you Es muy comfortabie como estan ayudando con el cruce a los ninos gracias
1629466	Trans- Would be good if there were more security guards because the traffic sometimes don't respect the right to cross. Estana bien si ubiera mas guardias de seguritad por el trafico que aveces no respetan el derecno so pasar.
1629549	There would be less traffic is there was a crossing guard directing traffic at the Yosemite and lasalle.
1629556	Trans- My boy is too young still to walk alone to school or to my house and I'm not sure at what age we as parents would feel comfortable letting him come and go alone. Mi nino es muy pequeno aun para qye camine solo hacia la escuela o para mi casa, y no estoy segura a que edad del nino nosotros como padres nos sentiriamos comodos dejarlo que vaya o venga solo.
1629569	Last year we let my 5th grader (then 4th) walk herself home. Once my kindergartner is old enough we will let him do the same. People drive too fast in the mornings.
1629577	Trans- I as a mother do not feel comfortable if I left my little girl alone. But it is good when they are older but also dangerous. Yo como madre no mesieto comoda sidejaria sola a mi nina. Pero es bueno cuando ya son mas grandez pero tambien peligroso.
1631496	Trans- It is healthy to ride bike but the crossings are too dangerous and there are too many accidents I prefer taking him to a park. Es muy sano andar en besiceeta pero los cruses son muy peligroso, y hay muchas accidentes prefitero lleuanrlo a un parque.
1629417	Trans- My daughter is first year she's in this school, has just 2 weeks so I don't trust yet and my little girl is in PK too young. Mi hija es primer ano que esta en esta escuela, tiene apenas 2 semanas aun no estoy en confianza y mi nina es de PK muy pequena.

1629423	The children from this school need to always be accompanied by an adult. Los ninos de esta escuela devan estar ciempre acompanodo por un adulto!
1629443	**NOTE** Parent uses both family vehicle and carpool for school arrival, and for departure family vehicle, carpool and walking are used.
1629448	Trans- I'm in agreement that this be done for the safety of the children. Estoy de acuerde en que hagan esto para la seguridad de los ninos
1631576	**NOTE** Student also takes school bus to school apart from the family vehicle.
1629502	Trans- I don't feel confident that my daughter be walking and on bicycle there is too much traffic and I think that it's not a good idea for other children to be on bikes it's too dangerous. No me siento segura que ande mi hya caminando y en biciclate hay mucho trafico y pienzo que no es burna idea para que otros ninos anden eb bicicleta es muy peligrosos.
1629562	I would let my child walk but he's still very small.
1631292	Too many violence going on these days and I won't allow my child to walk or bike.
1631344	I will NOT allow my granddaughter to walk to school because I am very protective, there have been many kids,teens, and adults whom have been kidnapped, raped, molested and murdered. I am determined to never allow anything to happen to my grandchild.
1631433	Trans- I don't feel confident that my children use the bicycle to school because there are many people who drive too distracted and don't pay attention at the crossings and drive with excess of speed. no me siento segura de que mis hijos usen la bicicleta ala escuela, porque hay muchas personas que manejan muy distraidas y no se fijan en los cruzes y manejan a eccesp de velocidad.
1631458	Trans- I'm Joaquin Santos father of Maisah Santos the reason why she doesn't walk to school is because it's far for her age and it wouldn't be right if she walked alone that distance. soy joaquin santos papa de maisah santos la rason que no camina acia la escuela es que esta leios para su edad y no estaria evien que camine sola esa distancia.
1631481	Trans- So that the children are able to walk or bike we need more supervision in the streets specially on the streets with more than one direction thank you para que los ninos puedan anda, caminando oen bicicleta necesitariamos mas vijilancia en las calles en especial en las calles mas de un solo sentido gracias
1633014	Trans- For the safety of my daughter I prefer to take her and pick her up. Para seguridad de mi hija prefiero llevar la y traerla.
1633018	I really appreciate the cross guard helpers allowing a safe and fast way around the busy times of the day!
1632634	Trans- My daughter is too young still maybe when she starts 5th grade. Mi hija esta muy pequena todavia talves cuando empiese el "5" grado.
1632637	**NOTE** Student also walks to and from school, which can take more then 20 min each way.
1632641	Trans- Would be good if there were more security guards because of the traffic that sometimes don't respect the right of way for pedestrians. Estarla bien si ubiera mas guardias de seguridad por el trafico que aveces no respetan el derecho de pasar. **NOTE** Student also takes a family vehicle to and from school which takes less then 5 minutes both ways.

1632737	Trans- I didn't fill in other box it's easier for me to give you my response this way because my children are minors and they won't allow them to walk alone and because they are in this case very responsible with the teachers, on my part. Thank you No yene otra caja semease mas fasil darles mi respuesta asi porque mis ninos son menores de eday no los ban adejar caminar solos y porque sonehete caso muy responsables con los alunos por mi parte muchas gracias.
1632819	The school drop off is ridiculous! We live way too far for them to walk and only my special needs child qualifies for bus (not that I'd let him take it). There is NO WHERE to park even if you get there 20 mins EARLY!!! My son has special needs and cannot walk far. Also, the drop off doesn't have anyone to ensure he gets to class so I have to park.
1632827	**NOTE** Student also walks home from school apart from taking the family vehicle.
1632849	**NOTE** Student also walks to and from school apart from taking the family vehicle.
1632987	Trans- I feel that the lack of safety is a very important factor which is also why I'm not too sure about walking with my children to school in addition to the distance to the school. Siento que la inseguridad es un factor muy importante por la cual tambien no estoy muy seguro de caminer con mis ninos hacia la escuela ademas de la diztaceia hacia la escuela.
1632996	**NOTE** Student also walks and uses transit to and from school apart from family vehicle.

Parent Survey Reports - Seaside High School

Parent Survey Report: One School in One Data Collection Period

School Name: Seaside High School

Set ID: 18063

School Group: CTPG2018_MPUSD

Month and Year Collected: November 2018

School Enrollment: 0

Date Report Generated: 07/02/2019

% Range of Students Involved in SRTS: Don't Know

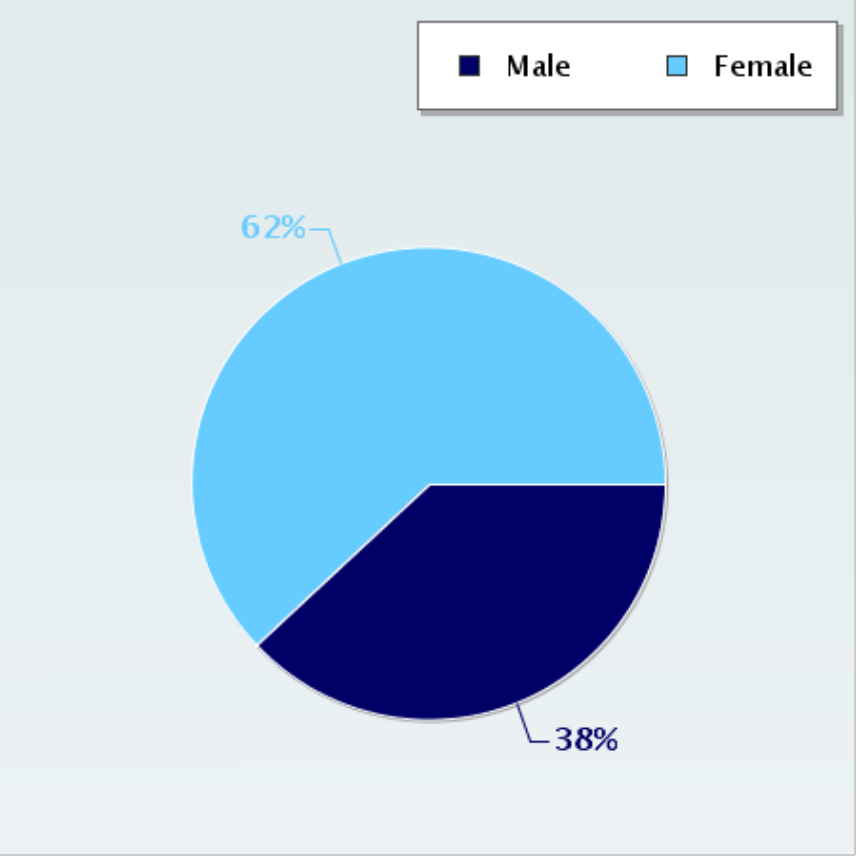
Tags: High School

Number of Questionnaires Distributed: 0

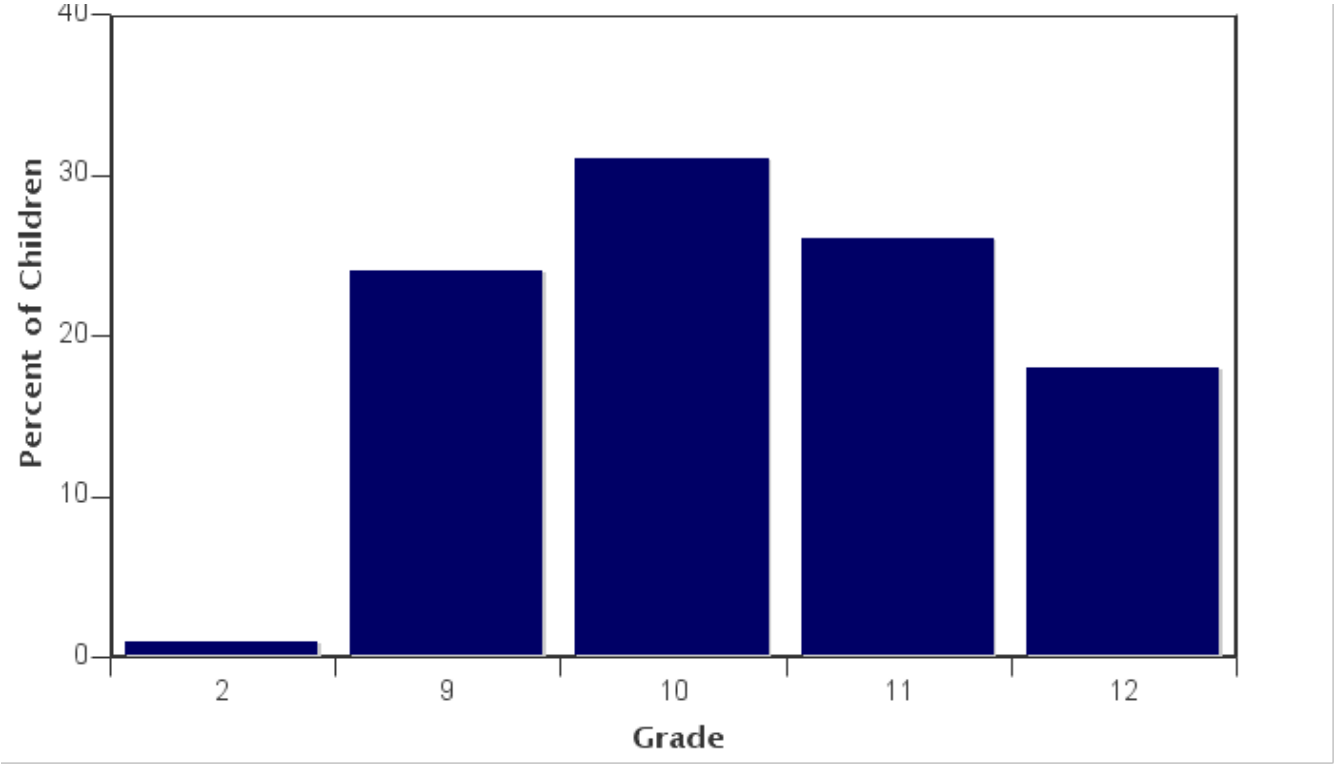
Number of Questionnaires Analyzed for Report: 164

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

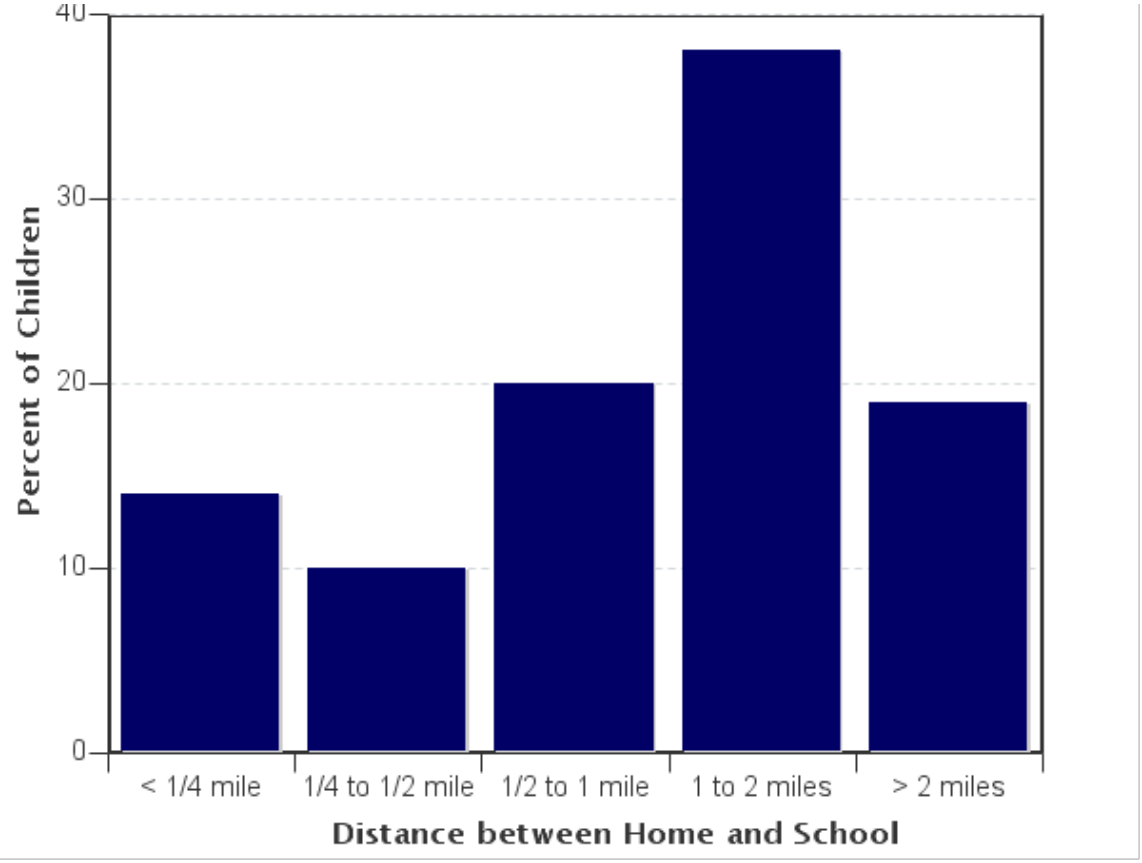


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
2	2	1%
9	39	24%
10	50	31%
11	42	26%
12	30	18%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

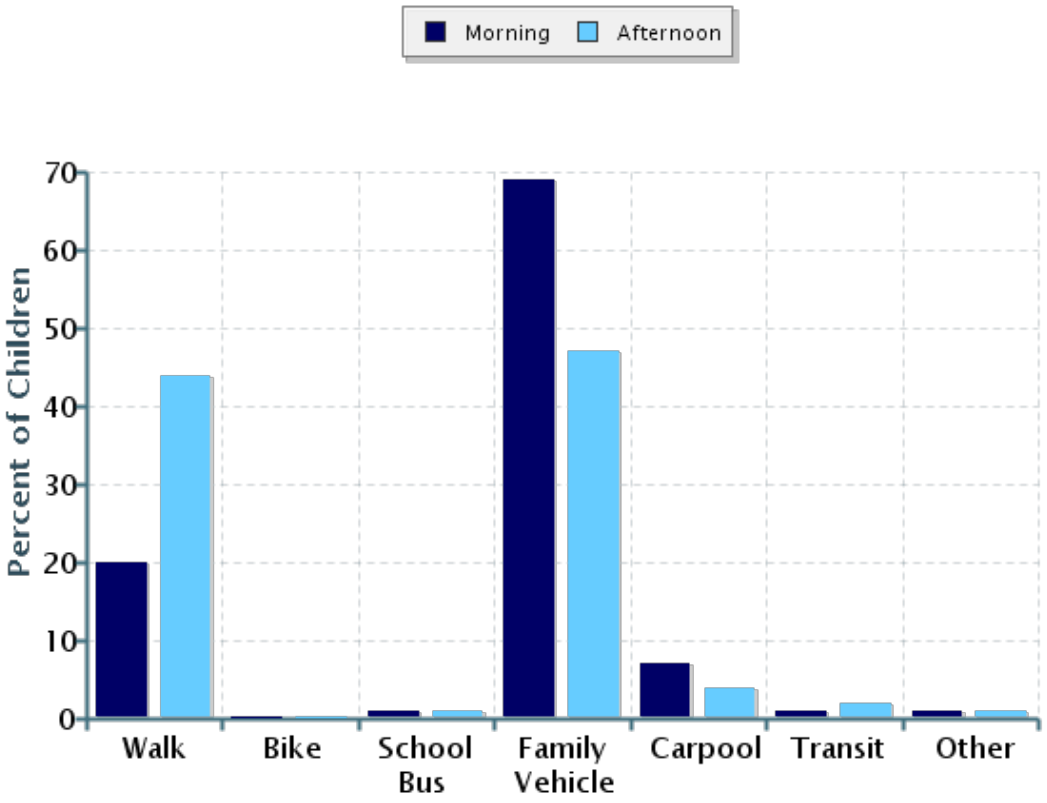


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	21	14%
1/4 mile up to 1/2 mile	15	10%
1/2 mile up to 1 mile	30	20%
1 mile up to 2 miles	57	38%
More than 2 miles	29	19%

Don't know or No response: 12
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

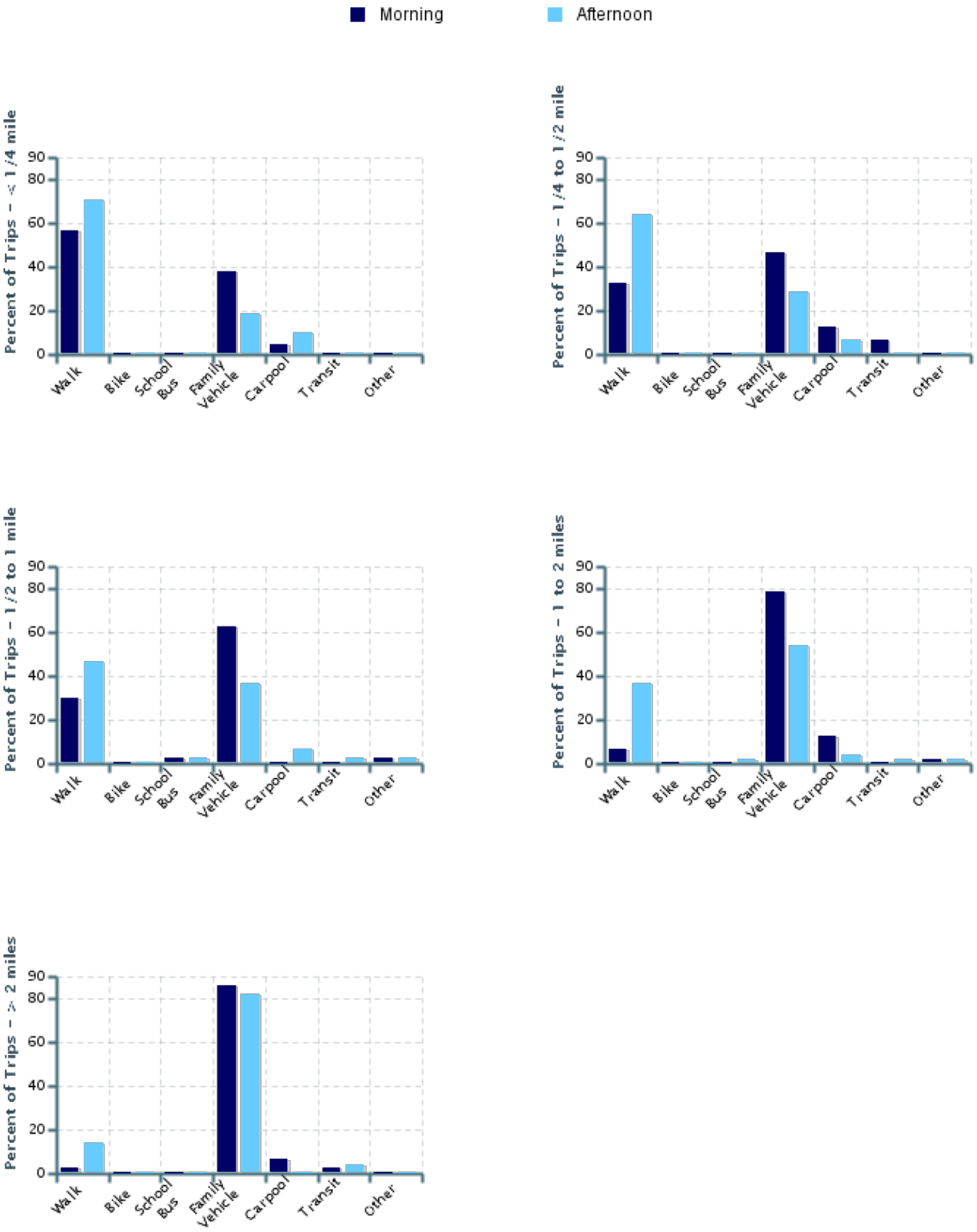


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	162	20%	0%	0.6%	69%	7%	1%	1%
Afternoon	161	44%	0%	1%	47%	4%	2%	1%

No Response Morning: 2
No Response Afternoon: 3
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	57%	0%	0%	38%	5%	0%	0%
1/4 mile up to 1/2 mile	15	33%	0%	0%	47%	13%	7%	0%
1/2 mile up to 1 mile	30	30%	0%	3%	63%	0%	0%	3%
1 mile up to 2 miles	56	7%	0%	0%	79%	13%	0%	2%
More than 2 miles	29	3%	0%	0%	86%	7%	3%	0%

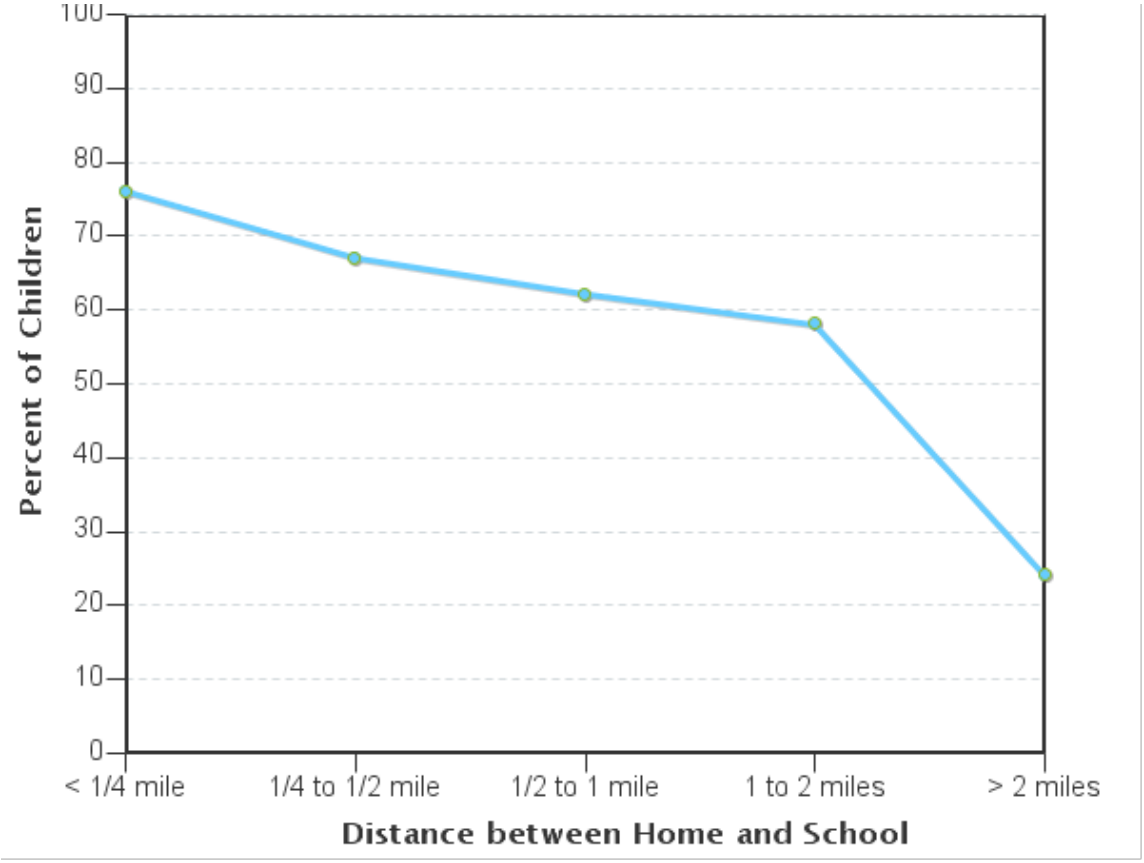
Don't know or No response: 13
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	71%	0%	0%	19%	10%	0%	0%
1/4 mile up to 1/2 mile	14	64%	0%	0%	29%	7%	0%	0%
1/2 mile up to 1 mile	30	47%	0%	3%	37%	7%	3%	3%
1 mile up to 2 miles	57	37%	0%	2%	54%	4%	2%	2%
More than 2 miles	28	14%	0%	0%	82%	0%	4%	0%

Don't know or No response: 14
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

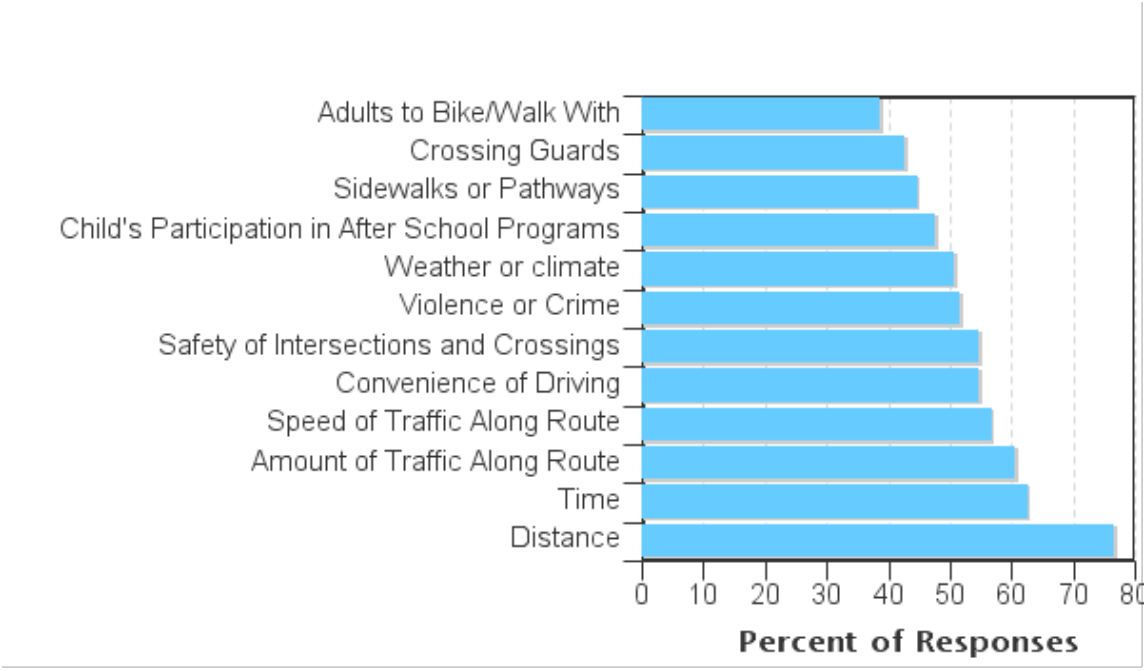


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

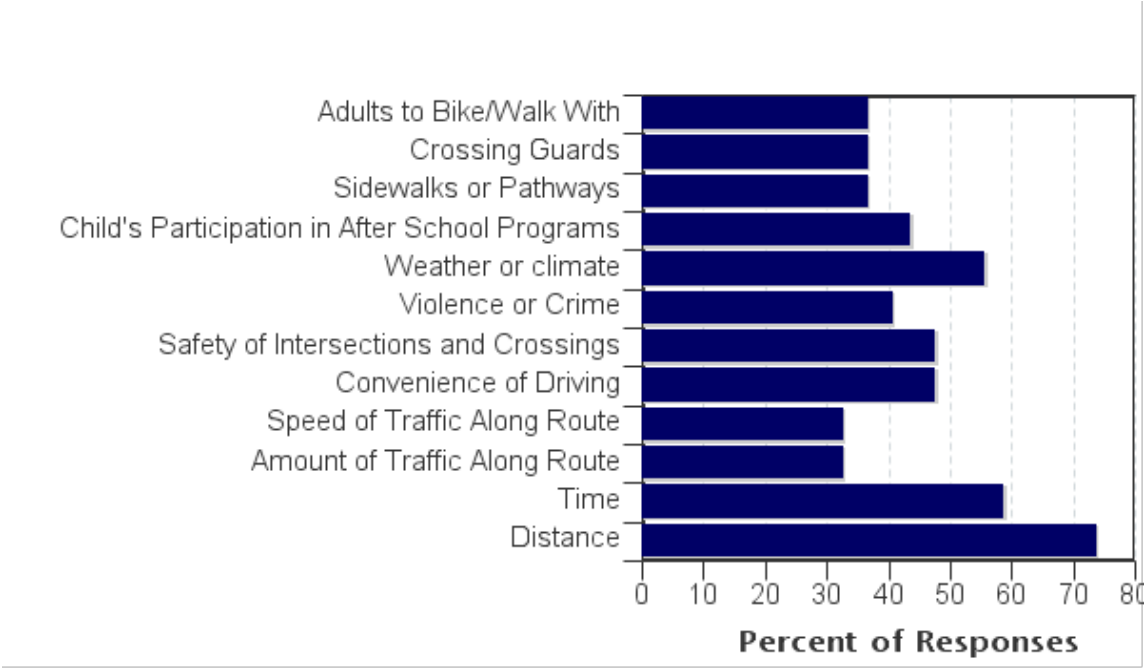
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	82	76%	67%	62%	58%	24%
No	65	24%	33%	38%	42%	76%

Don't know or No response: 17
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

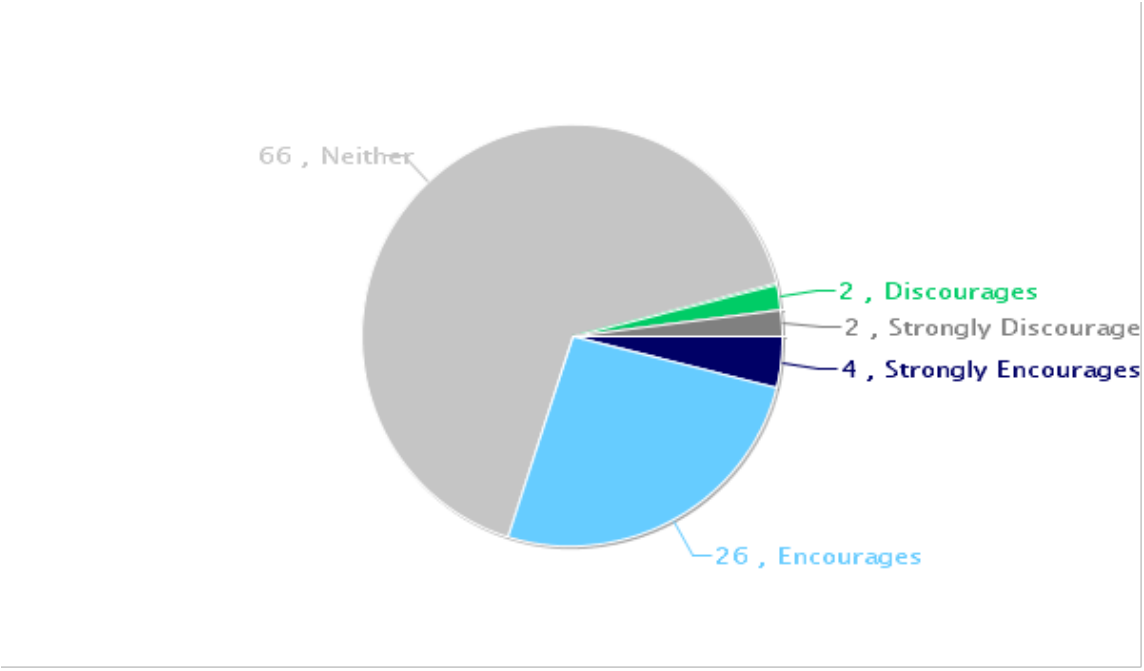


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

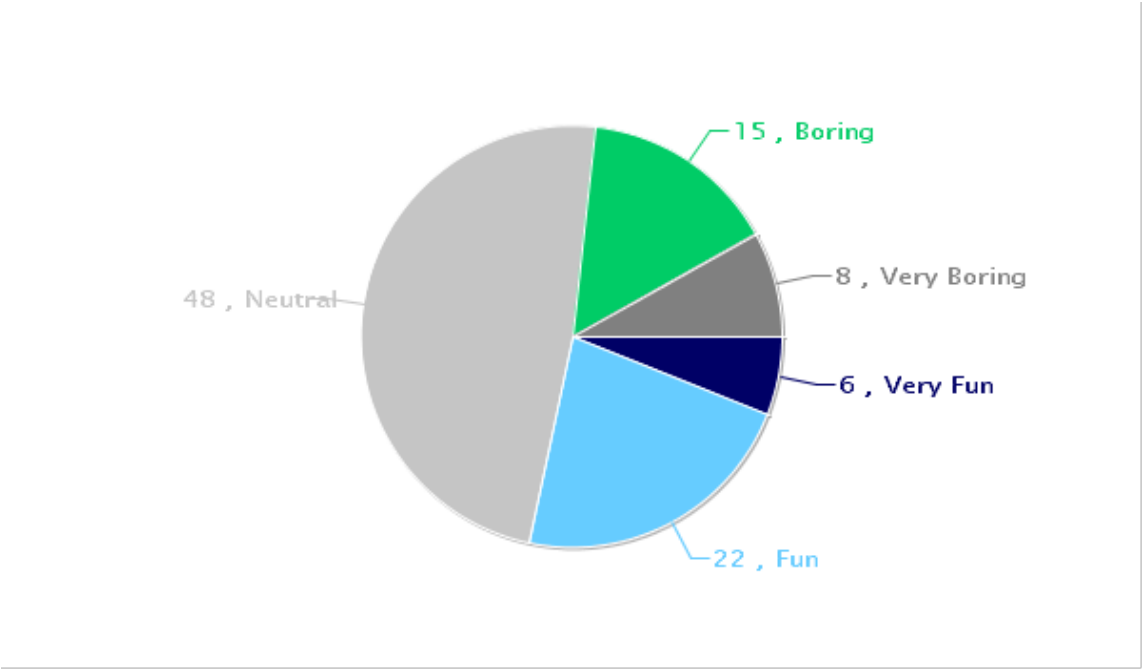
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	77%	74%
Time	63%	59%
Amount of Traffic Along Route	61%	33%
Speed of Traffic Along Route	57%	33%
Convenience of Driving	55%	48%
Safety of Intersections and Crossings	55%	48%
Violence or Crime	52%	41%
Weather or climate	51%	56%
Child's Participation in After School Programs	48%	44%
Sidewalks or Pathways	45%	37%
Crossing Guards	43%	37%
Adults to Bike/Walk With	39%	37%
Number of Respondents per Category	**84**	**27**

No response: 53
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

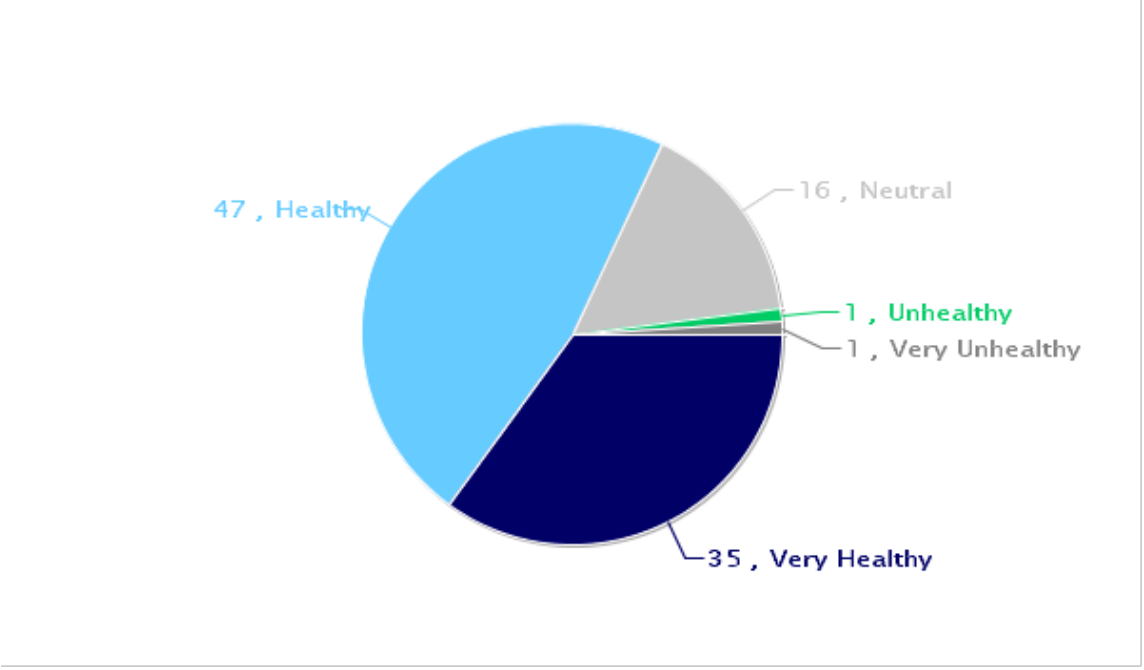
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1654105	Me siento segura que mi hija siempre estara a la hora corespondiente en casa y haciendo un poco de ejersicio al caminar.
1653193	A project that can be done in a short period of time you guys already know the existing problems.
1653225	Id like for the school to provide school bus transportation. I'd also like for more safety for student when they walk home.
1654096	I think is more safety for my son to walk home.
1654116	Mi hijo usa andador poreso no puede andar en bicicleta so la mente que fuera una bicicleta de tres llantas esa si podiia andar.
1653289	I'd like the school or school district to ensure childerns safety when they're walking by educating them to be alert and focus and don't walk while using their cellphones
1655451	Our family drives from Salinas
1655452	Students need more crosswalks on both sides of Noche Buena. No crosswalk untill you get to Ord Grove
1653251	Great Idea
1653272	Poner Pilicias para cuidar alos nino al caminar mas seguros
1655389	Children are not crossing safely after school at Seaside High. They cross in the middle of the street without looking out for coming traffic. They don't use the pedestrian intersection.
1653326	bus please
1654044	Nosotros Como padres es mestro responsibilidad a que hora entra y salen nuestros hijos
1654127	None
1653150	Lo siento no entiendo la 10 y11 para contestar. mi hijo camina algunas veces. Y cuando ya es noche no lo dejo prefiero ir por el.
1653333	You should have a traffic officer or person on noche buena ans Military Street lots of parents don't respect and kids they just cross the streets without caring for their safety.
1653262	Live in Marina
1655428	Live in Marina
1655459	Mis hijos caminan ala escuela, El nino camina poco tiempo y eso pues no me preocupa tanto, lo que si es que la nina camina casi una hora y es preocupante debido que es demasiado lejo y no hay seguridad. *Podrian poner mas seguridad para los que salen de la midle school de seaside.

Parent Survey Reports - Seaside Middle School

Parent Survey Report: One School in One Data Collection Period

School Name: Seaside Middle

Set ID: 18081

School Group: CTPG2018_MPUSD

Month and Year Collected: November 2018

School Enrollment: 0

Date Report Generated: 07/02/2019

% Range of Students Involved in SRTS: Don't Know

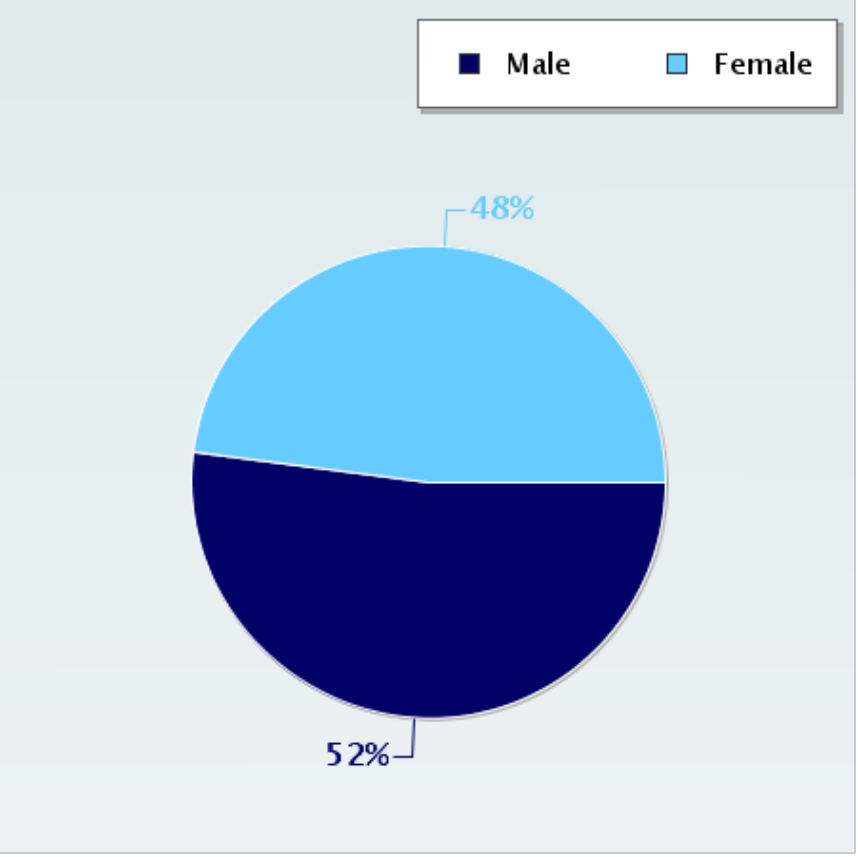
Tags: Middle School

Number of Questionnaires Distributed: 0

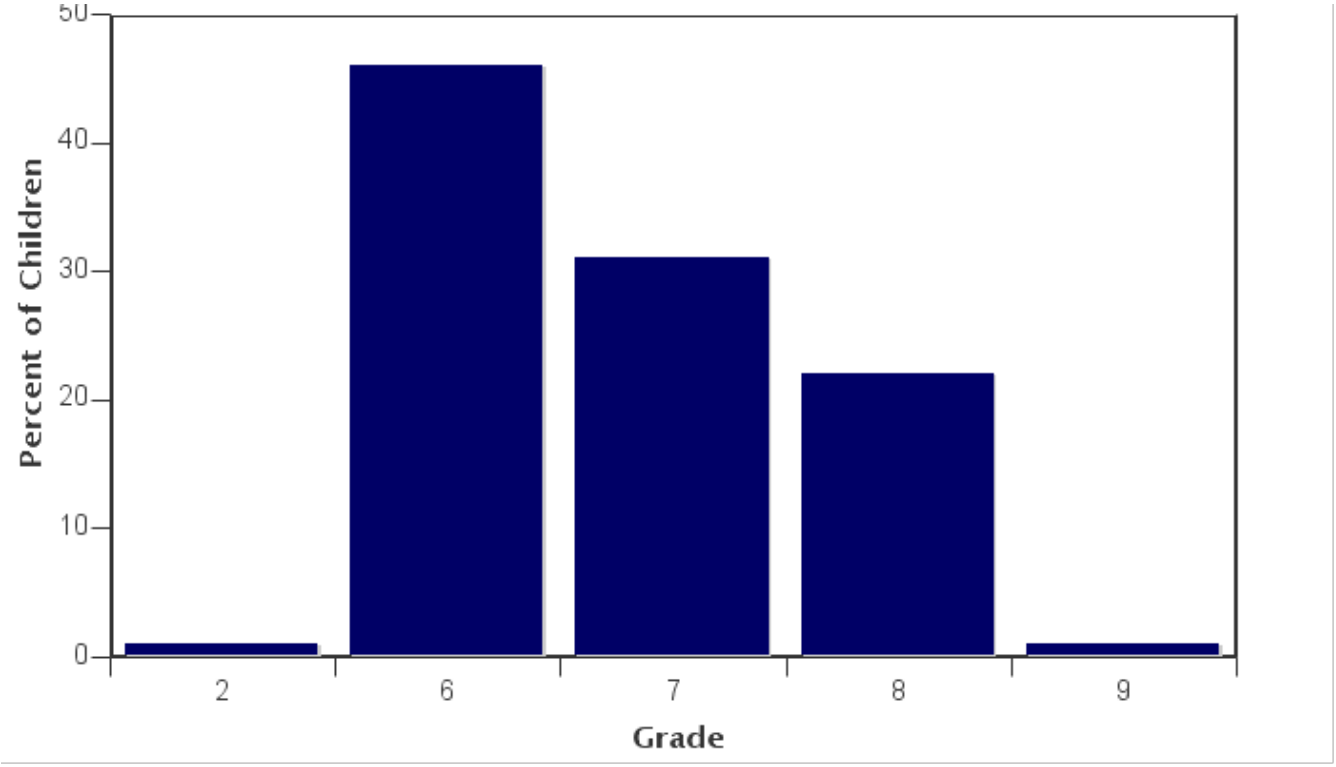
Number of Questionnaires Analyzed for Report: 188

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

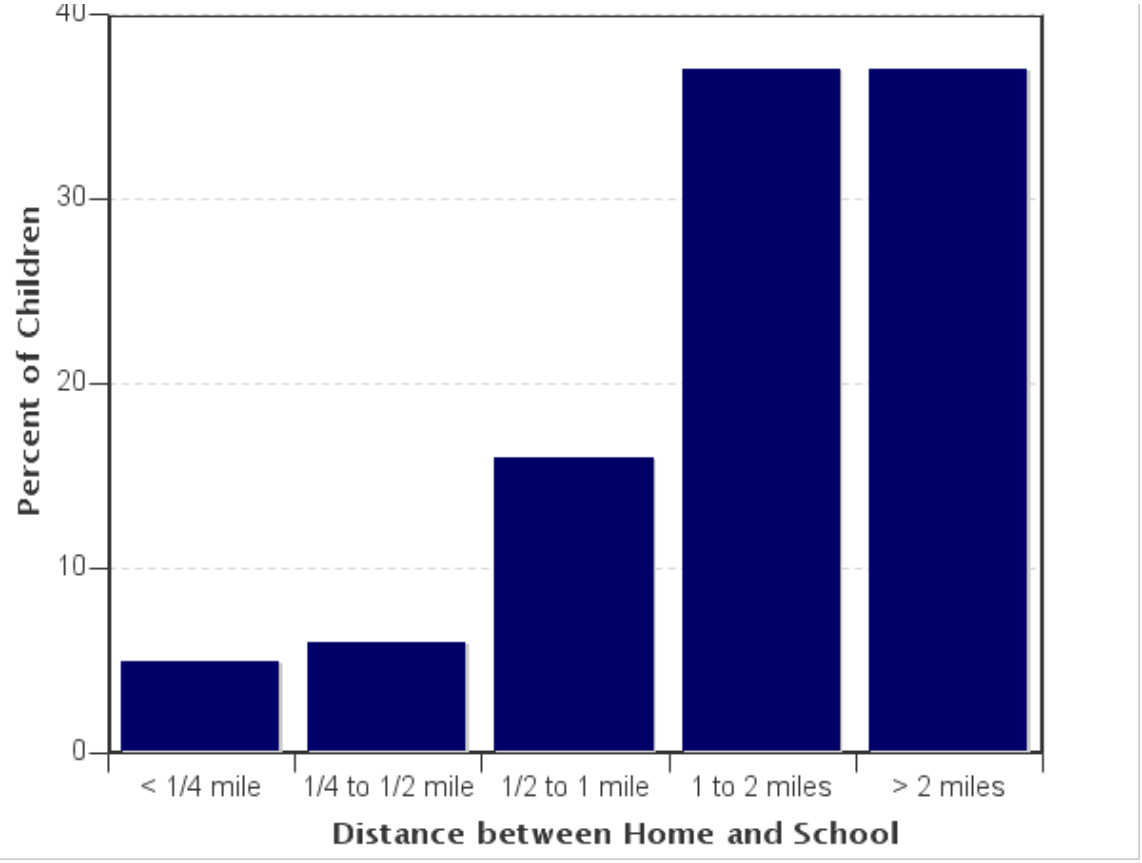


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
2	1	1%
6	82	46%
7	56	31%
8	39	22%
9	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

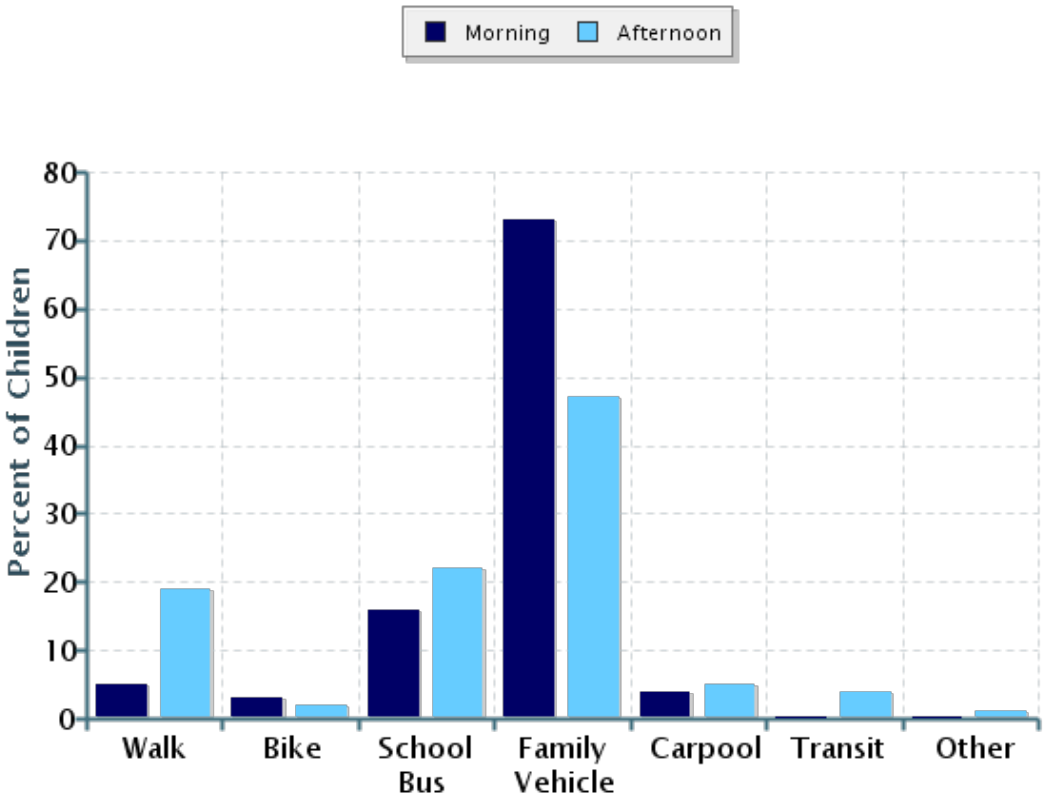


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	7	5%
1/4 mile up to 1/2 mile	8	6%
1/2 mile up to 1 mile	23	16%
1 mile up to 2 miles	52	37%
More than 2 miles	52	37%

Don't know or No response: 46
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

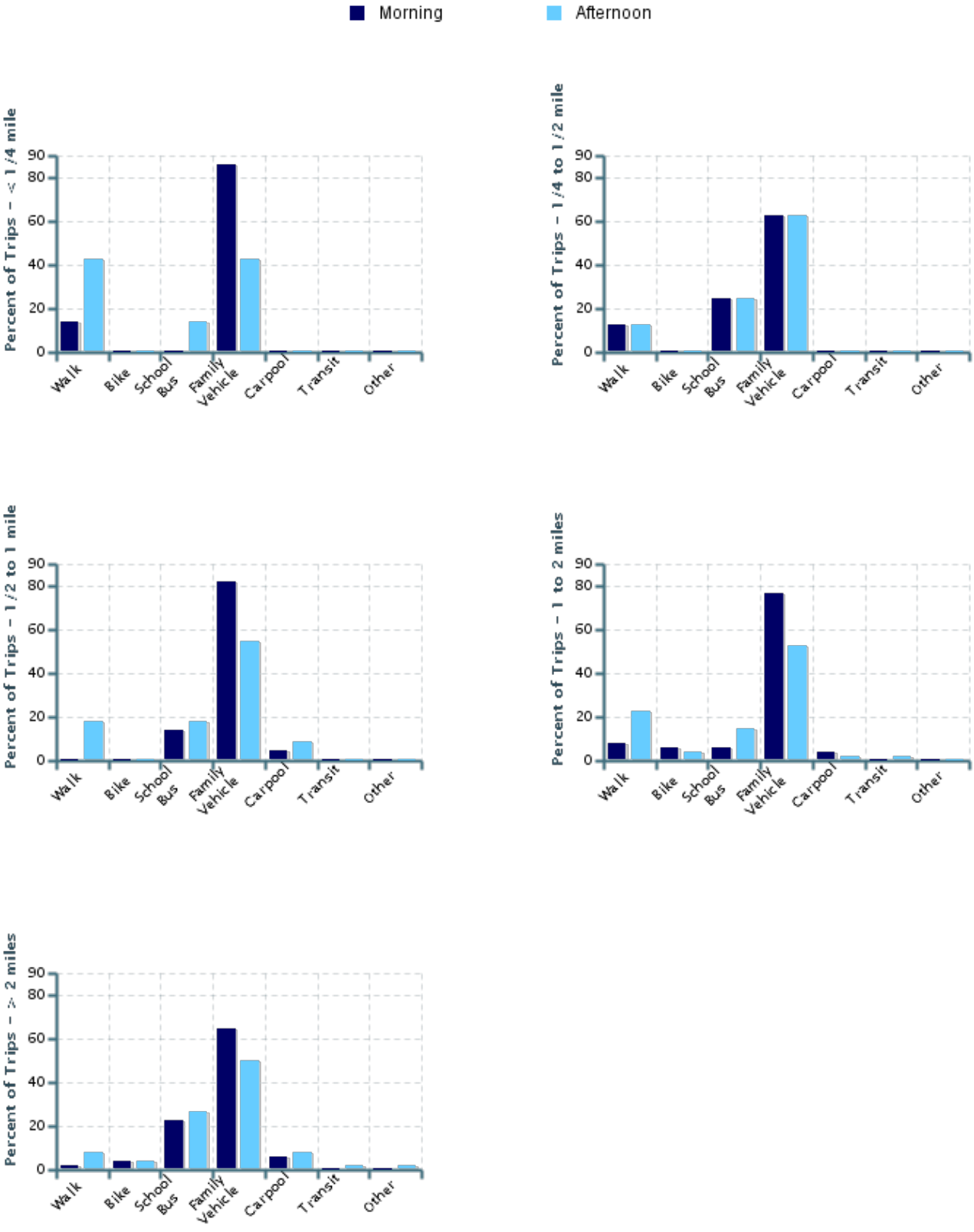


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	186	5%	3%	16%	73%	4%	0%	0%
Afternoon	180	19%	2%	22%	47%	5%	4%	0.6%

No Response Morning: 2
No Response Afternoon: 8
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	14%	0%	0%	86%	0%	0%	0%
1/4 mile up to 1/2 mile	8	13%	0%	25%	63%	0%	0%	0%
1/2 mile up to 1 mile	22	0%	0%	14%	82%	5%	0%	0%
1 mile up to 2 miles	52	8%	6%	6%	77%	4%	0%	0%
More than 2 miles	52	2%	4%	23%	65%	6%	0%	0%

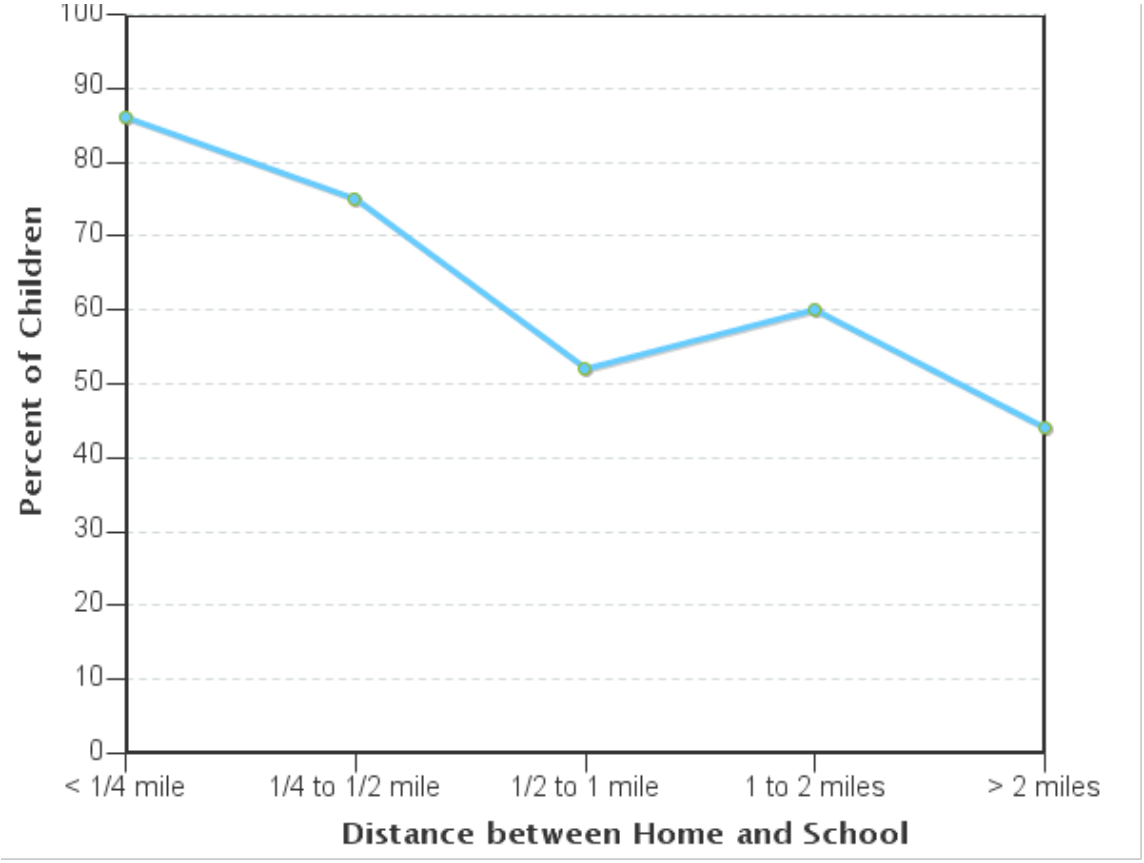
Don't know or No response: 47
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	43%	0%	14%	43%	0%	0%	0%
1/4 mile up to 1/2 mile	8	13%	0%	25%	63%	0%	0%	0%
1/2 mile up to 1 mile	22	18%	0%	18%	55%	9%	0%	0%
1 mile up to 2 miles	47	23%	4%	15%	53%	2%	2%	0%
More than 2 miles	52	8%	4%	27%	50%	8%	2%	2%

Don't know or No response: 52
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

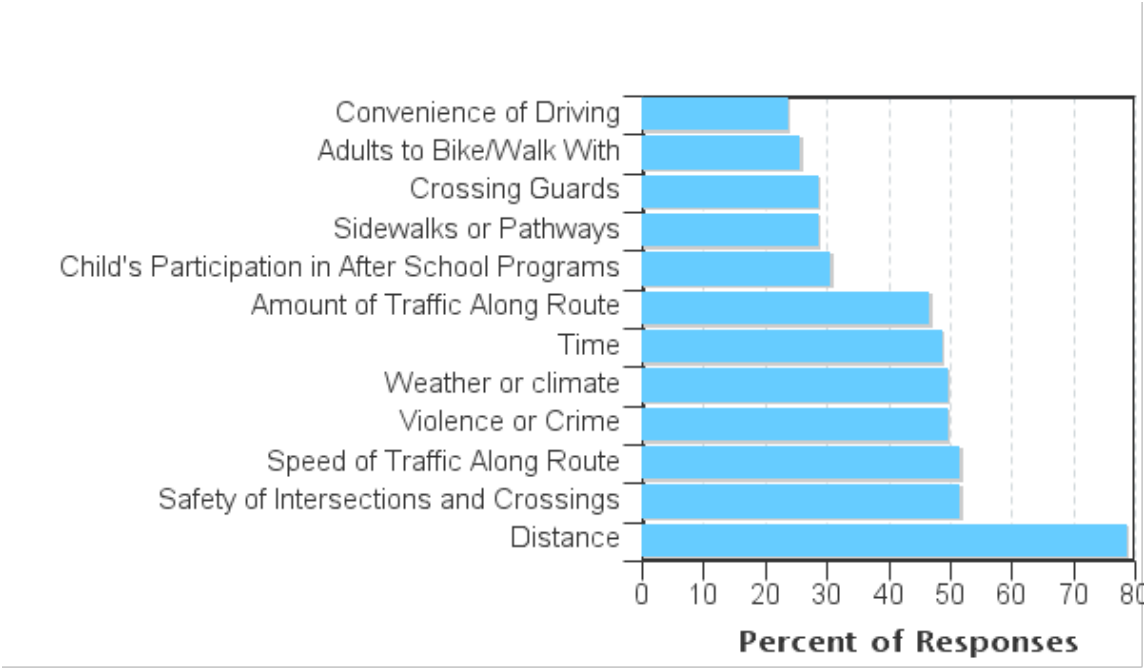


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

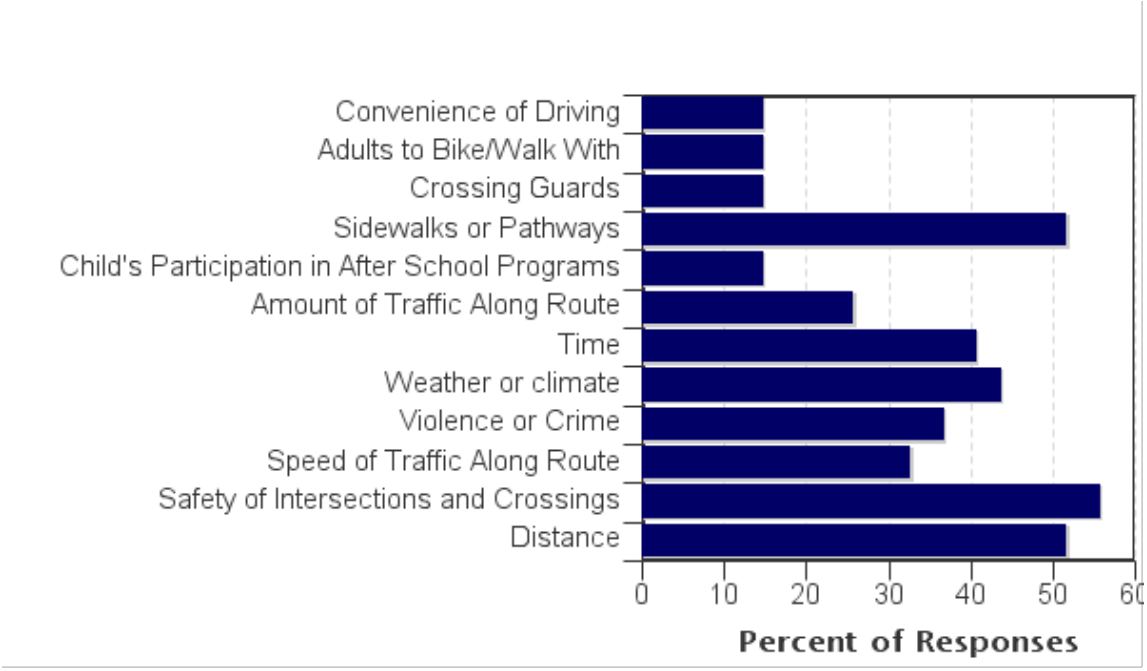
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	78	86%	75%	52%	60%	44%
No	64	14%	25%	48%	40%	56%

Don't know or No response: 46
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	79%	52%
Safety of Intersections and Crossings	52%	56%
Speed of Traffic Along Route	52%	33%
Violence or Crime	50%	37%
Weather or climate	50%	44%
Time	49%	41%
Amount of Traffic Along Route	47%	26%
Child's Participation in After School Programs	31%	15%
Sidewalks or Pathways	29%	52%
Crossing Guards	29%	15%
Adults to Bike/Walk With	26%	15%
Convenience of Driving	24%	15%
Number of Respondents per Category	**123**	**27**

No response: 38

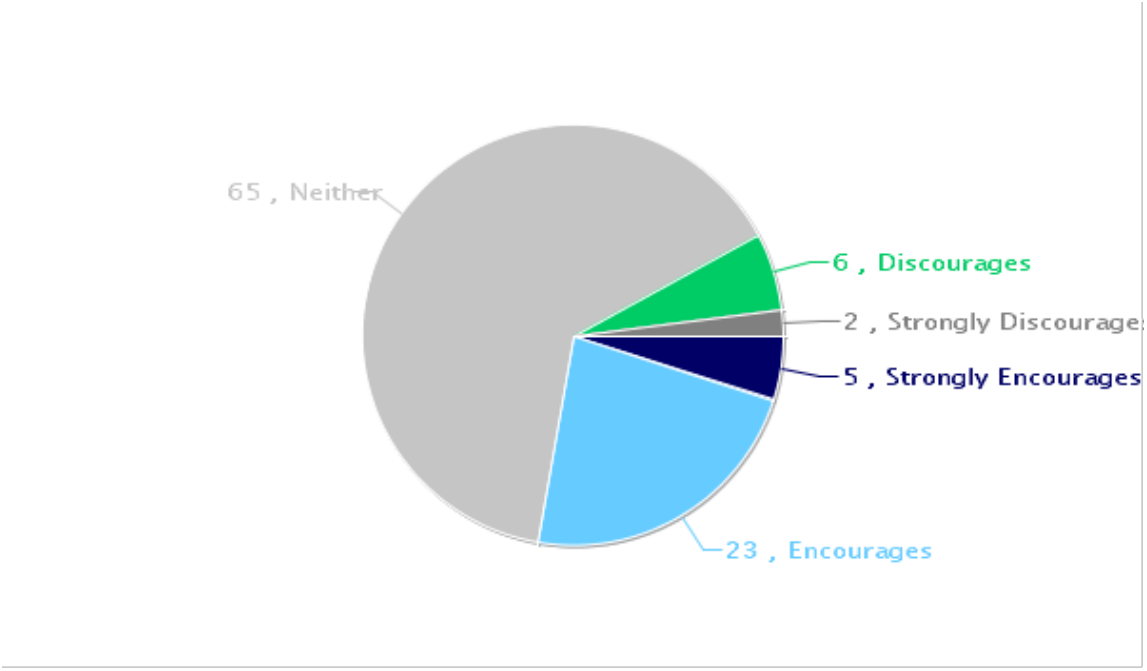
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

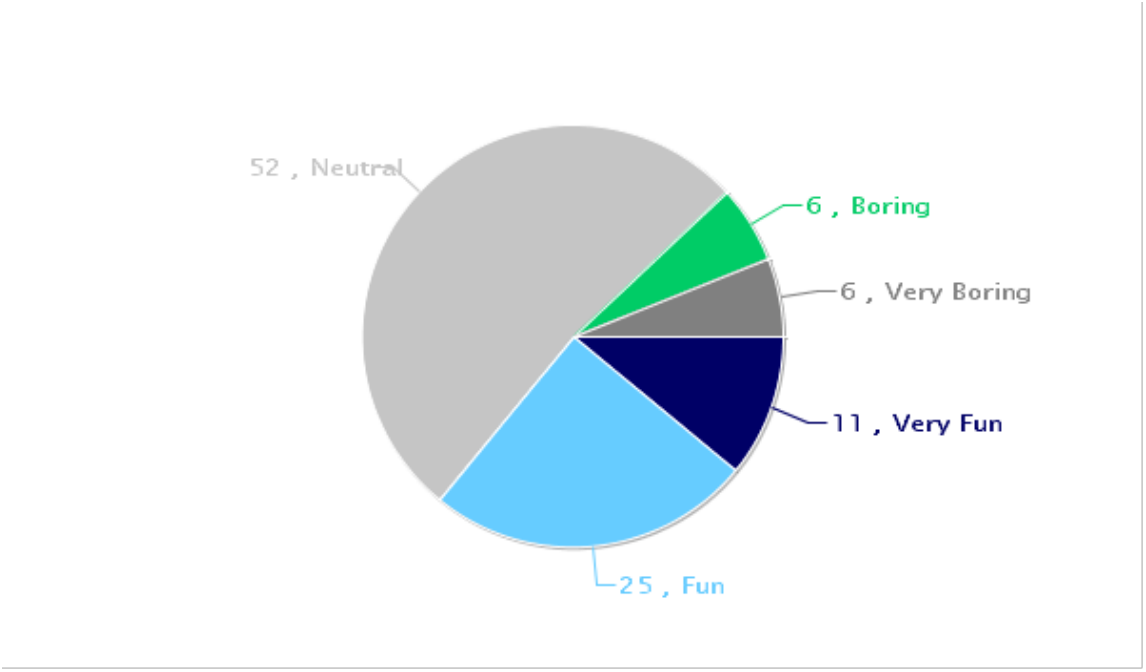
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

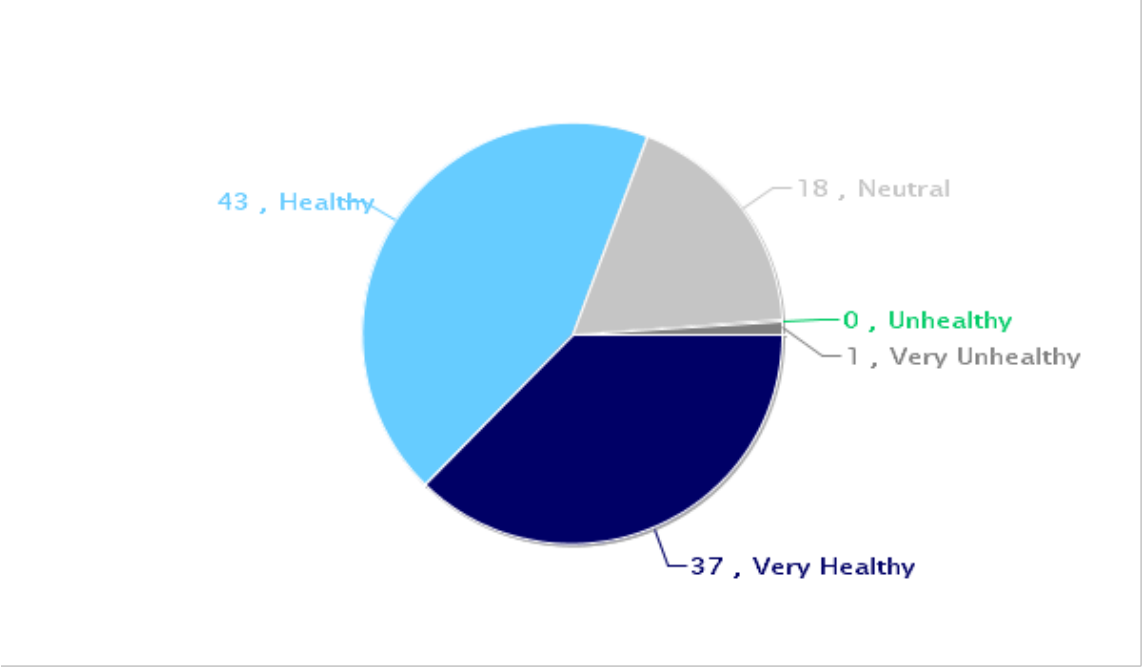
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1646150	propongo el caminar por que es muy bueno pero mi hija no por que vivo muy retirado de la escuela.
1669102	I left 12 and 13 blank because I don't have the knowledge to answer
1644805	En lo personal no me ciento segura que mis hijos cominen, por la inseguridad en las calles para los ninos.
1660067	School is too far for an 11 year old to walk alone at 7am. Walking would take 40+ minutes each way.
1645098	My child doesn't own a bike.
1669072	I would not allow my son to walk because there are many dangers out on the streets in present day and my son is only 11 years old. Our home is also far from the school. And I am a mom who has become distrustful - perhaps I am overprotective.
1646112	We are a family of 5, 4 kids and 1 adult.
1661208	I don't know why the highest grade level completed affects the outcome of the survey :/
1659407	Child refuses to walk/bike - lazy
1669089	I believe that my child is too young for walking/biking by herself, and I have no other adults to go with her.
1646166	In my opinion it's a good idea to walk from school to home because kids can have the opportunity to practice walking as an exercise.
1660861	Traffic, walking, biking would all be safer with a traffic signal at Coe Ave and Gen Jim Moore.
1645119	Me gustaría que pudieron mi nino ir a la escuela en bicicleta en grupos para tener mas cuidado en supervisión de un adulto.
1659406	Traffic, walking, biking would all be safer with a traffic signal at COE Ave and Gen. Jim Moore.
1669086	School is really far from our home and the bus stop is at an unsafe place - a lot of drugs and homeless folks around there and it is a lonely zone (not many others around for safety).
1669107	The speed limit on Gen Jim Moore Rd is posted at 40 mph. Parents taking and picking up their kids go usually 50-60 mph. They have caused me to not let my child walk/bike to Seaside Middle School.
1660862	Child refuses to walk/bike - very lazy
1669108	I am not against children walking to school but if adults can take them and pick them up that would be preferable. For the safety of my children and all others.
1646176	Mis hijas no vienen en bicicleta porque vivimos asta Monterrey y también porque muchas personas no respetan las senales de transito y da un poco de miedo. pero síes muy sano acer ejersio.
1659513	Sorry questions 10 and 11 are unclear to me for how to answer, but I don't like to let my son walk or bike to school, it is unsafe.
1659258	Thank you for this survey and for your concern for our kids' safety.

Student Tally Reports - Central Coast High School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Central Coast High

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 6

Set ID: 27368

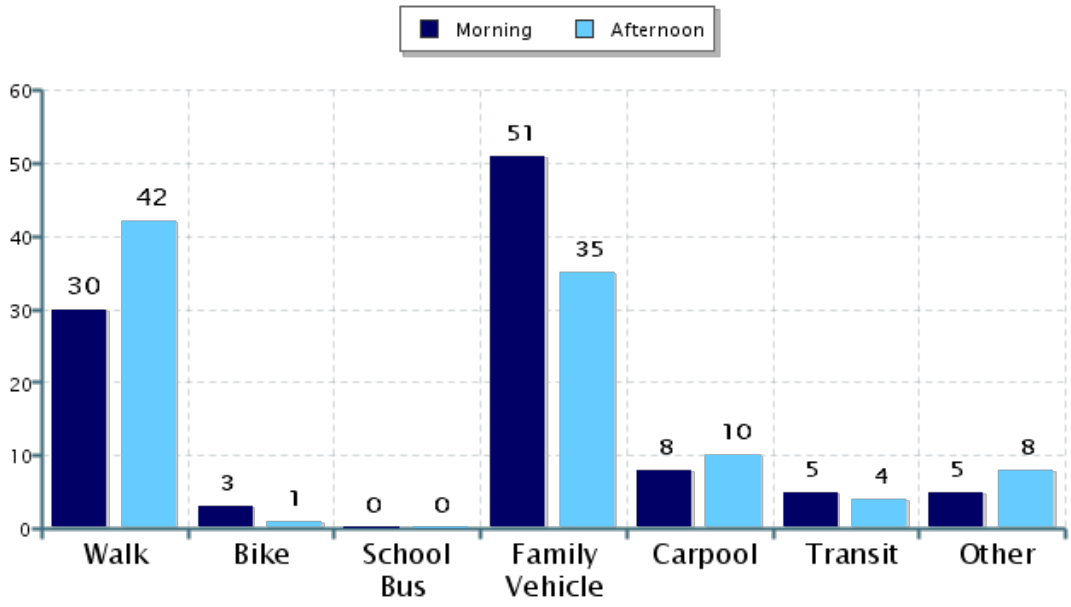
Month and Year Collected: September 2018

Date Report Generated: 07/09/2019

Tags: High School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

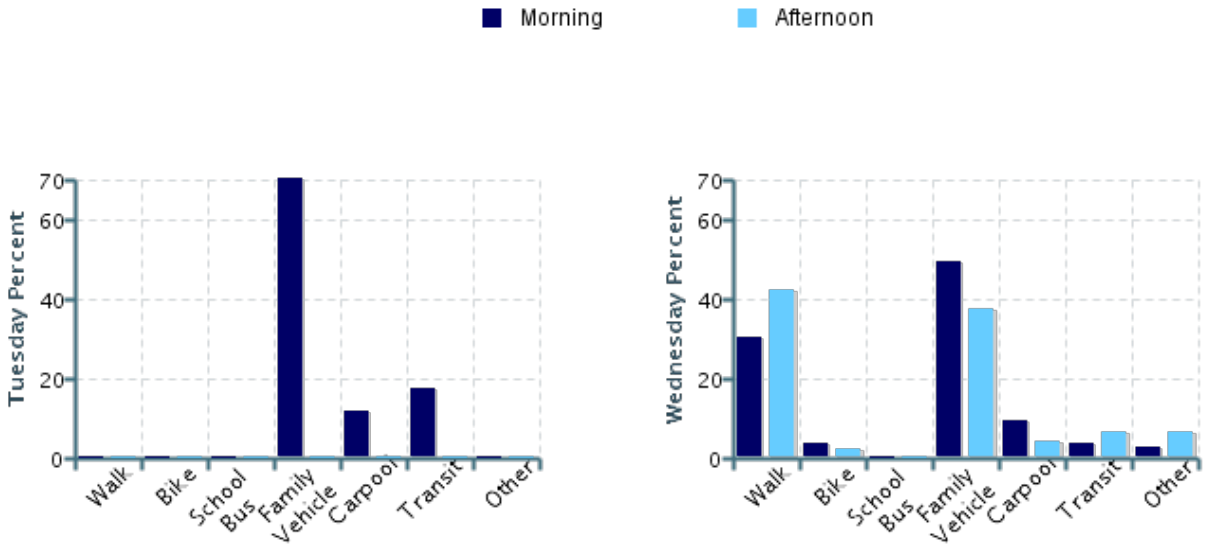


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	152	30%	3%	0%	51%	8%	5%	5%
Afternoon	79	42%	1%	0%	35%	10%	4%	8%

Percentages may not total 100% due to rounding.

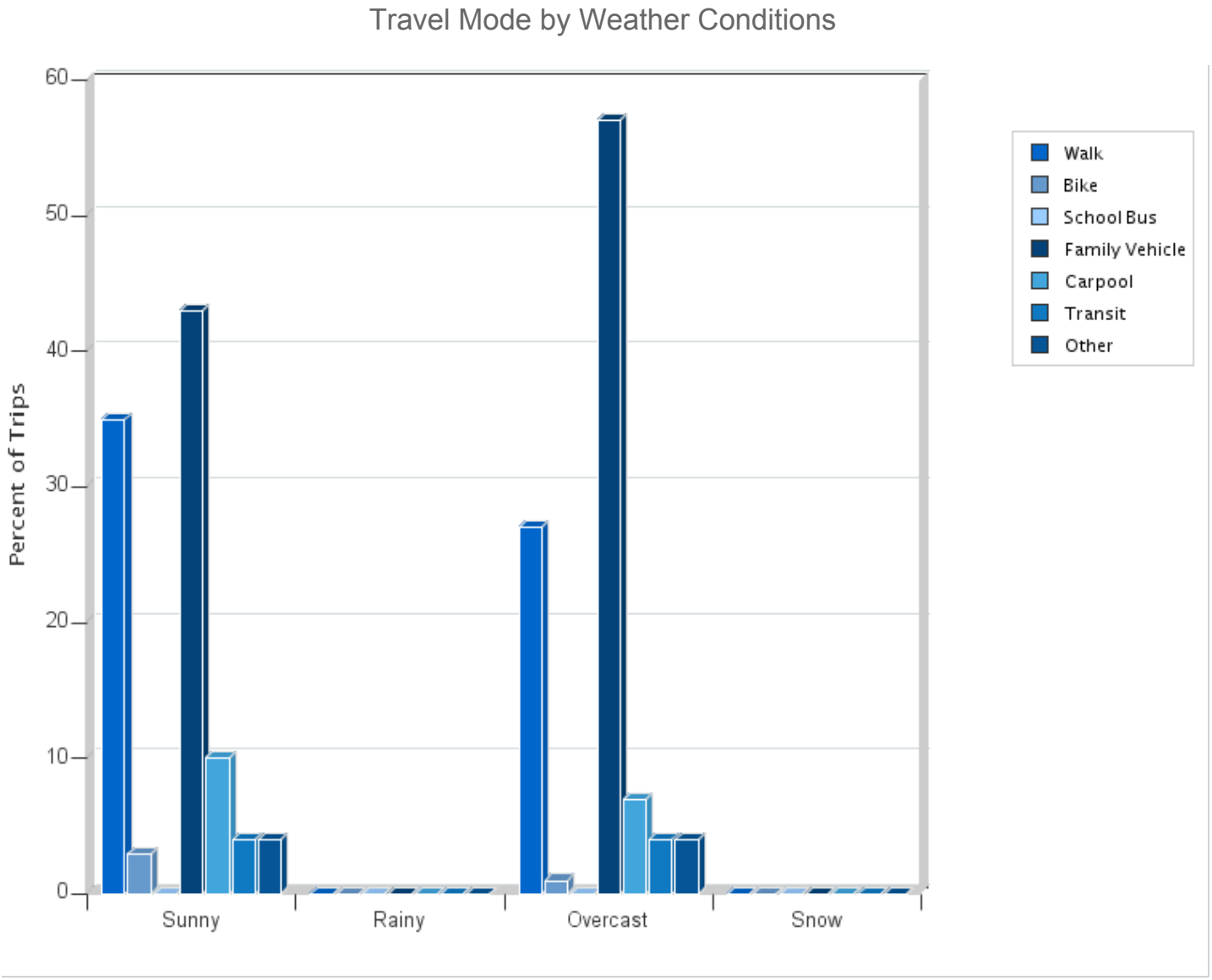
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	17	0%	0%	0%	71%	12%	18%	0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM	75	31%	4%	0%	49%	9%	4%	3%
Wednesday PM	45	42%	2%	0%	38%	4%	7%	7%
Thursday AM	60	37%	2%	0%	47%	5%	2%	8%
Thursday PM	34	41%	0%	0%	32%	18%	0%	9%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	97	35%	3%	0%	43%	10%	4%	4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	74	27%	1%	0%	57%	7%	4%	4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Crumpton Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Crumpton Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 11

Set ID: 27364

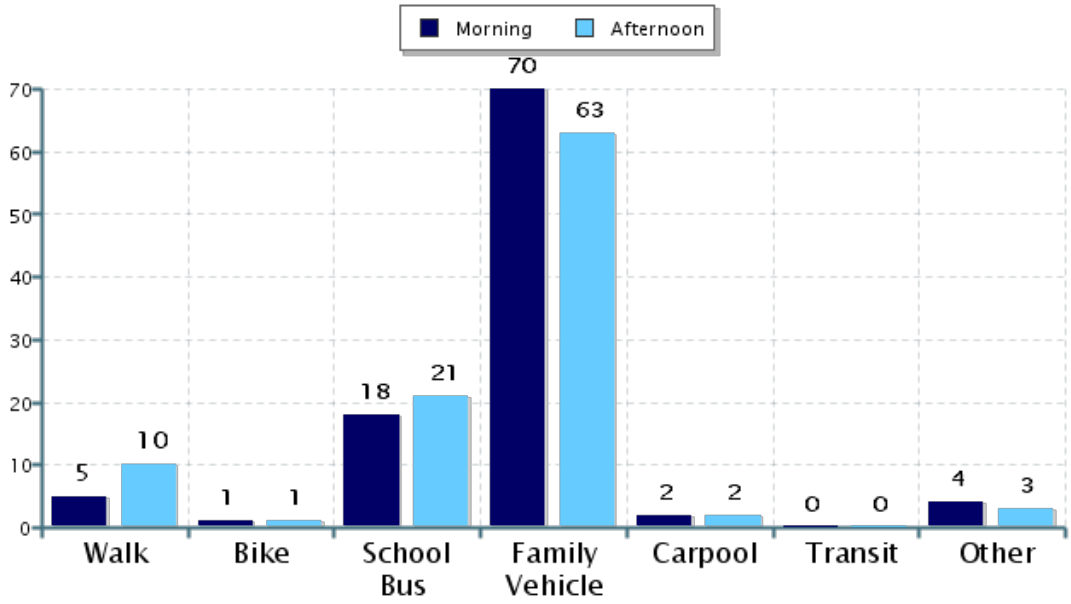
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

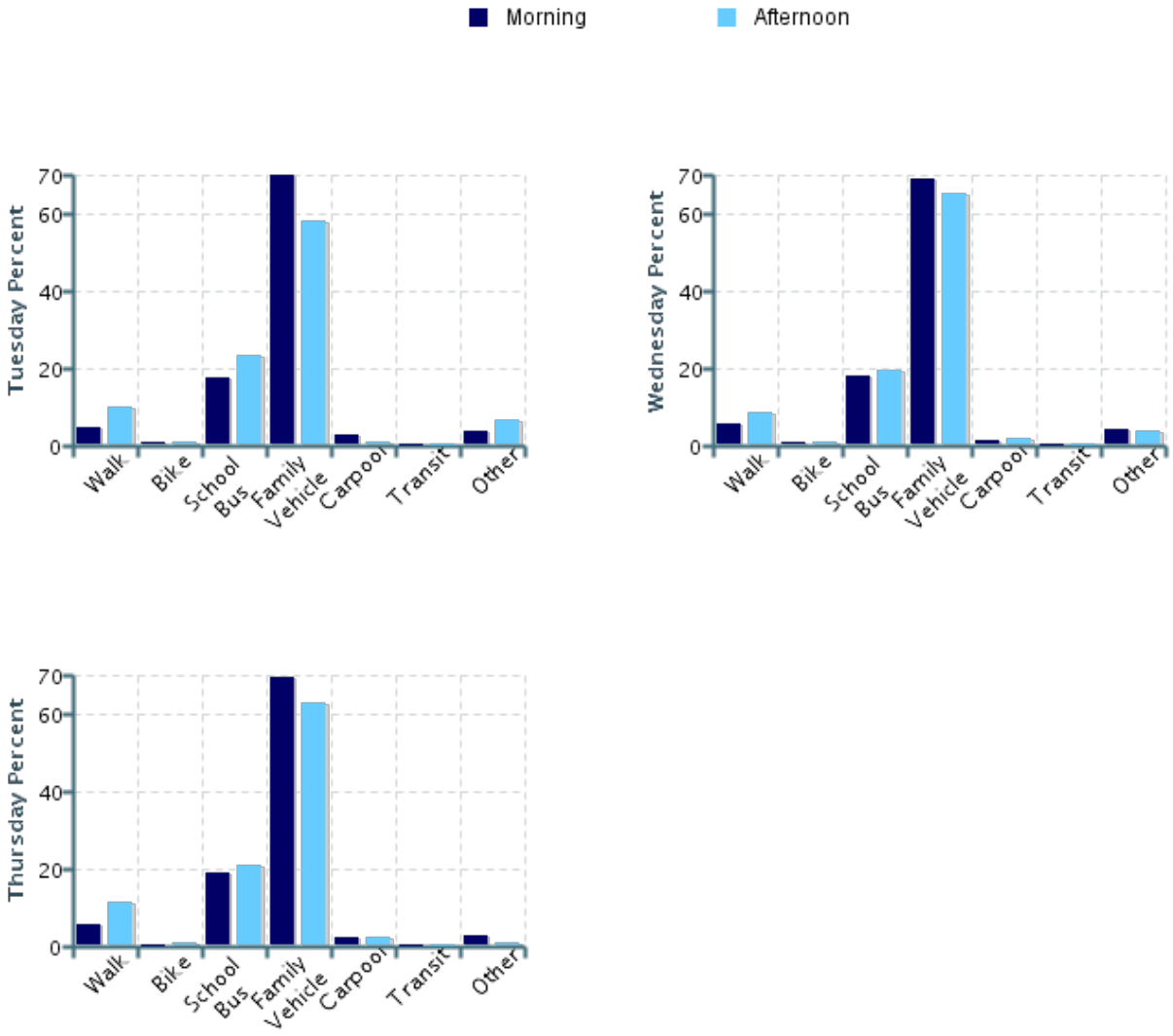


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	517	5%	0.6%	18%	70%	2%	0%	4%
Afternoon	516	10%	1.0%	21%	63%	2%	0%	3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

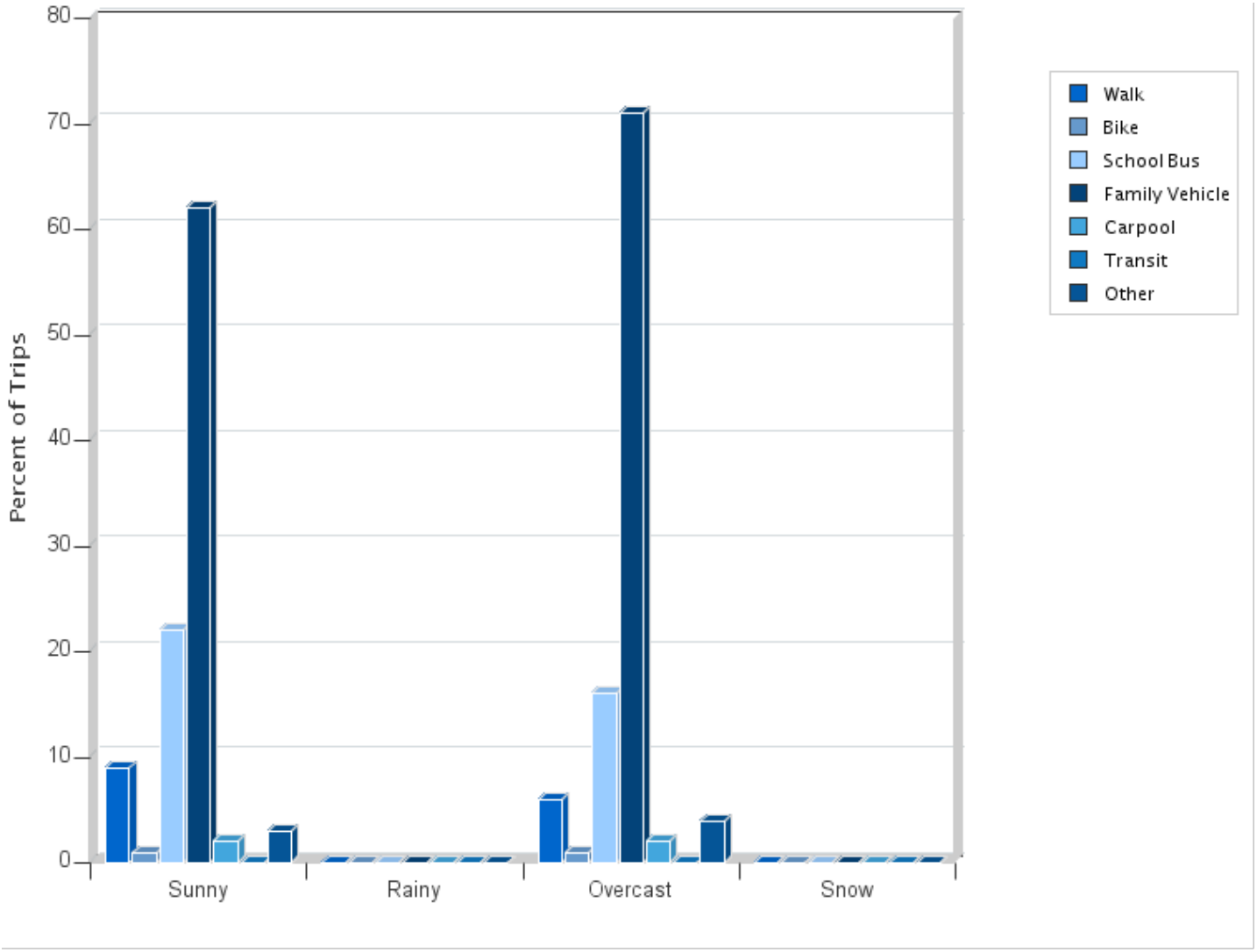


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	130	5%	0.8%	18%	70%	3%	0%	4%
Tuesday PM	132	10%	0.8%	23%	58%	0.8%	0%	7%
Wednesday AM	192	6%	1%	18%	69%	2%	0%	4%
Wednesday PM	190	8%	1%	19%	65%	2%	0%	4%
Thursday AM	195	6%	0%	19%	70%	3%	0%	3%
Thursday PM	194	11%	1%	21%	63%	3%	0%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	534	9%	0.9%	22%	62%	2%	0%	3%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	487	6%	0.6%	16%	71%	2%	0%	4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Del Rey Woods Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Del Rey Woods Elementary

Set ID: 27369

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 07/08/2019

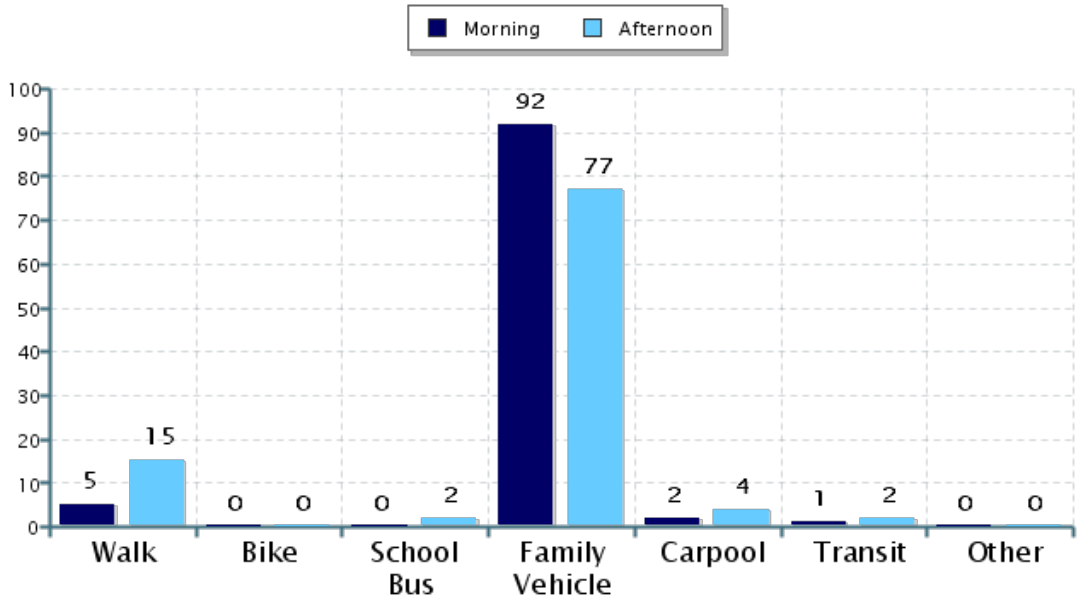
% of Students reached by SRTS activities:

Tags: Elementary School

Number of Classrooms Included in Report: 7

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

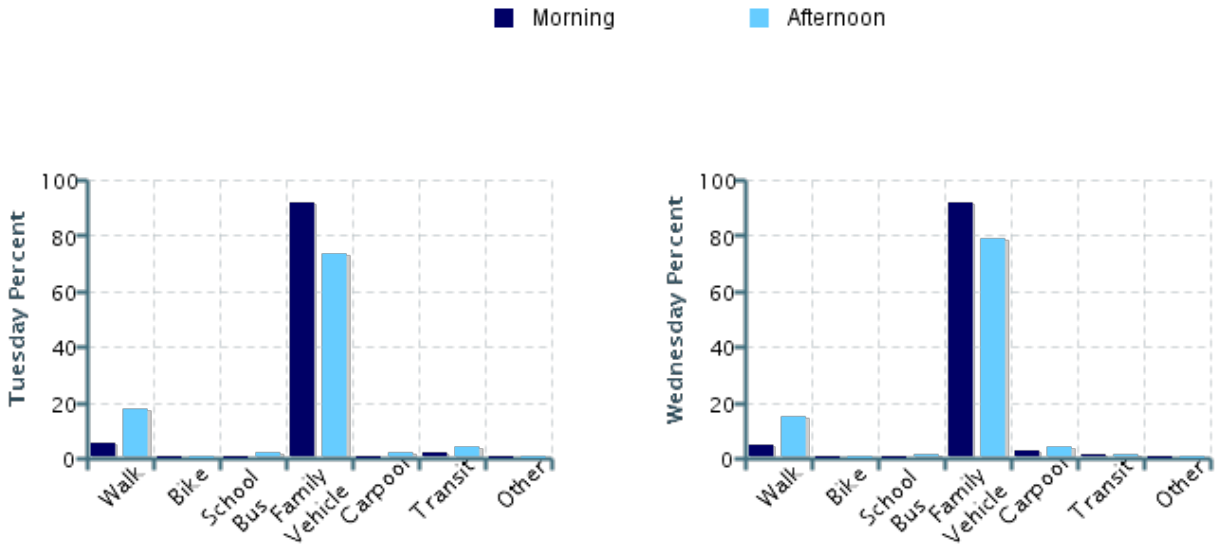


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	296	5%	0%	0%	92%	2%	1%	0%
Afternoon	299	15%	0%	2%	77%	4%	2%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

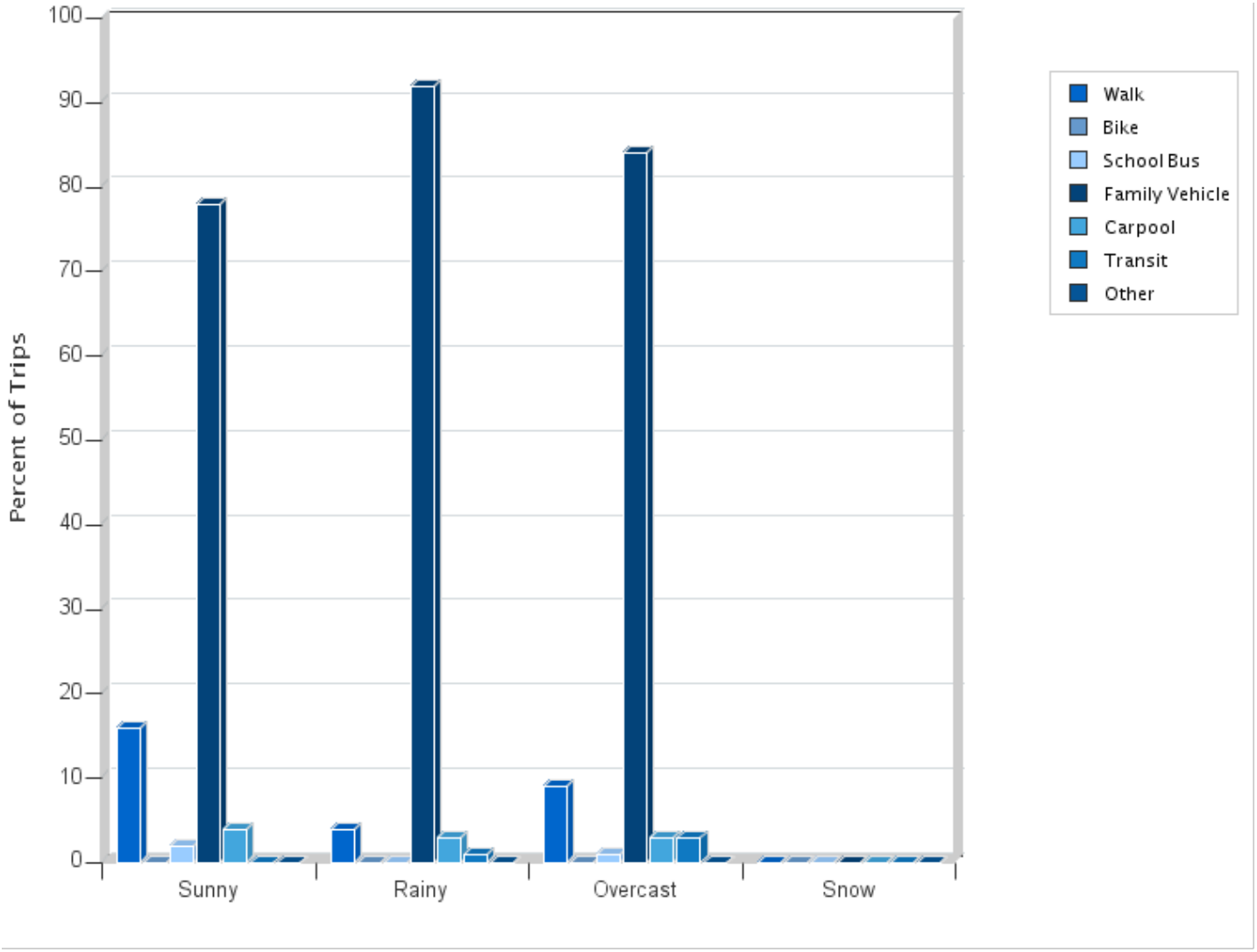


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	127	6%	0%	0%	92%	0%	2%	0%
Tuesday PM	128	18%	0%	2%	73%	2%	4%	0%
Wednesday AM	131	5%	0%	0%	92%	3%	0.8%	0%
Wednesday PM	132	15%	0%	2%	79%	4%	0.8%	0%
Thursday AM	38	5%	0%	0%	92%	3%	0%	0%
Thursday PM	39	5%	0%	0%	82%	13%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	156	16%	0%	2%	78%	4%	0%	0%
Rainy	149	4%	0%	0%	92%	3%	0.7%	0%
Overcast	237	9%	0%	0.8%	84%	3%	3%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Dual Language Academy

Student Travel Tally Report: One School in One Data Collection Period

School Name: Dual Language Academy

Set ID: 27370

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 07/08/2019

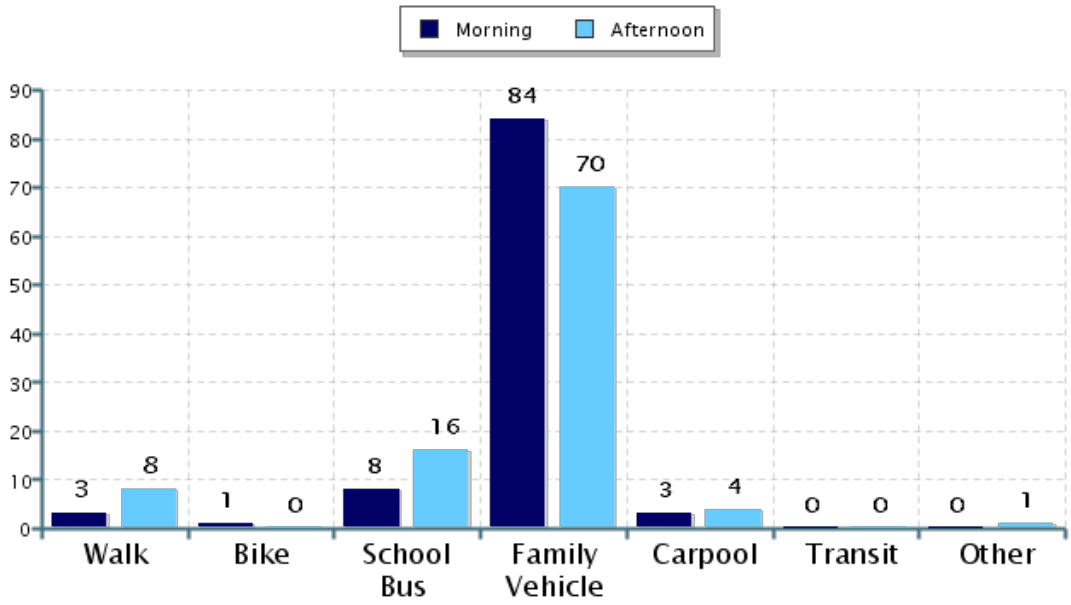
% of Students reached by SRTS activities:

Tags: K-8 School

Number of Classrooms Included in Report: 10

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

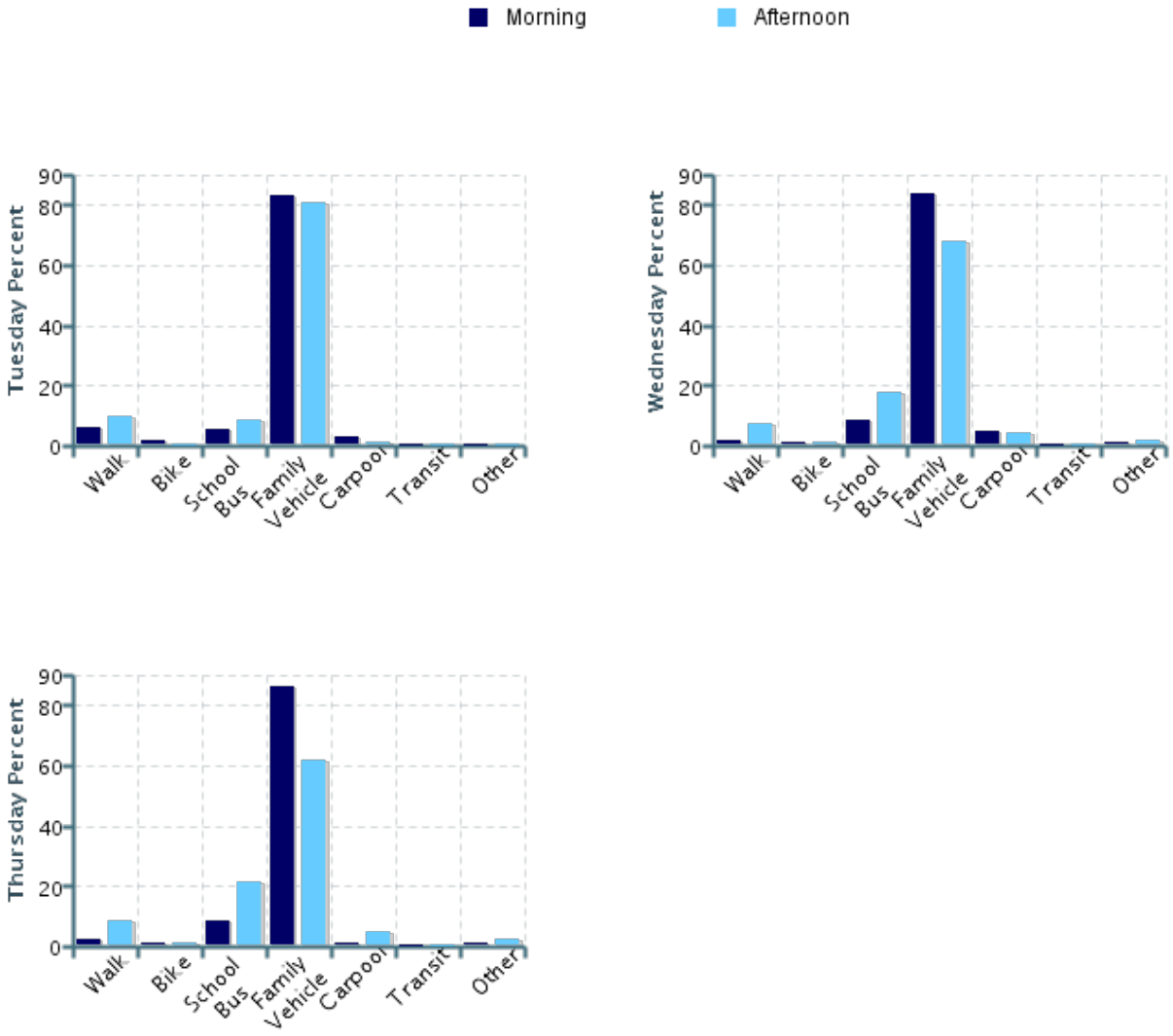


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	441	3%	0.9%	8%	84%	3%	0%	0.5%
Afternoon	440	8%	0.5%	16%	70%	4%	0%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

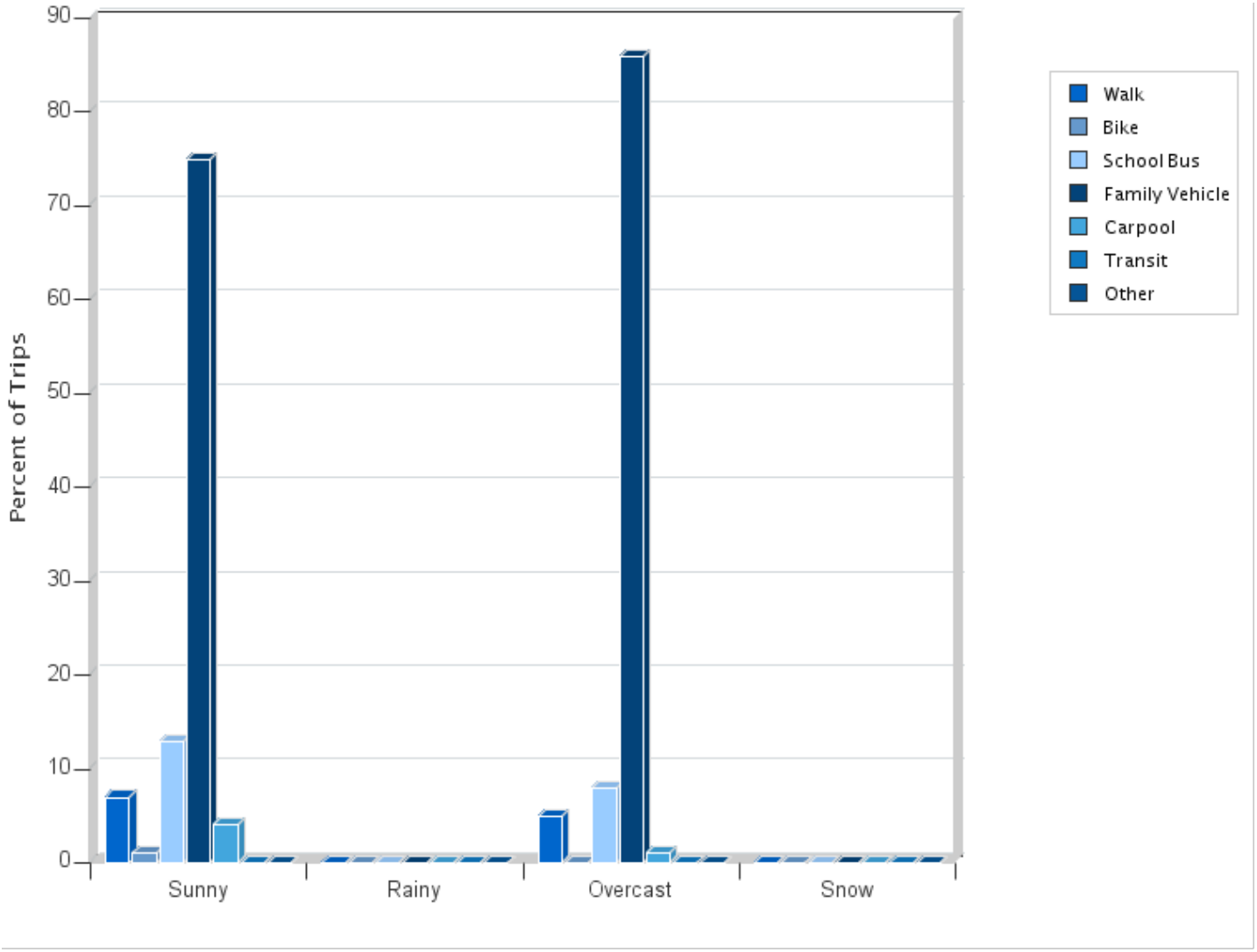


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	127	6%	2%	6%	83%	3%	0%	0%
Tuesday PM	126	10%	0%	9%	81%	0.8%	0%	0%
Wednesday AM	178	2%	0.6%	8%	84%	5%	0%	0.6%
Wednesday PM	178	7%	0.6%	18%	68%	4%	0%	2%
Thursday AM	136	2%	0.7%	9%	86%	1%	0%	0.7%
Thursday PM	136	9%	0.7%	21%	62%	5%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	563	7%	0.9%	13%	75%	4%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	246	5%	0.4%	8%	86%	1%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Highland Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Highland Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 12

Set ID: 27371

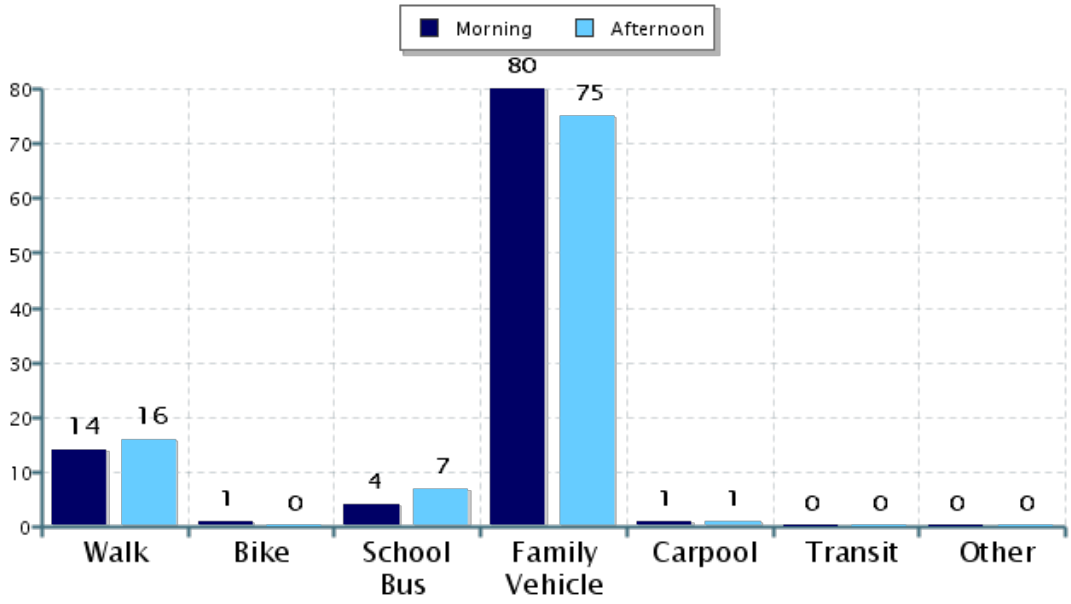
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

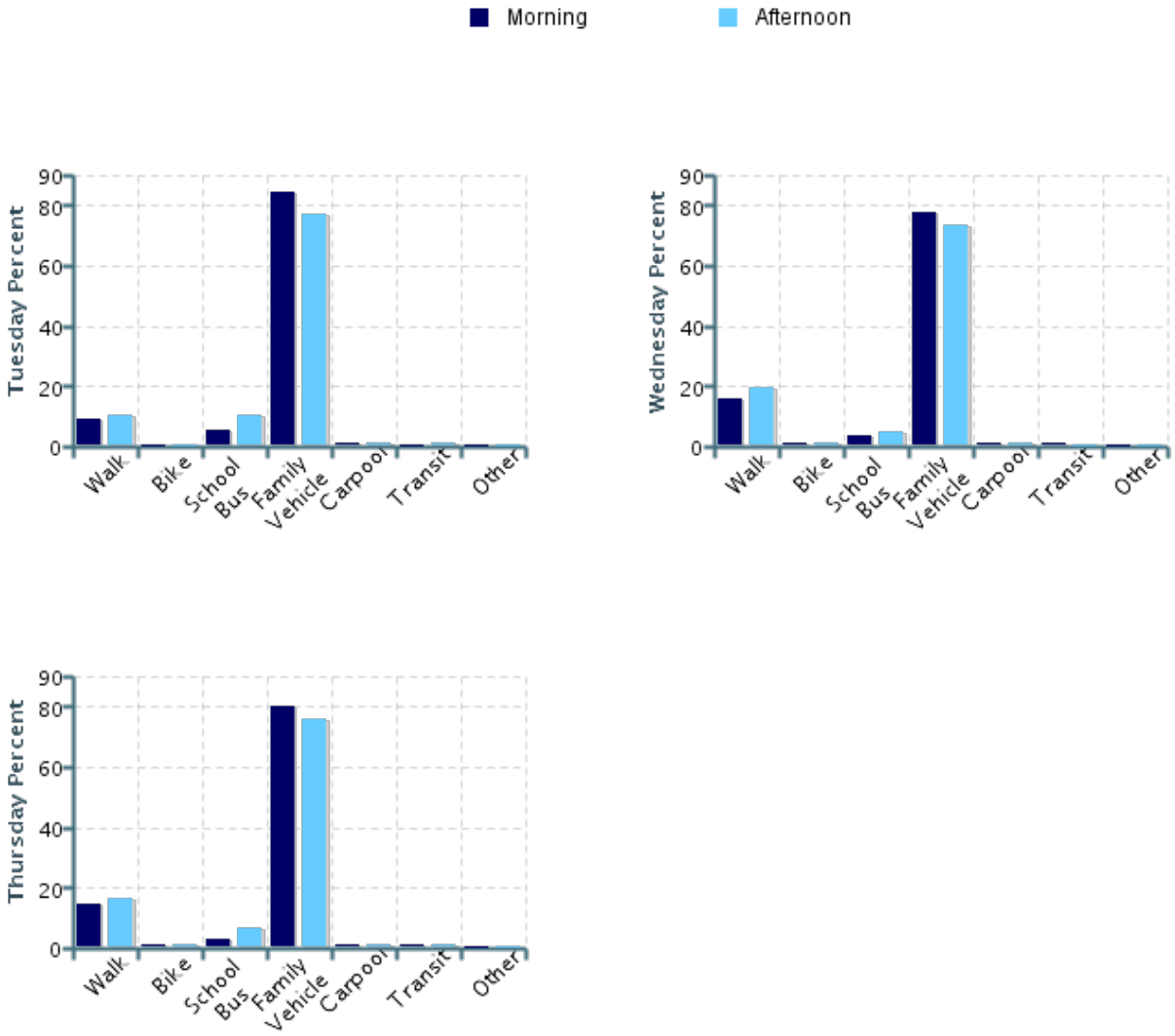


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	545	14%	0.6%	4%	80%	1%	0.4%	0%
Afternoon	545	16%	0.4%	7%	75%	0.9%	0.4%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

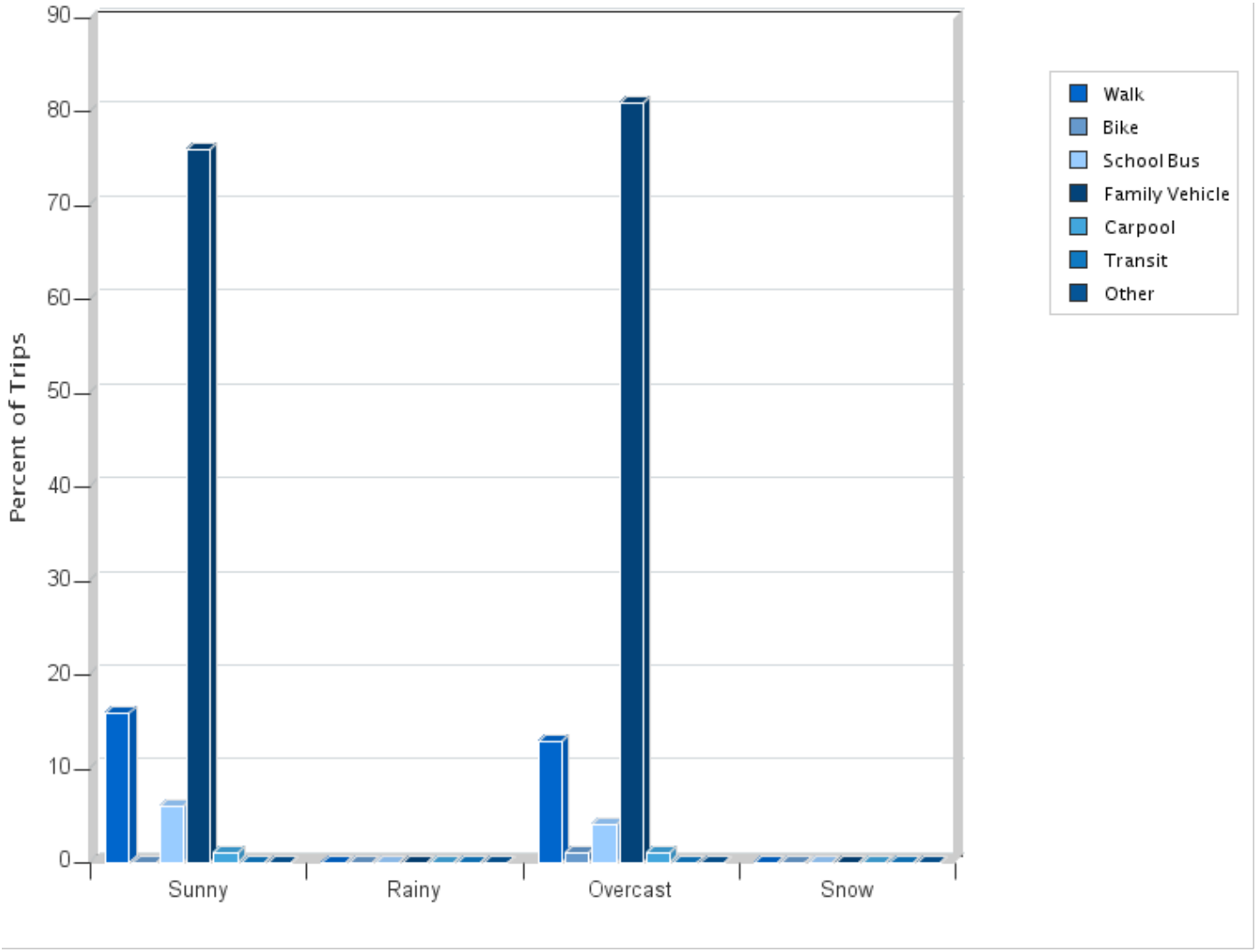


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	142	9%	0%	6%	85%	0.7%	0%	0%
Tuesday PM	141	11%	0%	11%	77%	0.7%	0.7%	0%
Wednesday AM	202	16%	1.0%	3%	78%	1%	0.5%	0%
Wednesday PM	203	20%	0.5%	5%	73%	1%	0%	0%
Thursday AM	201	15%	0.5%	3%	80%	1.0%	0.5%	0%
Thursday PM	201	16%	0.5%	6%	76%	0.5%	0.5%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	643	16%	0.3%	6%	76%	1%	0.3%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	447	13%	0.7%	4%	81%	0.9%	0.4%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Marina High School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Marina High

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 10

Set ID: 27361

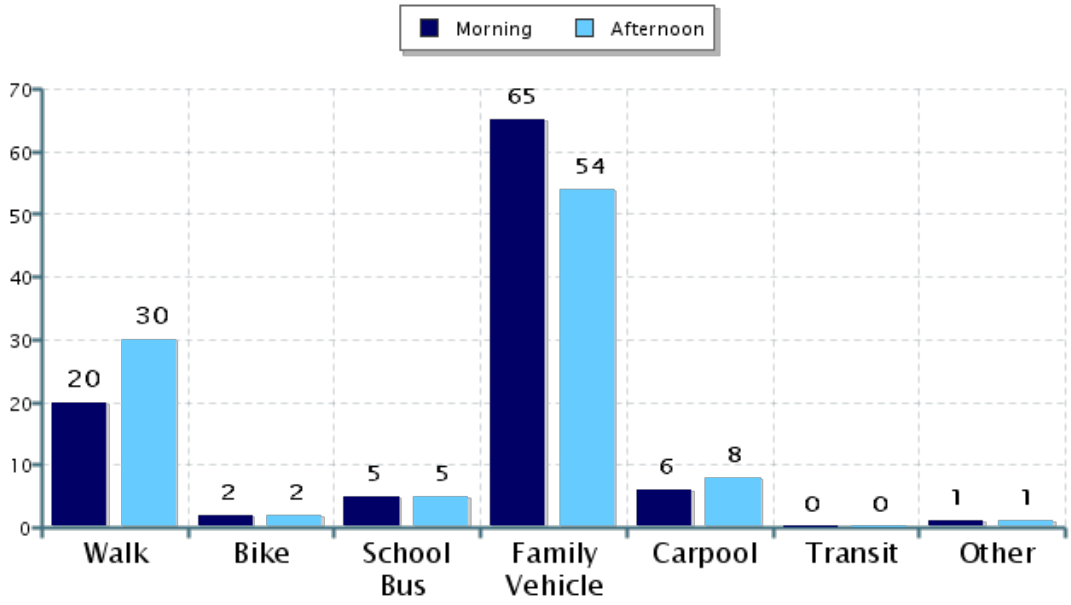
Month and Year Collected: September 2018

Date Report Generated: 07/09/2019

Tags: High School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

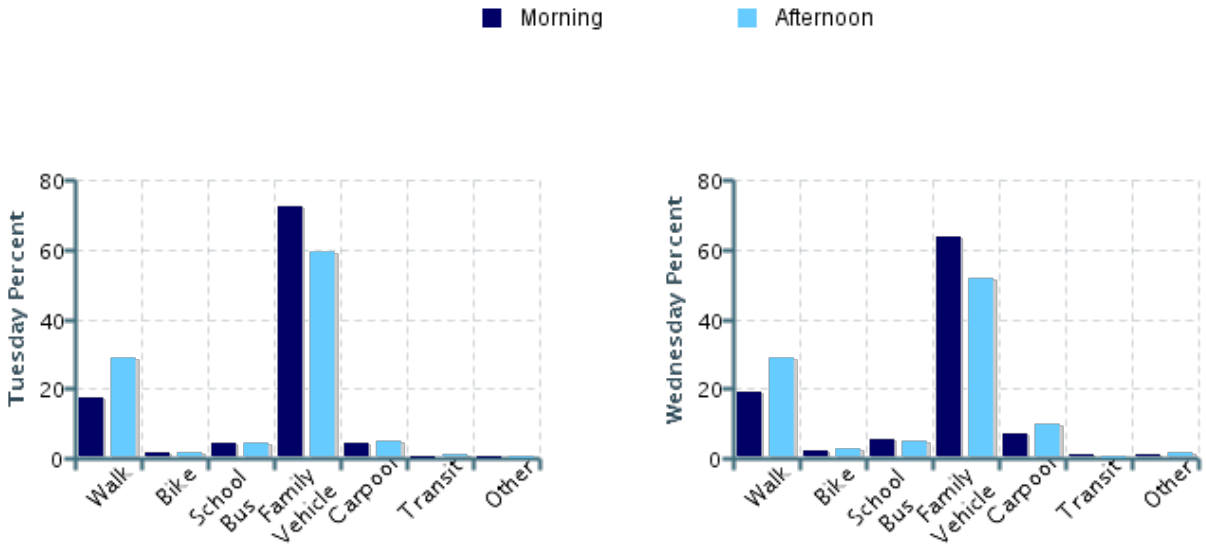


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	620	20%	2%	5%	65%	6%	0.5%	1.0%
Afternoon	555	30%	2%	5%	54%	8%	0.2%	1%

Percentages may not total 100% due to rounding.

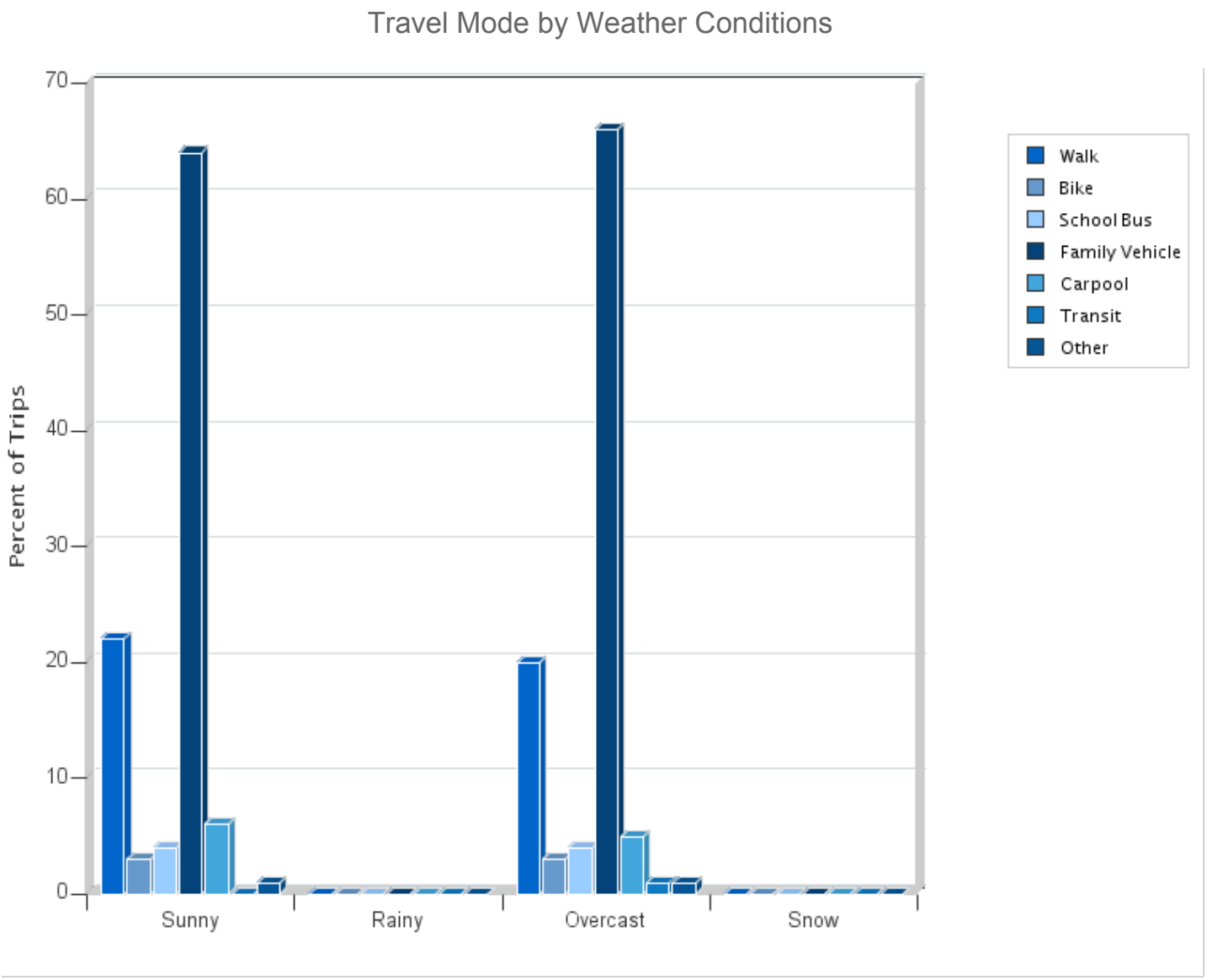
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	165	18%	2%	4%	72%	4%	0%	0%
Tuesday PM	160	29%	2%	4%	59%	5%	0.6%	0%
Wednesday AM	223	19%	2%	5%	64%	7%	0.9%	1%
Wednesday PM	218	29%	3%	5%	52%	10%	0%	2%
Thursday AM	232	23%	2%	5%	62%	7%	0.4%	1%
Thursday PM	177	34%	2%	5%	50%	7%	0%	2%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	314	22%	3%	4%	64%	6%	0.3%	1.0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	439	20%	3%	4%	66%	5%	0.7%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Marina Vista Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Marina Vista Elementary

Set ID: 27362

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 07/08/2019

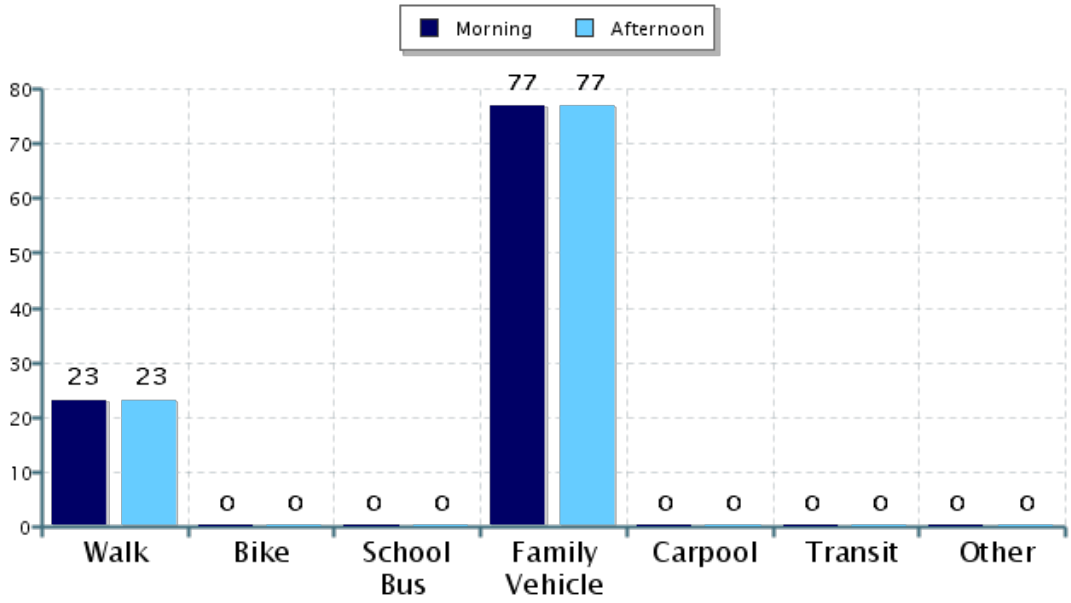
% of Students reached by SRTS activities:

Tags: Elementary School

Number of Classrooms Included in Report: 1

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

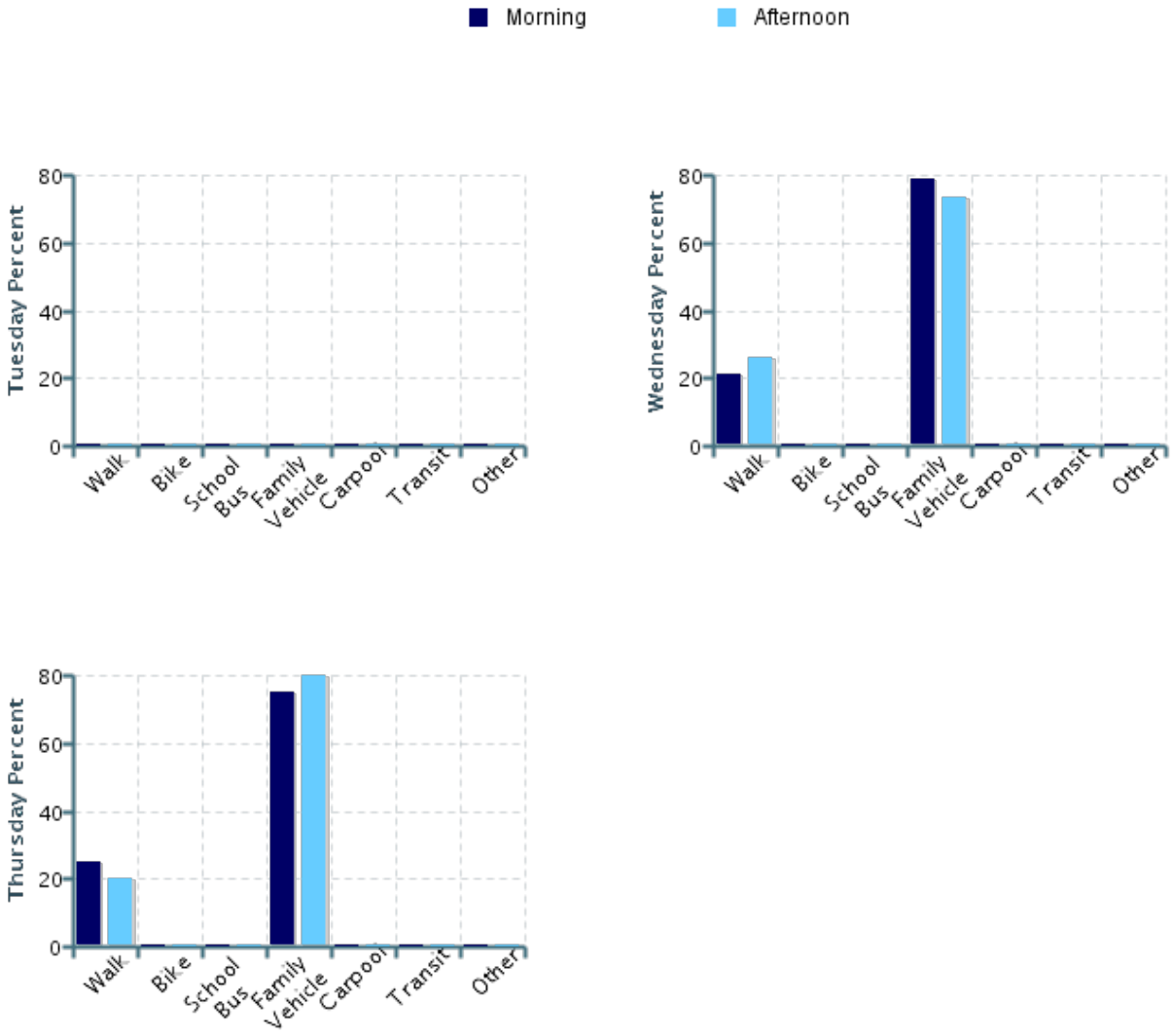


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	39	23%	0%	0%	77%	0%	0%	0%
Afternoon	39	23%	0%	0%	77%	0%	0%	0%

Percentages may not total 100% due to rounding.

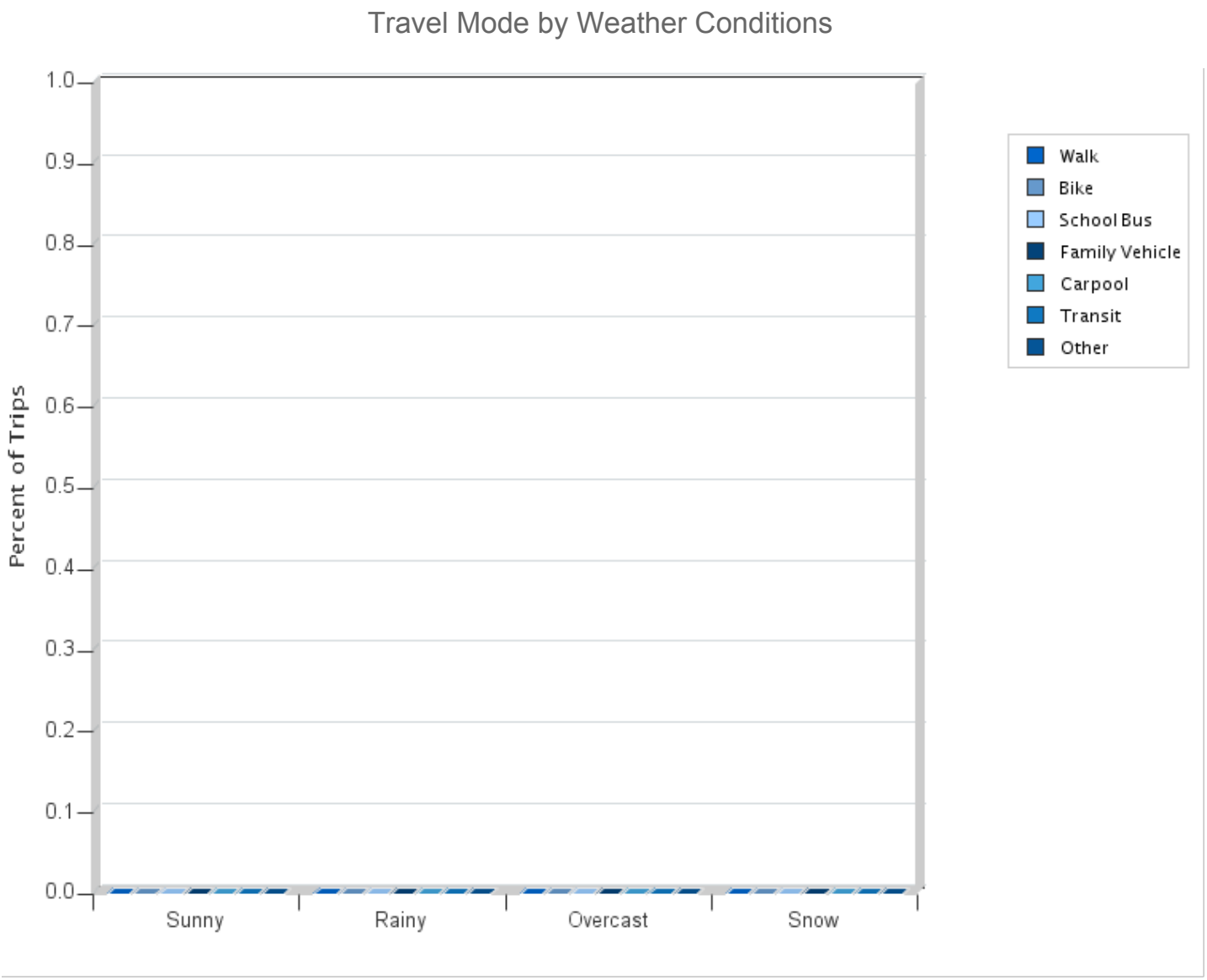
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM		0%	0%	0%	0%	0%	0%	0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM	19	21%	0%	0%	79%	0%	0%	0%
Wednesday PM	19	26%	0%	0%	74%	0%	0%	0%
Thursday AM	20	25%	0%	0%	75%	0%	0%	0%
Thursday PM	20	20%	0%	0%	80%	0%	0%	0%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	0	0%	0%	0%	0%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Marshall Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Marshall Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 12

Set ID: 27373

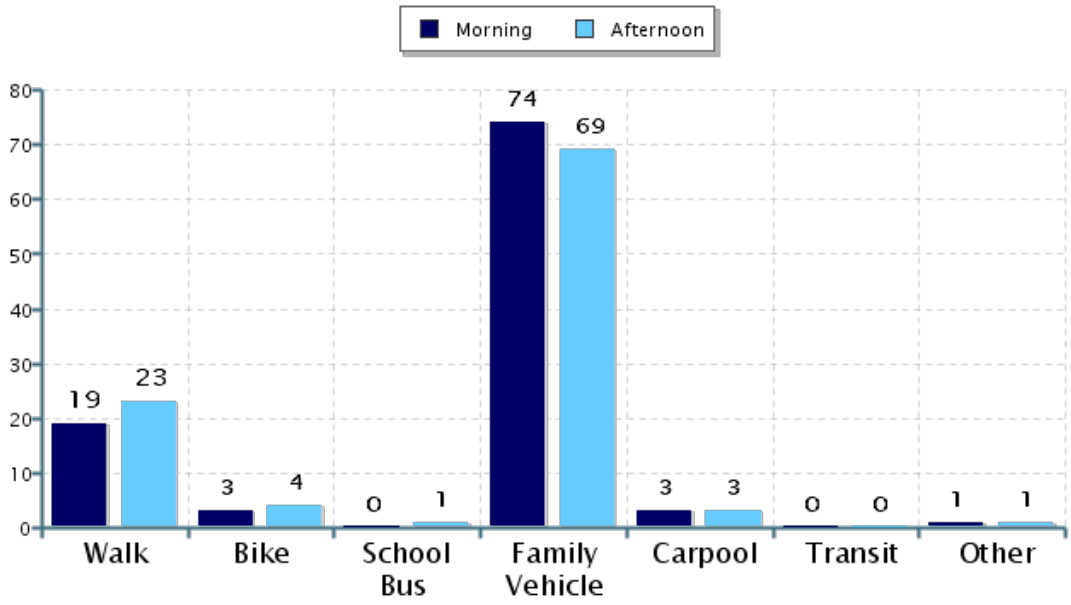
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

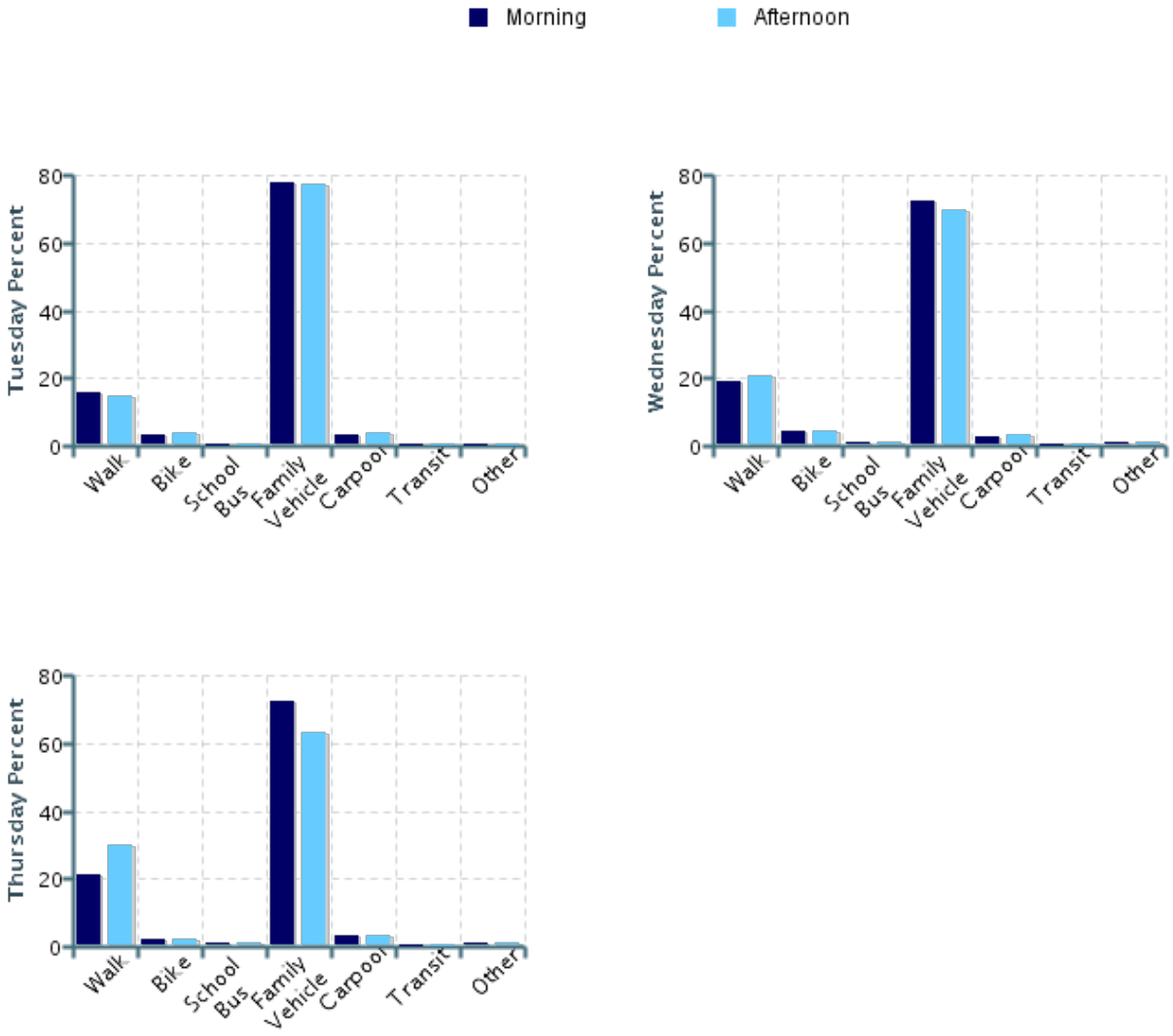


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	571	19%	3%	0.4%	74%	3%	0%	0.7%
Afternoon	590	23%	4%	0.7%	69%	3%	0%	0.5%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

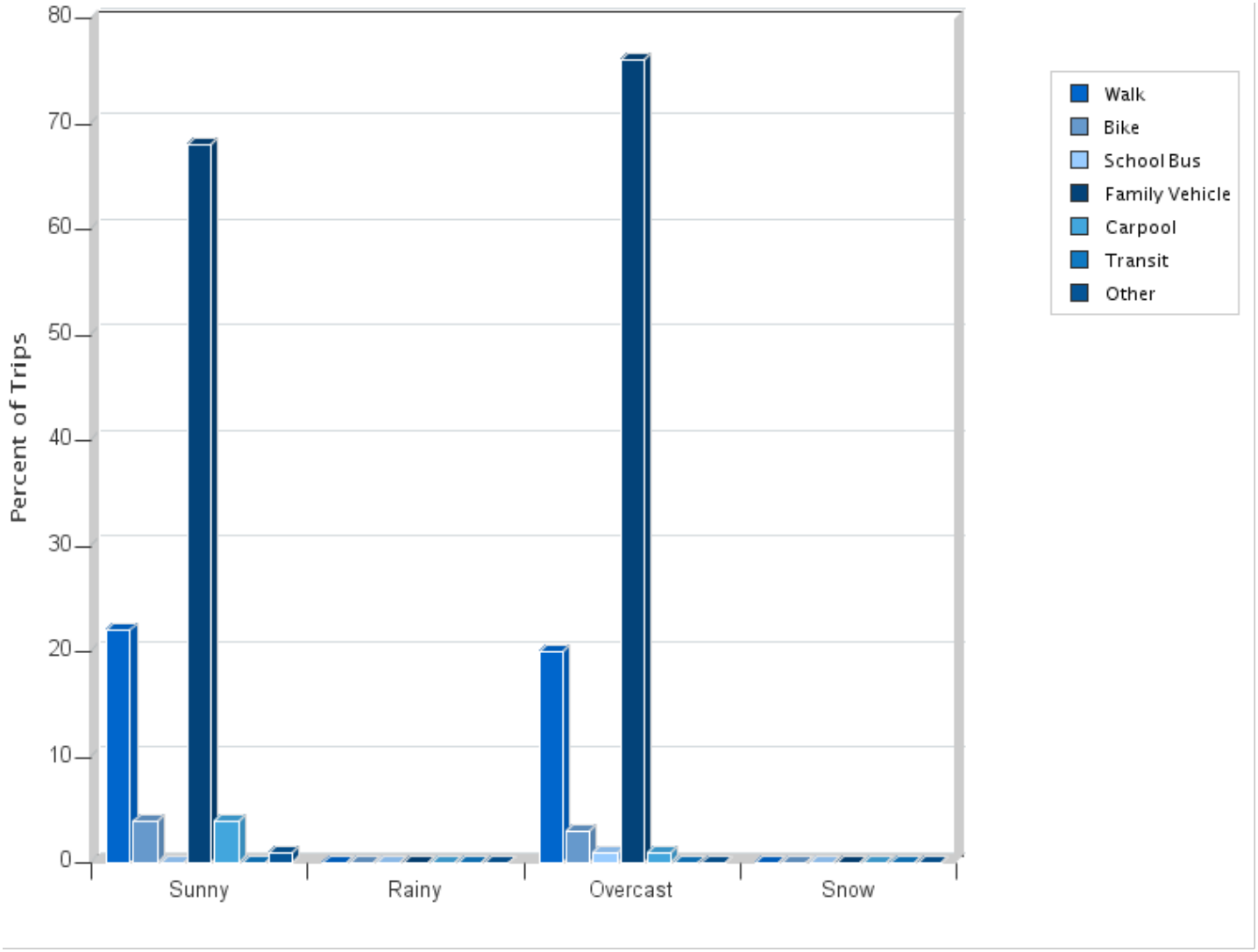


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	125	16%	3%	0%	78%	3%	0%	0%
Tuesday PM	124	15%	4%	0%	77%	4%	0%	0%
Wednesday AM	217	19%	5%	0.5%	72%	3%	0%	0.9%
Wednesday PM	219	21%	5%	0.9%	70%	3%	0%	0.9%
Thursday AM	229	21%	2%	0.4%	72%	3%	0%	0.9%
Thursday PM	247	30%	2%	0.8%	63%	3%	0%	0.4%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	726	22%	4%	0.4%	68%	4%	0%	1.0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	435	20%	3%	0.7%	76%	1%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Martin Luther King Jr. School of the Arts

Student Travel Tally Report: One School in One Data Collection Period

School Name: Martin Luther King Jr School of the Arts

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 6

Set ID: 27374

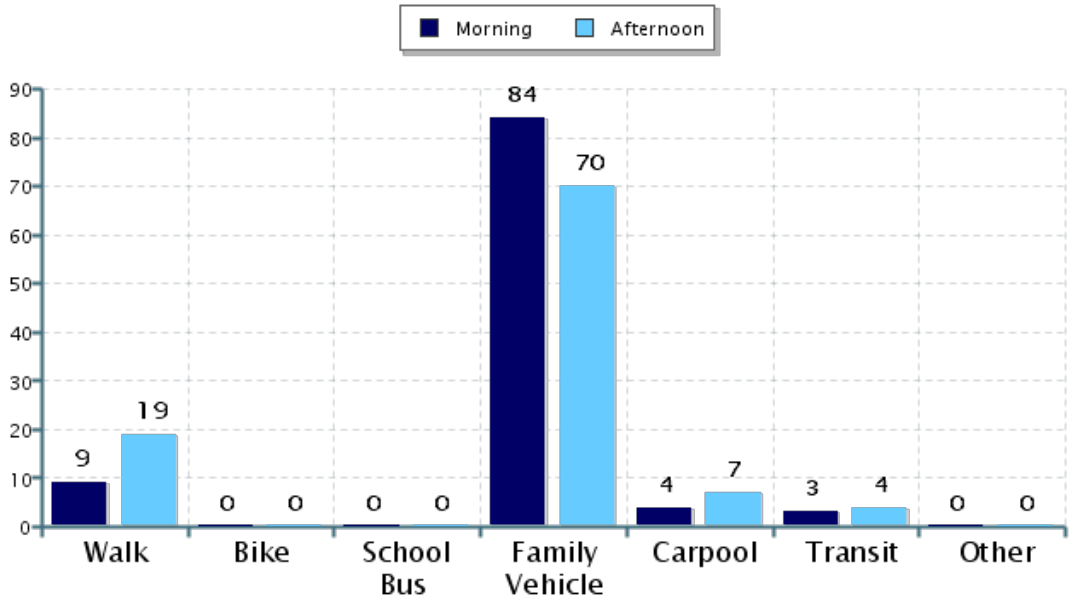
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

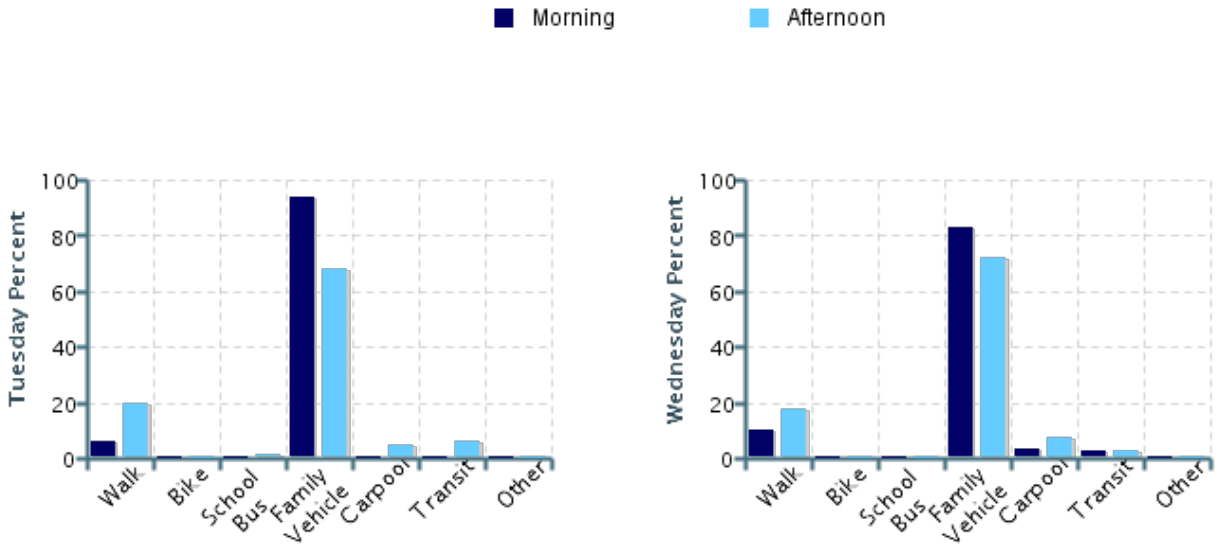


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	315	9%	0%	0%	84%	4%	3%	0%
Afternoon	286	19%	0%	0.3%	70%	7%	4%	0%

Percentages may not total 100% due to rounding.

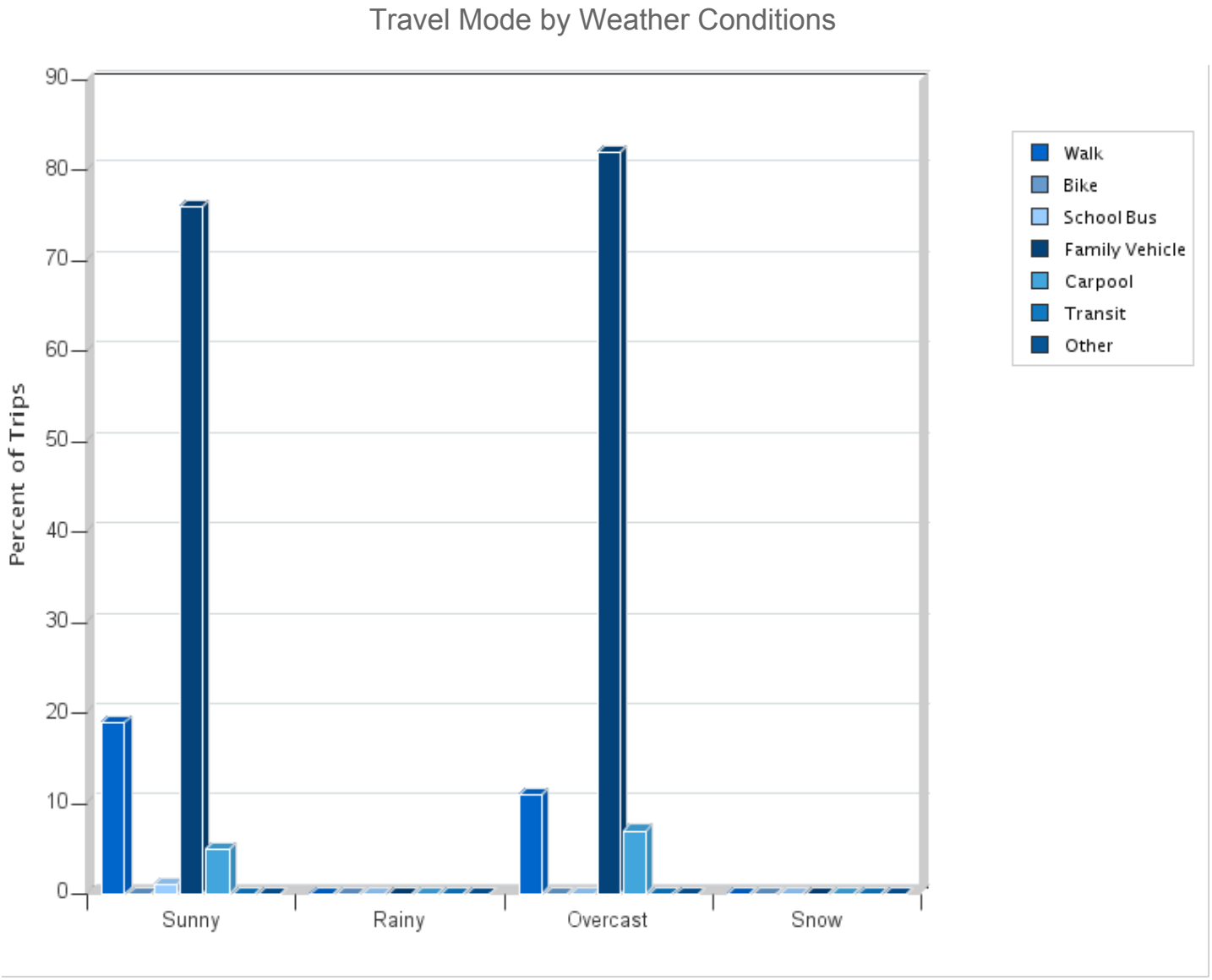
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	65	6%	0%	0%	94%	0%	0%	0%
Tuesday PM	65	20%	0%	2%	68%	5%	6%	0%
Wednesday AM	138	10%	0%	0%	83%	4%	3%	0%
Wednesday PM	137	18%	0%	0%	72%	7%	3%	0%
Thursday AM	112	10%	0%	0%	80%	6%	4%	0%
Thursday PM	84	21%	0%	0%	67%	7%	5%	0%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	178	19%	0%	0.6%	76%	5%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	315	11%	0%	0%	82%	7%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Ord Terrace Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Ord Terrace Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 10

Set ID: 27375

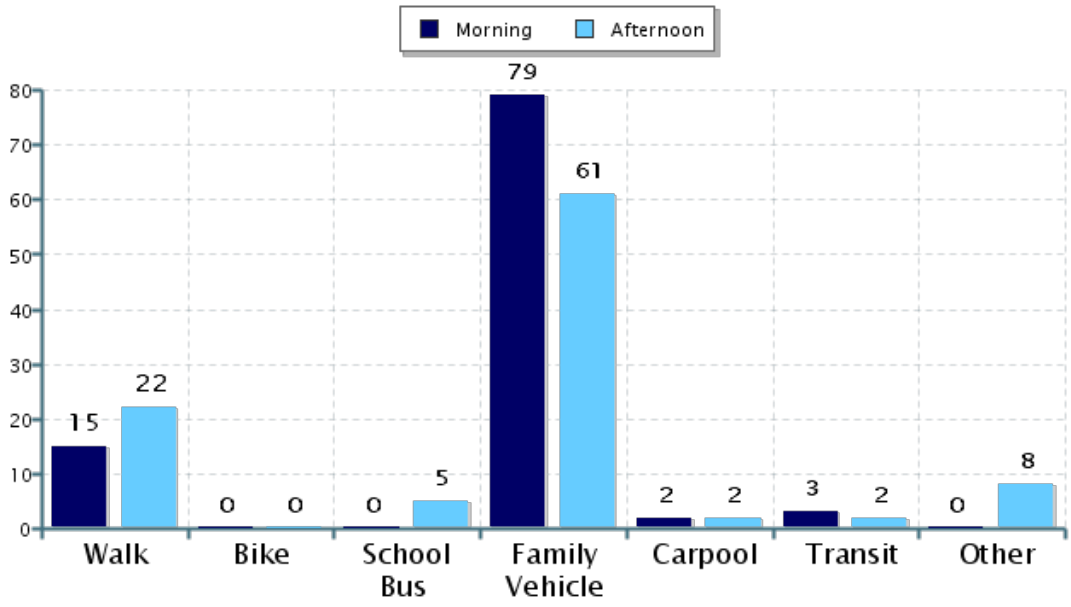
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

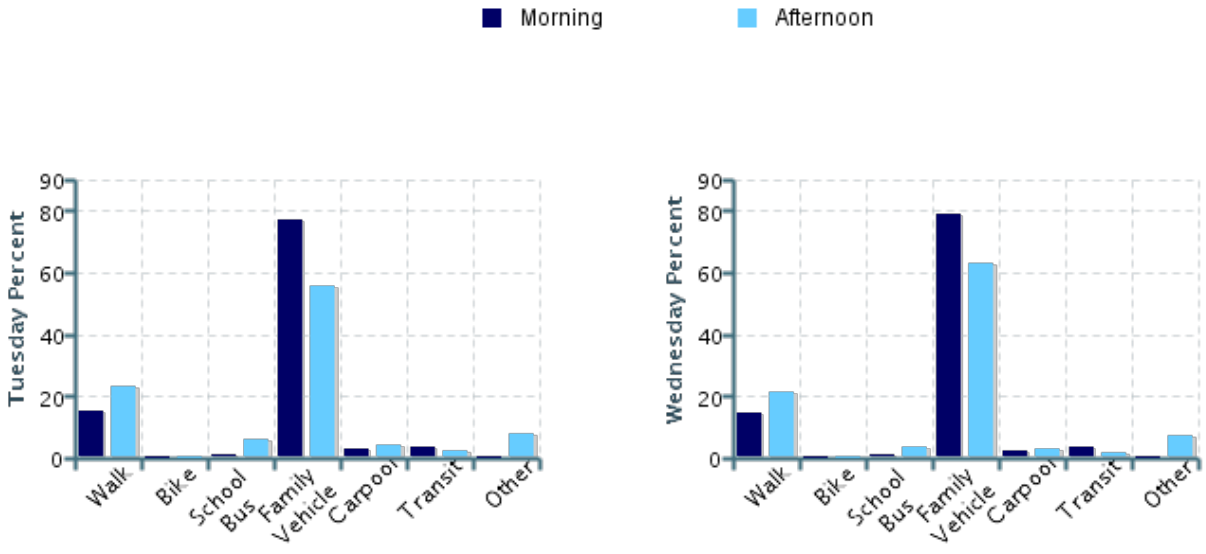


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	551	15%	0.2%	0.4%	79%	2%	3%	0%
Afternoon	506	22%	0.2%	5%	61%	2%	2%	8%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

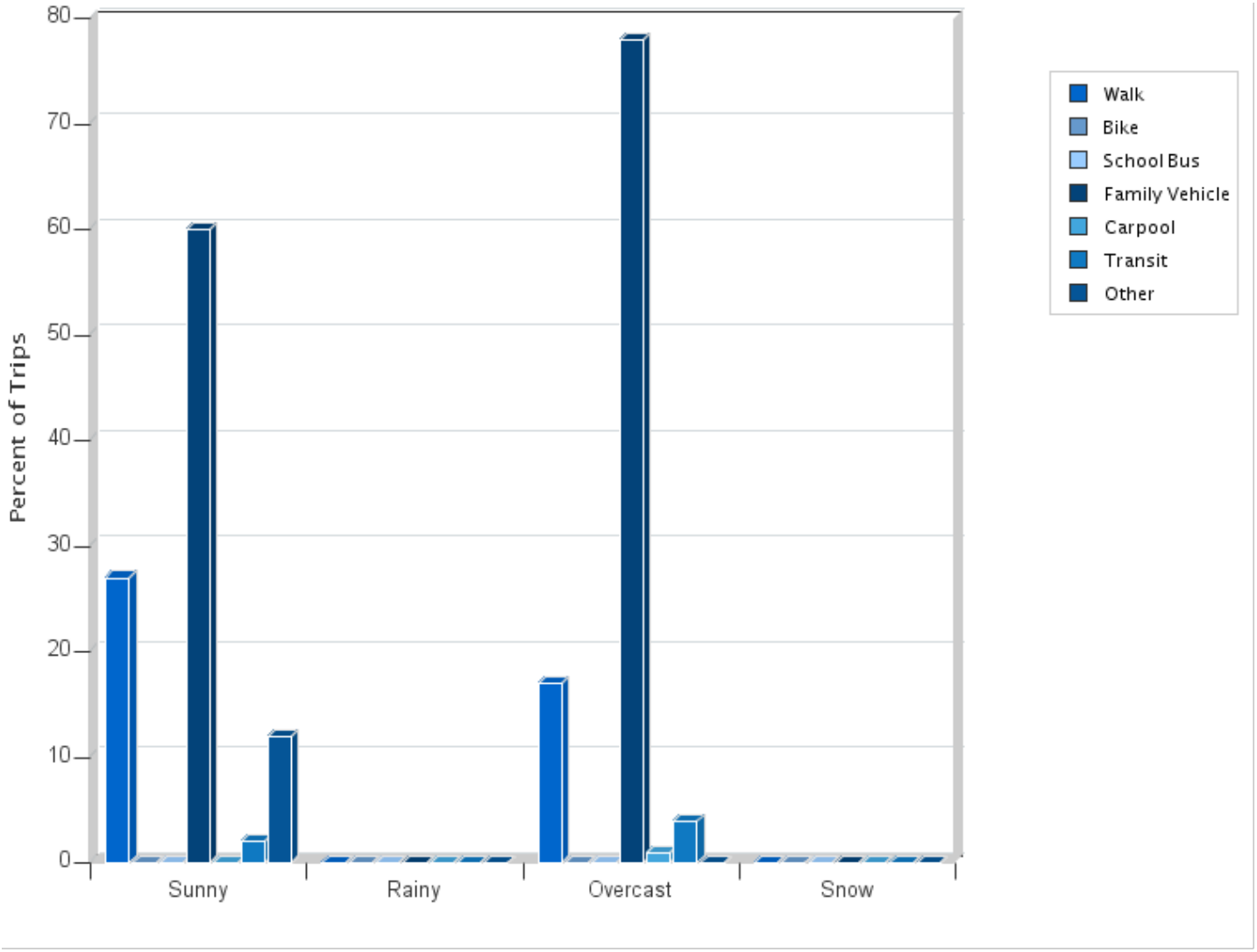


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	157	15%	0%	0.6%	77%	3%	4%	0%
Tuesday PM	136	24%	0%	6%	56%	4%	2%	8%
Wednesday AM	235	15%	0%	0.4%	79%	3%	3%	0%
Wednesday PM	212	21%	0%	4%	63%	3%	2%	7%
Thursday AM	159	14%	0.6%	0%	82%	0%	3%	0%
Thursday PM	158	22%	0.6%	5%	61%	0%	0.6%	11%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	314	27%	0%	0%	60%	0.3%	2%	12%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	536	17%	0.4%	0.4%	78%	0.7%	4%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Seaside High School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Seaside High School

Set ID: 27376

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 07/09/2019

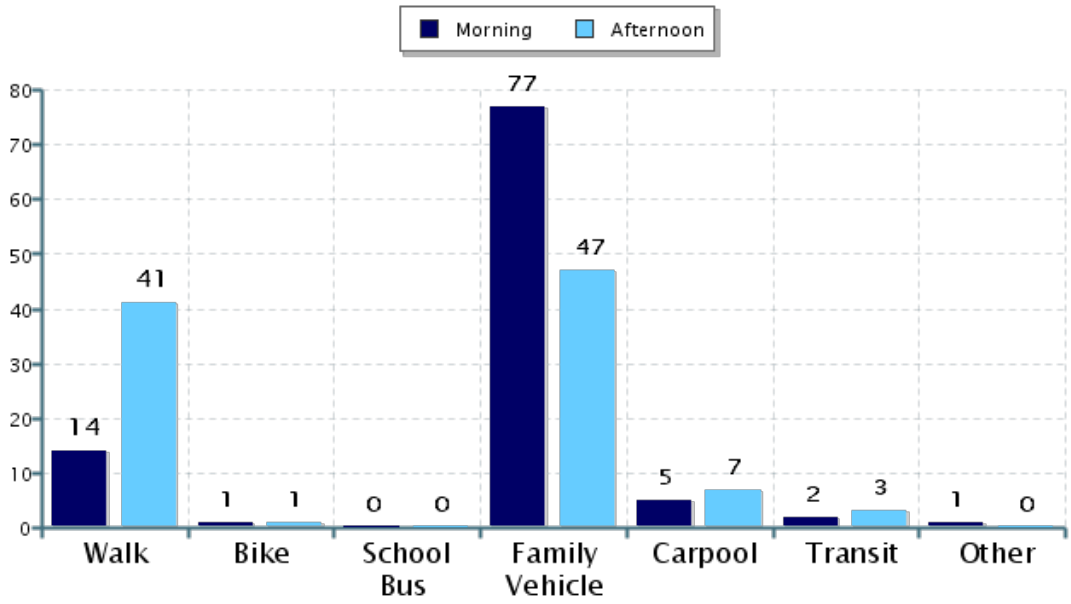
% of Students reached by SRTS activities:

Tags: High School

Number of Classrooms Included in Report: 15

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

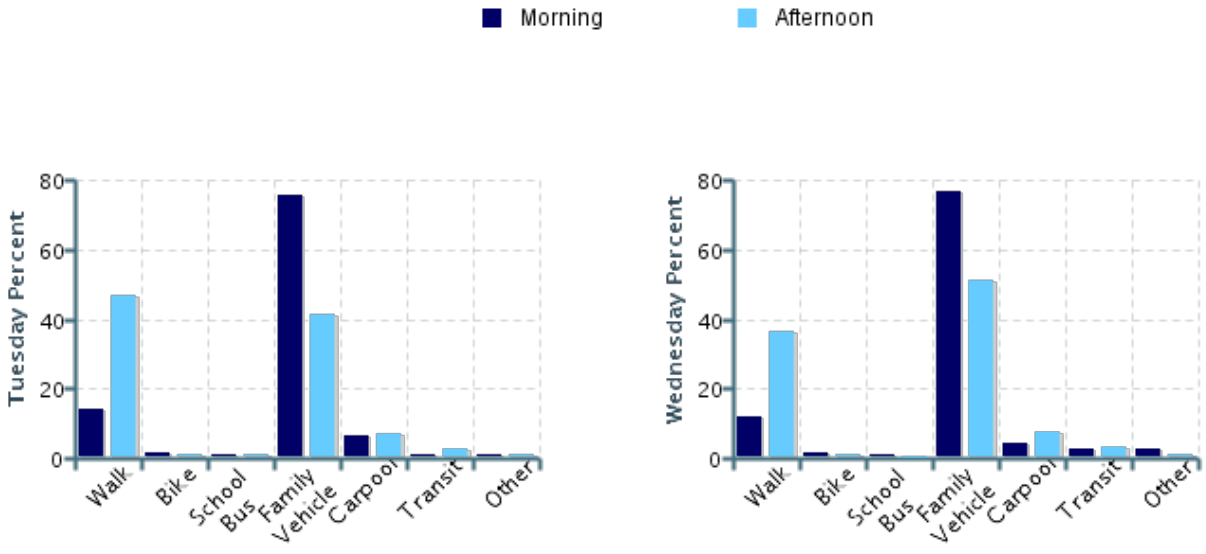


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	878	14%	1%	0.2%	77%	5%	2%	1%
Afternoon	819	41%	1.0%	0.1%	47%	7%	3%	0.5%

Percentages may not total 100% due to rounding.

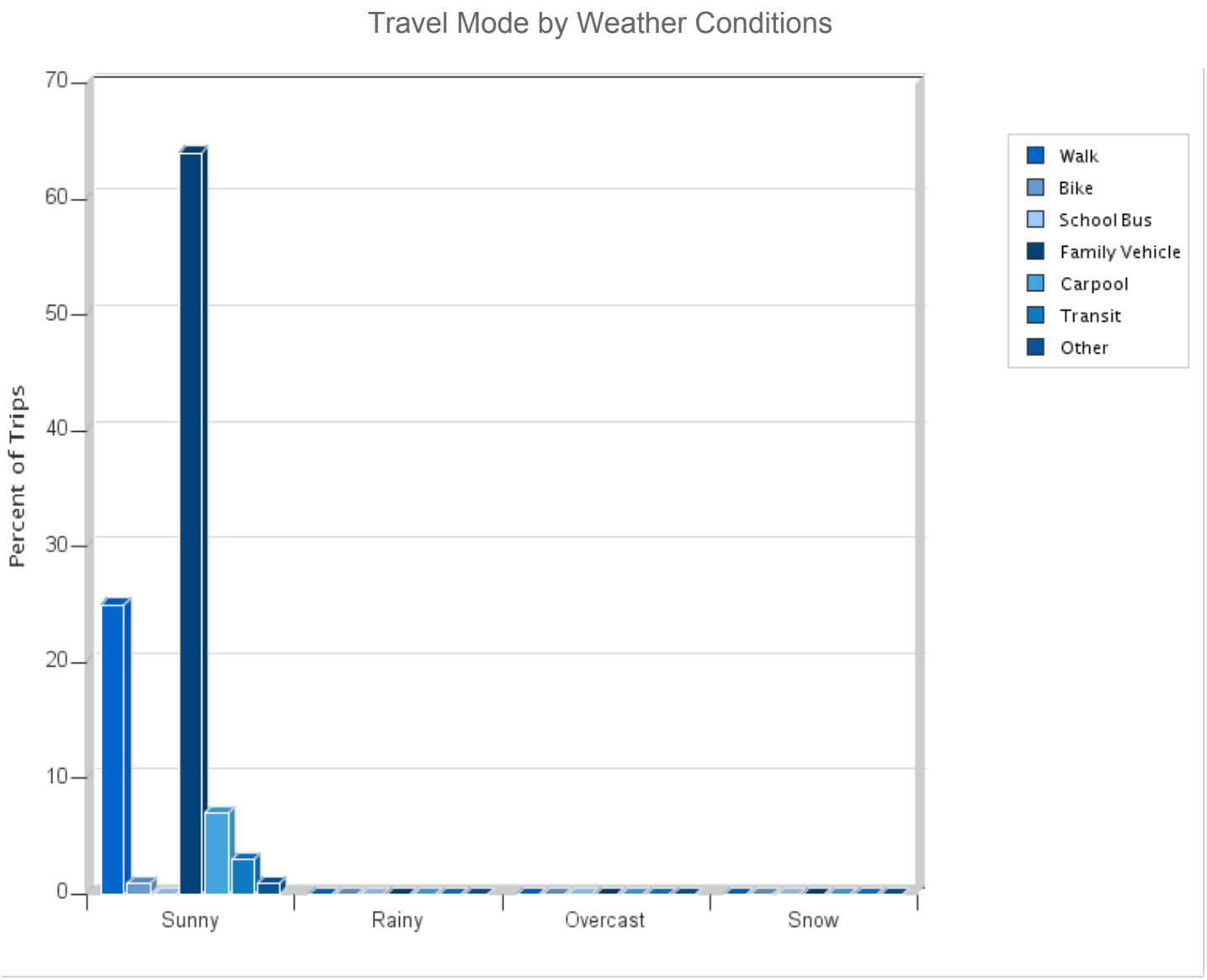
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	264	14%	2%	0.4%	75%	6%	1%	0.8%
Tuesday PM	238	47%	0.8%	0.4%	42%	7%	3%	0.4%
Wednesday AM	291	12%	1%	0.3%	77%	4%	3%	3%
Wednesday PM	275	37%	1%	0%	51%	8%	3%	0.4%
Thursday AM	323	14%	0.6%	0%	78%	4%	2%	0.9%
Thursday PM	306	40%	1.0%	0%	48%	7%	4%	0.7%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	968	25%	0.5%	0.3%	64%	7%	3%	0.7%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Seaside Middle School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Seaside Middle

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 6

Set ID: 27377

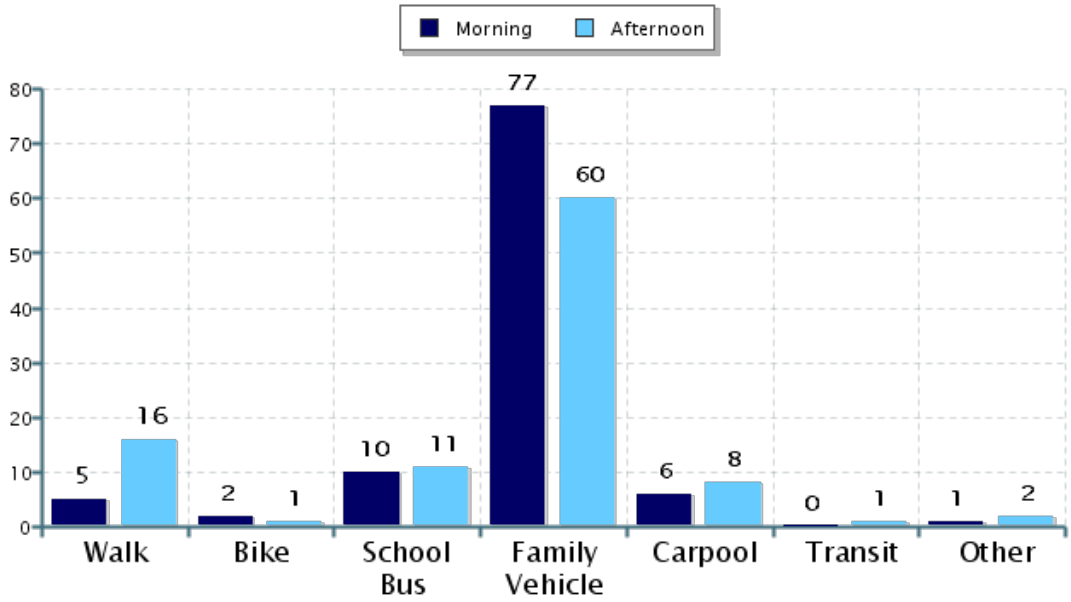
Month and Year Collected: November 2018

Date Report Generated: 07/09/2019

Tags: Middle School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

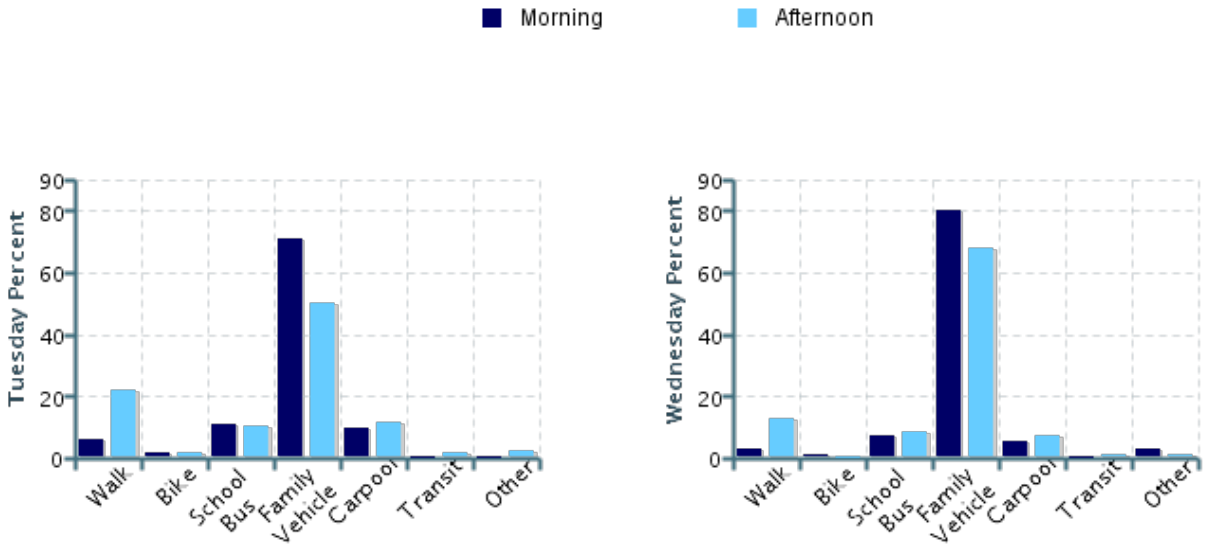


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	266	5%	2%	10%	77%	6%	0%	0.8%
Afternoon	260	16%	1%	11%	60%	8%	1%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

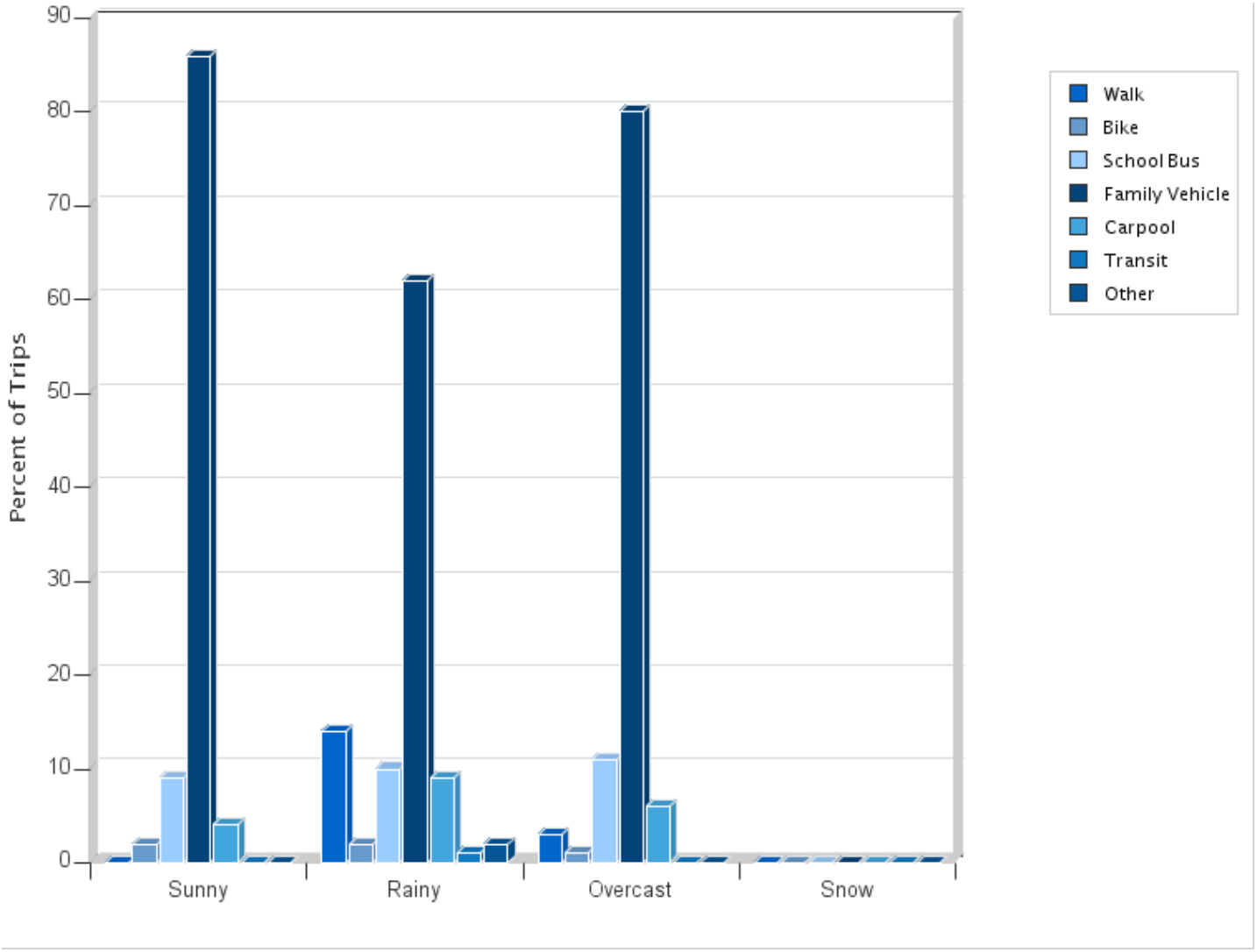


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	125	6%	2%	11%	71%	10%	0%	0%
Tuesday PM	122	22%	2%	11%	50%	11%	2%	2%
Wednesday AM	71	3%	1%	7%	80%	6%	0%	3%
Wednesday PM	69	13%	0%	9%	68%	7%	1%	1%
Thursday AM	70	3%	3%	10%	83%	1%	0%	0%
Thursday PM	69	9%	1%	13%	71%	4%	0%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	57	0%	2%	9%	86%	4%	0%	0%
Rainy	317	14%	2%	10%	62%	9%	0.9%	2%
Overcast	145	3%	0.7%	11%	80%	6%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Public Comments - Public Meeting Map Pictures

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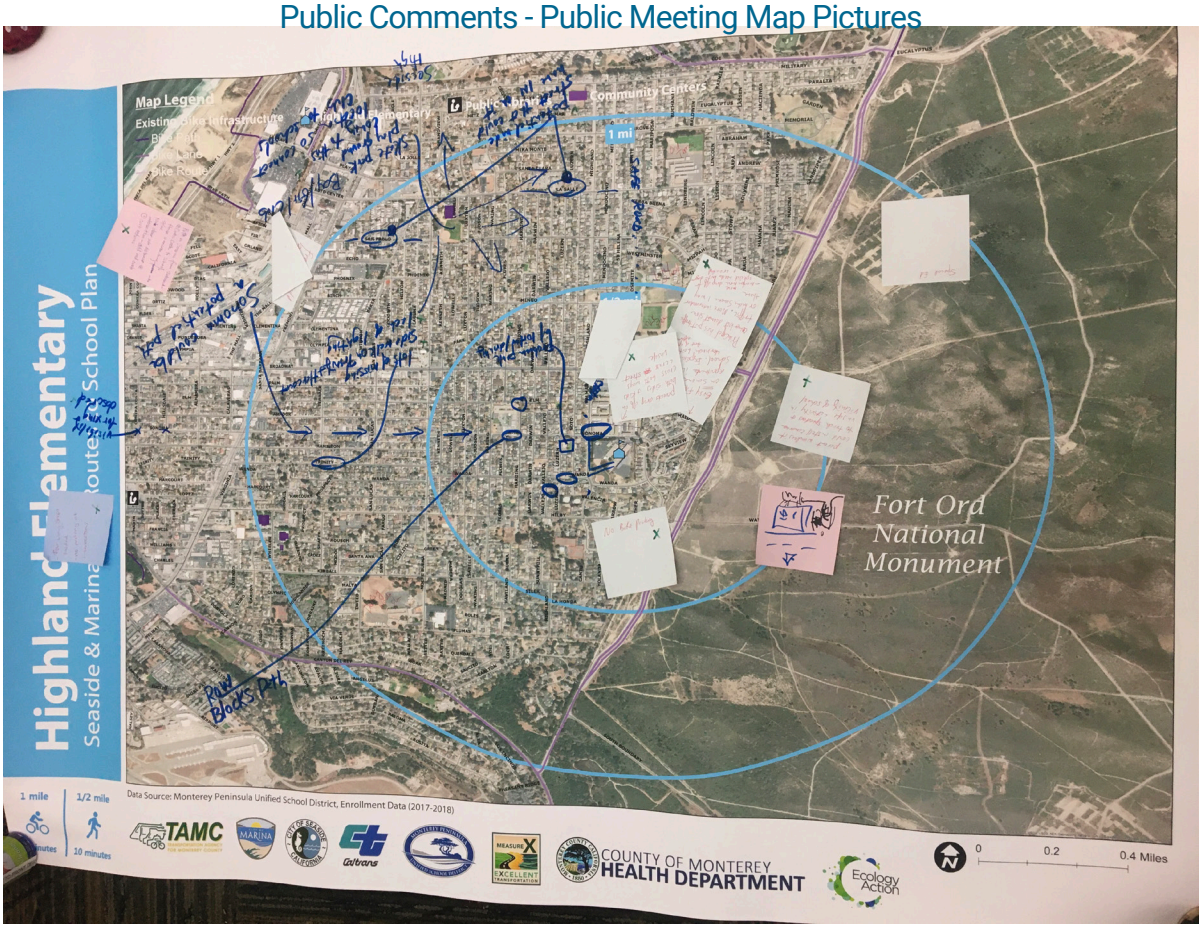

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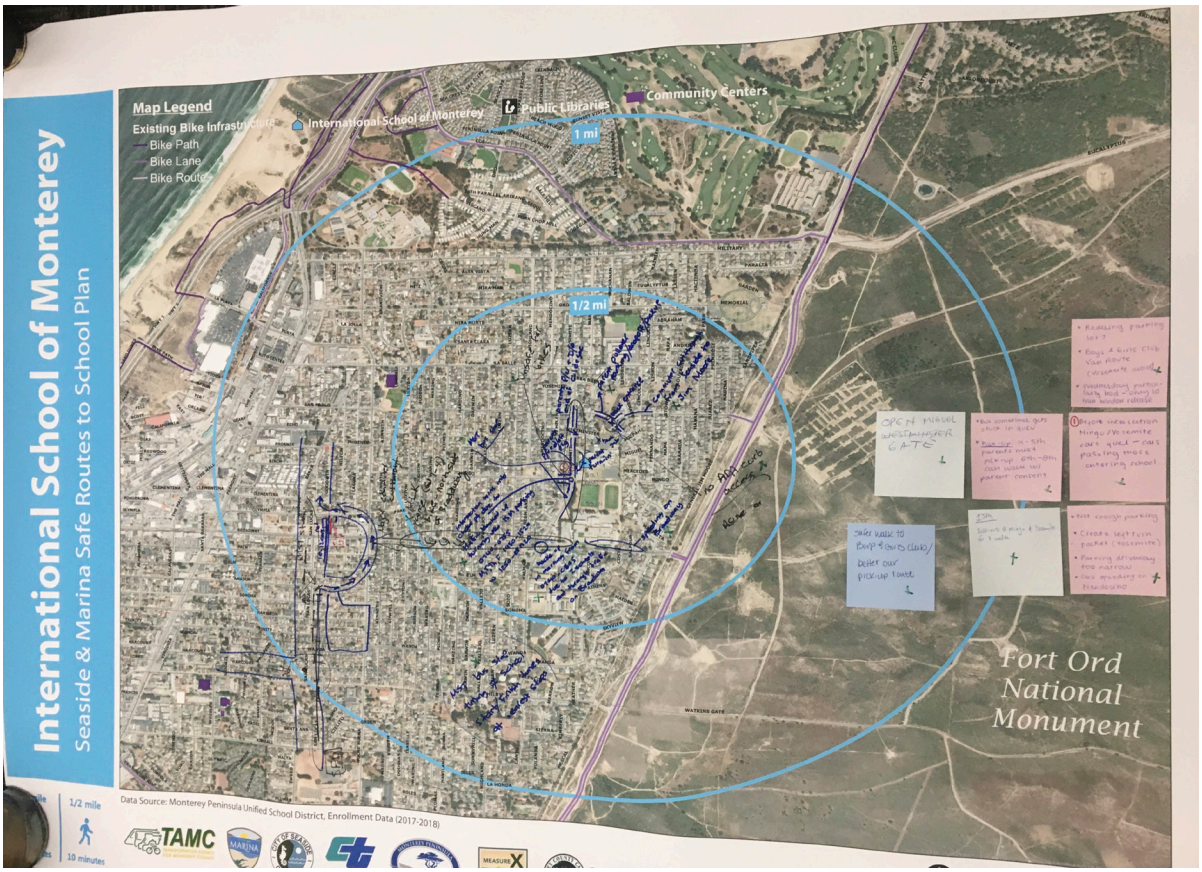

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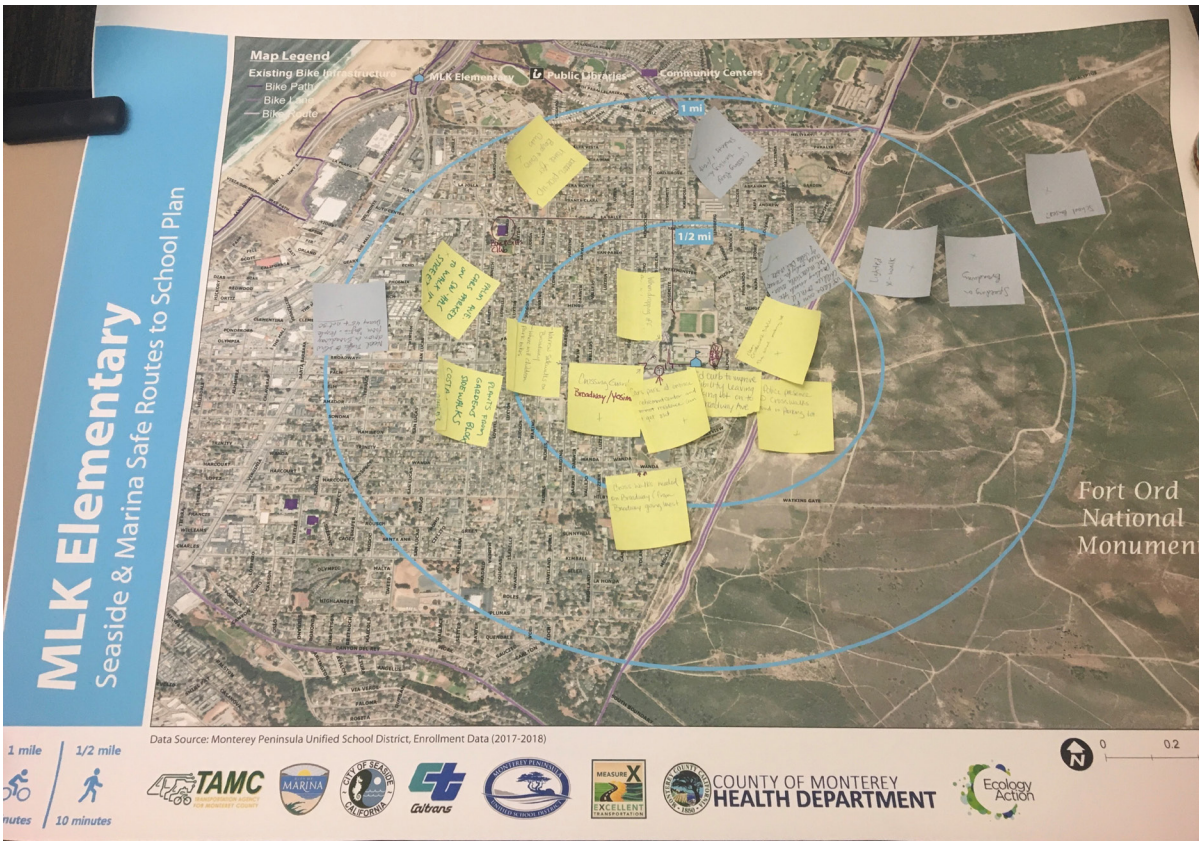

Public Comments - Public Meeting Map Pictures

Public Comments - Central Coast High School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Back of campus	Many students walk through Seaside High campus and football fields to get to CCH. Seaside High principal wants to discourage this since there have been fights	Pave dirt trails that connect to Monterey? Additional trail around Seaside High from Military?			X
Coe Ave in front of school	speeding				X
Coe Ave in front of school	two sections of missing sidewalk - east and west of school driveway				X
Coe Ave in front of school	bike lane is narrow/faded				X
Coe Ave in front of school	Cars making U-turns into school driveway	possible stop sign?			X
Coe Ave in front of school		crosswalk here			X
Coe Ave in front of school	Cars parking in no parking area for dropoff				X
General			How many students get rides or drive? Need more student parking	X	
General			Students take MST bus to Target and walk to school on Monterey Ave., or through Seaside High. Opportunity for new paved path to replace dirt trails that connect Monterey to campus now		X
General			Getting to school is a challenge for this student population - many are disadvantaged, homeless.		X
Median between CCH parking and Community Center		Make this the designated drop-off area? Would need to complete sidewalk			X
School driveway	students walking in driveway instead of on sidewalk/path to campus				X
School parking lot	students/faculty crossing from parking area in the path of cars entering campus	new crosswalk across parking lot - remove 1 handicapped parking spot to make room			X
School parking lot	Dropoff in driveway. The small student population means that this isn't a huge issue, but not the safest place to drop off				X
School parking lot	needs to be repaved				X
Seaside Community Center	Students park in Community Center lot. Incomplete sidewalk from Community Center lot to CCH campus				X

Public Comments - Crumpton Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Area around school	Street markings faded			X	
Bus dropoff zone	Cars block bus drop off zone in am/ pm	Bus turn-out area? More parking lots!		X	
California			Drivers more aware of police presence		X
Carmel	No option for drivers to drop off if heading NW on Carmel				X
Carmel & Bostick	This corner also used as drop off area				X
Carmel & California	Sun blocks visibility at this intersection in the am				X
Carmel & California			Church at corner has parking lot-- possible drop off?		X
Carmel & California	Wide street to cross	Median with pedestrian refuge island?			X
Carmel & Carmelo	Lots of drop off on street				X
Carmel & Carmelo	Long line of waiting cars on Carmel to make right turn into school				X
Carmel & Lynscott	No curb ramps, huge curb radii				X
Carmel & Lynscott	Some speeding				X
Carmel & Lynscott	Cars not respecting crosswalk	Add bulb outs? Request for stop sign?			X
Carmel & Lynscott	Dark at night	Need street light?			X
Carmel at Lynscott	Bad crosswalk - visibility issues @ corner. Look at stop sign			X	
Carmel east of school driveway	School bus parking blocks visibility				X
Carmel from Bradley Circle to Barrett Lane		More crosswalks		X	
Carmel in front of school		Traffic calming		X	
Carmel in front of school	Bus stop often blocked			X	
Carmel in front of school			Permanent person guiding traffic in the driveway?		X
Carmel in front of school	Two rows of turning cars into school from Carmel				X
Carmel in front of school	No curb ramps at school driveway entrance/exit				X
Carmel in front of school		Align school dropoff loop entrance with intersection?			X
Carmel in front of school	Lots of illegal left turns into school driveway				X

Carmel in front of school	All school signage is small and needs update				X
Carmel in front of school		Remove park strip-expand sidewalk?			X
Carmel to Wahl		Connector bike path?		X	
Crosswalk in front of school	Some cars run the stop sign near crosswalk and drive fast in front of the school			X	
General	weedy acacias everywhere - blocking sidewalks			X	
General	bus route is too long! Only 1 bus. Plus costs too much			X	
General		Sustainable plants/ landscapes to help with Marina's large amount of rain		X	
General		More crosswalks		X	
General	Dogs? Without dog parks, dogs come to our school, leads to chewing up equipment, leaving messes, transporting fleas etc.			X	
General	Whole area around campus congested. Limited parking. Parents park in red zones, driveways, bus zone.			X	
General			I guess we need to be more careful at the crossing corner because sometimes people don't really stop for the kids that are crossing	X	
General	Need bike cage for bikes, skateboards, scooters - possibly offer bike locks			X	X
General	Who cleans up the tension/reclaim water basin sidewalks			X	
General		Extra pay for campus am monitoring? 7am? 7:15am?		X	
Imjin at Abrams	Need safe crossing			X	
Lynscott	Some parents park here and walk to school				X
Reindollar & Phillip	Backside of school - parents park where there's minimal parking				X
Reindollar & Phillip	Narrow alley leading into school - lots of trash/overgrown vegetation				X
Reindollar and California	No street lights			X	
Reindollar at King Circle	No sidewalks			X	
Reservation at Lynscott	No sidewalk			X	
Salinas Ave	No sidewalks			X	

School dropoff loop	Parents pull into parking spots to drop kids off and have to cross half circle drop-off - dangerous			X	
School dropoff loop			Repurpose parking for 2nd loading zone?		X
School dropoff loop	Parent pulled into school driveway in the wrong direction				X
School parking lot	hedges that block view from drivers exiting parking lot			X	
School parking lot	Families frequently park in staff spots or pull in to drop off kids. Kids go through parking lot when cars are still coming in to park			X	
School parking lot	People freely turn left out of the drop off lot causing accidents			X	
School property	Fence does not surround entire school			X	
Seaside Ave	Incomplete sidewalk		May fit better under Olson recommendations	X	

Public Comments - Del Rey Woods Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Campus	No bike racks				X
Campus	No "School" signs other than on Kimball				X
Campus	Street sweeper was sweeping during drop off period	change sweeper schedule?			X
Dropoff loop at corner of Noche Buena/Plumas	Parking assigned for staff only but some parents sneak in to drop off				X
Kimball	Speeding cars up Kimball		We walk smaller streets like Shafer	X	
Kimball	Cars speeding				X
Kimball			Bus pick up for Middle Schools		X
Kimball & San Lucas	crosswalk at corner needs paint refreshed				X
Kimball at Noche Buena	Too many kids and a lot of traffic	4-way stop	It looks like it is already?	X	
Noche Buena	No crossing/ped lights throughout Noche Buena			X	
Noche Buena & Kimball	crosswalk at corner needs paint refreshed				X
Noche Buena & Kimball	All corners have ADA ramps				X
Noche Buena btwn Plumas & Kimball	On side of school, lots of parents park at white curb and walk students in				X
Noche Buena btwn Plumas & Kimball	Parents drop off in front of the staff parking lot driveway, sometimes blocking entrance				X
Noche Buena btwn Plumas & Kimball			Sidewalks in good shape		X
Plumas & Noche Buena (front of church)	There are 3 access points on Noche Buena through which peds cross and jaywalk onto campus				X
Plumas & Noche Buena (front of church)			Officer usually parks in the church lot in the PM		X
Plumas & Noche Buena (front of school)	Scene of several accidents				X
Plumas & Noche Buena (front of school)	Tree roots portruding on street and sidewalks--broken pavement				X
Plumas & Noche Buena (front of school)	crosswalk at corner needs paint refreshed				X
Plumas & Noche Buena (front of school)	Parking allowed to very corner--creates visibility issue when larger vehicles park there				X

Plumas & Noche Buena (front of school)	No ADA ramps at corner crosswalks				X
Plumas & Noche Buena (front of school)	Some vegetation can be trimmed				X
Plumas & Tweed	No ramps on any corner	Need PGE approval			X
Plumas & Tweed			PG&E owns property along Plumas across from school		X
Plumas & Tweed			Parents park at this corner and walk kids in through corner gate access		X
School dropoff loop/parking lot - off Noche Buena			Dropoff loop on side of the school discouraged for drop offs. Now used for 3 bus drop offs and deliveries. Parents drop off in parking lot adjacent to loop (see comment below)		X
School dropoff loop/parking lot - off Noche Buena	Parents instructed to do loop around side staff parking lot-- some parents do u-turns to beat the line and peds need to cross through traffic				X
School dropoff loop/parking lot - off Noche Buena	No ped facilities through side staff parking lot				X
Terrace St.	No sidewalk, kids walk to DRW on Trinity and Terrace			X	
Trinity Ave	Cars speed excessively, no sidewalk			X	
Tweed btwn Plumas & Kimball	Two pedestrian access points, one is on sand/dirt				X
Tweed btwn Plumas & Kimball			Parents park and walk in students		X

Public Comments - Dual Language Academy School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Dirt lot West of campus			Move all drop off here? Close staff lot, pave dirt lot for drop offs.		X
Front of school	Peds have formed "goat trails" from corner of Normandy & Gen Jim Moore	Formalize paths to encourage walking.	2 paths - one from corner of Gen Jim/ Normandy, one on Normandy halfway between Gen Jim and school entrance		X
Gen Jim Moore from Gigling to Normandy	Lack of bike lane - southbound. Low hanging tree branches	Alternative safe route to Boys and Girls Club, avoids Gen. Jim Moore		X	
Gen. Jim Moore		Protective barrier for bike lane on Gen. Jim Moore.			
Gen. Jim Moore			Wooded path for children to use for transit. Police cars parked along path to school. Trusted adults with identifying clothing along path. 3:30 pm need crossing guard to assist children leaving after-shool activities.	X	
Gen. Jim to school entrance		Restore trail from General Jim Moore downhill to school entrance		X	
General	Need maintenance and regular cleaning of bike lanes			X	
General		Walking school bus drop points to keep traffic away from the school		X	
General			Stagger Dual Language and Marshall start times to reduce congestion? Challenge is bus schedule.		X
General		Give kids maps to show where the drop off points are		X	
General Jim Moore	Need to connect Class I bike lanes - gaps on Gen. Jim and Lightfighter to bike lanes on 2nd			X	
General Jim Moore & Normandy	Drop offs on NW corner of intersection. Creates backup, interferes with bike lane.				X
General Jim Moore & Normandy	Signal favors cars.	Yield to peds signage and leading ped interval.			X
Lightfighter from 2nd to Gen Jim	Need sidewalks			X	
Normandy	No bike lanes. Biking on sidewalk - sidewalk is very narrow families don't fit.				X
Normandy	Parents park at white curb (5-min limit) and walk onto campus using dirt paths.				X

Normandy	Narrow white curb drop off zone--doors opening into traffic.				X
Normandy & Naples	Small section with no red curb--creates some visual obstruction for drivers/peds.	Extend red curb?			X
Normandy & Naples	No curb ramps on either corner of street.	Update sidewalk with ramps to encourage bikers/ peds with strollers, etc			X
Normandy & Naples	Mix of drop offs, turnaround traffic - very narrow street				X
Normandy & Naples	Some jaywalking on Naples				X
Normandy & Salerno	Lots of parents drop off at Development Rental Office.				X
Normandy at Naples		Add roundabout at school entrance and Naples - realign school entrance and connect with Naples		X	
Normandy at school entrance		Add intersection lights		X	
Normandy at school entrance	No curb ramps on either side of lot entrance.	Update sidewalk with ramps to encourage bikers/ peds with strollers, etc			X
Normandy at school entrance			Cones placed by custodian at lot entrance and median allow right turn only out of parking lot		X
Normandy at school entrance	Conflicts with access to dirt lot, which serves as additional staff parking/parent drop-off	Formalize driveway access into dirt lot to reduce vehicular conflict.			X
Normandy at school entrance	Some pedestrians crossing at school driveway.	Place cross guard here?			X
School dropoff loop			3 teachers controlling traffic in the drop off loop		X
School dropoff loop	Bus drop off at 7.15 taking up space where parents could park				X
School dropoff loop	Some students have to cross lot with moving cars.	Crosswalk could help within parking lot.			X

Public Comments - Highland Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Capra Park	Problem park - loitering/drinking			X	
David Cutino Park	lack of lighting		Skatepark, playground. Boys & Girls Club going to this location so connect club to schools	X	
Fremont			Could be part of connection between Boys & Girls Club and residences	X	
General			The walking route to this school is safer than MLK. Thank you!	X	
General	4-way stops needed + no parking at intersections			X	
General	No bike parking			X	
General	Could someone install cameras to track speeders & unsafe activity in vicinity of school?			X	
La Salle			Potential wide street that could have infrastructure on it	X	
School parking lot	Improve traffic to and from school - drop-off area very narrow			X	
School parking lot			All staff parking - no parent drop off area. Parents directed to pull alongside driveway to drop off - kids escorted from car to school		X
Sonoma	Busy fast traffic on Sonoma in front of apartments in front of school, especially in the afternoon. Loitering in front of apartments in the afternoon.		Principal has put traffic cones but doesn't slow traffic. More intervention or make Sonoma 1-way there. Maybe move drop-off for special needs bus - dangerous and crowded	X	
Sonoma - whole length			Could be a potential path	X	
Sonoma & Yosemite	No ramps at corners				X
Sonoma & Yosemite	Lots of peds				X
Sonoma & Yosemite	Some parents park on red curb to drop off				X
Sonoma & Yosemite	This intersection has brief congestion				X
Sonoma & Yosemite	Narrow sidewalks noted on Sonoma				X
Sonoma at Contra Costa	Visibility for crossing obscured			X	
Sonoma at Harding	ROW blocks path			X	
Sonoma Ave	Dropoff is hard here			X	
Sonoma from intersection @ Contra Costa to school	House is encroaching into sidewalk. Not clear site distance at intersections - add red curb and curb returns			X	
Sonoma in front of school	Parents drop off on both sides and kids cross both ways across street - unsafe			X	X

Sonoma in front of school			Adult hired by school escorts students from gate onto campus		X
Sonoma in front of school	No markers or ramps at school driveway				X
Sonoma in front of school			AAA student volunteers help direct traffic		X
Sonoma in front of school	Buses pull into small front lot				X
Sonoma in front of school			students get dropped off directly in front of school along white curb		X
Sonoma in front of school			students use stairs from sidewalk onto campus		X
Sonoma in front of school	Some speeding	Speed bumps?			X
Sonoma in front of school	Some double parking or drop off without pulling next to curb				X
Sonoma in front of school	U-turns done in apartment complex across street				X
Sonoma in front of school	Some parents park across the street in apartment complex				X
Trinity and Harcourt	Lots of missing sidewalk			X	
Yosemite & Wanda			Bus pick up here for Seaside MS 7.15a		X
Yosemite Ave		Can we have a trail/ sidewalk connecting these 4 schools on Yosemite?		X	
Yosemite from Broadway to Wanda		Close Yosemite from Broadway to Wanda and open gates so can be safe to walk . Open up back of school - just let buses on Yosemite		X	

Public Comments - International School of Monterey Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Both sides of school parking lot entrance	No curb ramps				X
Broadway Ave	Broadway is BUSY. Need better access system			X	
Broadway Ave	Speeding			X	
Broadway Ave	Backs up from 7:40 - 8:05 due to 2 schools and through traffic			X	
End of school dropoff loop	People don't obey 'no left turn' sign, turn left onto Yosemite				X
End of school dropoff loop @ Yosemite	Parked cars on Yosemite block view of parents leaving school. Lots of traffic on Yosemite, difficult to exit	New stop sign here?			X
End of school dropoff loop @ Yosemite	Crossing happening here, no marked crosswalk		There used to be a marked crosswalk here but it was removed - get more info from City		X
General	What about jumping fences and tresspassing? Big concern of many, many people			X	
General	Massive gopher hole problem in many fields @ Yosemite			X	
General			Where are sidewalks and bike paths to get to school safely?	X	
General		Can we have police/ crosswalk at such busy intersection?		X	
General			Safer route to Boys & Girls Club/better our pick-up route	X	
General	Not enough parking, school driveway too narrow	Redesign parking lot?		X	
General			K-5th grade parents must pick up. 6th - 8th can walk with parent consent	X	
General			Boys & Girls Club van route (avoid Yosemite)	X	
General	Wednesdays are particularly bad - only 10 minute window for release			X	
General	MST bus times do not equal school start/finish times at nearest stops			X	
General		Parent education on crosswalk use			X
General	Bus stop right in front of campus, but MST schedule does not serve students. Add route from Marina?		ISM is a charter school that draws students from all over		X
General	MST bus schedule conincides with school drop-off - clogs traffic				X
Grassy area between dropoff loop and Yosemite		Create additional drop-off area in grass?			X

Manzanita Stuart Park (on the other side of the ped bridge)	Poorly maintained/low usage	Give park to school? They could maintain			X
Mendocino	Speeding			X	
Mescal at San Pablo	Students crossing here	Traffic control or flag system would help here			X
Miguel Court		Open Miguel gate		X	
NB Yosemite before entrance to school parking lot	Traffic backs up	Remove on-street parking for turn lane?			X
Ped bridge over San Pablo	More visibility on bridge may make parents more comfortable. Wooden planks need repair	Let parents know about bridge/back entrance to campus			X
San Pablo	Commuter cut-through from Seaside to Jim Moore			X	
San Pablo	Commute traffic				X
San Pablo near back entrance to school			Parent pullover/parking/dropoff/pickup	X	
San Pablo/Mescal	No ADA curb access			X	
School campus			Bicycle parking at the top of campus, within school gate		X
School dropoff loop	Crosswalk faded, needs to be repainted				X
School dropoff loop		Add lines through entire dropoff loop to designate 2 lanes			X
School parking lot	Ped/car conflicts - no ped facilities	Swap parallel parking on the downhill side of school dropoff loop for dropoff area + no dropoff in parking lot, staff parking only			X
School parking lot	Cramped - one way in/out. Parked cars can't leave during pm dropoff	2nd entrance to parking lot? Expand parking lot?			X
School parking lot	Not clear if first portion of school dropoff loop is 1-way or 2-ways - some cars turn left out of parking lot	Signs for no left turn out of parking lot - narrow entrance			X
Westminster	Parent pick-up/drop off at end of cul de sac			X	
Westminster	Parents drop off here				X
Yosemite		Create left turn pocket into school		X	
Yosemite	Unsafe for bikes			X	
Yosemite	No bike lanes				X
Yosemite at Mendocino, Villanova	No curb ramps				X
Yosemite at Mingo		Bulbouts for crosswalk		X	

Yosemite before Mingo intersection	Cars queued - cars passing those entering school. Bus sometimes gets stuck in queue.			X	
Yosemite in front of school	Some parents parking across the street, crossing midblock and walking through grass area to school				X
Yosemite in front of school	Limited visibility				X
Yosemite outside school		Slow traffic. Speed bump		X	
Yosemite south of school parking lot - adjacent to King sports fields		Additional drop-off area? Remove on-street parking?			X
Yosemite/Mingo	Intersection turns into chokepoint due to traffic backed up turning into ISM parking lot. MST bus gets stuck			X	

Public Comments - Martin Luther King Jr. Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Around school		Crossing flags and training for students and parents		x	
Around school		Police presence at crosswalks and in parking lot		x	
Broadway	Has bike lanes - need education around bike lane use for motorists and bikers			x	
Broadway	Younger grades (1-4) bike - north side of Broadway			x	
Broadway	Need traffic to slow down on Broadway from Imjin - people driving 45mph+, not 30			x	
Broadway	Narrow sidewalks on Broadway. Where will children park bikes? Where is it legal to ride the bikes?			x	
Broadway	Speeding			x	X
Broadway	Commuter cut through to General Jim Moore				X
Broadway & Yosemite			Church with big lot - possible drop off?		X
Broadway & Yosemite	2 lanes + extra space (wide as a lane) to turn right from Broadway onto Yosemite	Cross guard? Bulb outs?			X
Broadway & Yosemite	Cars backed up on Yosemite turning left/right onto Broadway				X
Broadway Ave at school entrance		Red curb to improve visibility leaving parking lot onto Broadway Ave		x	
Broadway Ave.	Broadway is quite busy (esp. in morning) for such small kids. Think entrance/drop off could be much better			x	
Broadway in front of school	Crosswalks needed			x	
Broadway in front of school	Parking along curb obstructs visibility.	Remove parking space next to parking lot entrance			X
Broadway in front of school	No buffer between car doors and travel lane				X
Broadway in front of school	Left turn from Broadway onto campus is unprotected				X
Broadway in front of school	Kids have to ride in roadway since no bike lane and narrow sidewalk.				X
Broadway in front of school	Some double parking occurs across the street from school, then students run across.				X

Broadway in front of school	Sun glare when driving EB on Broadway in the a.m.	Flashing Beacons?			X
Broadway in front of school	Lots of jaywalking				X
Broadway in front of school	U-turns on SE corner of school so parents can drop off on side of campus				X
Broadway/Yosemite		Crossing guard		x	
Carson near tennis courts	Why is this field not maintained?			x	
Costa, Palm St. and others	Plants from gardens block sidewalks			x	
Del Monte Villa apartments	Cars park at entrance to retirement center and residents cannot get out.			x	
Del Monte Villa parking lot	We have cars bringing children to MLK parking inside the Del Monte Villa area. Area only for tenants of Del Monte Villa			x	
General		Quick fix: paint, crosswalks and have flashing lights		x	
General	When dropping off, parents wait until child gets into school before they drive off. It creates congestion.			x	
General	Need better pick-up route for Boys and Girls Club			x	
General		School buses?		x	
General		Lighted crosswalk		x	
General			Yosemite/LaSalle is route to Boys & Girls Club	x	
General			Provide parent education / best practices		X
General			Stagger school start times? MLK + ISM?		X
General			Place police officer at Broadway & Yosemite?		X
Kimball at Tweed (backside of Del Rey Woods)	Why is this field not maintained? Assume MPUSD land			x	
Leslie Park (behind MLK campus)	Cars are driving on these fields. Need a fence to keep from impacting water system			x	
Neighborhood near San Lucas/ Fremont/Terrace			Its dense here with lots of kids. Any possibility of a school by Fremont, so closer?	x	
Palm Ave	Cars parked on sw - have to walk in street			x	
San Pablo at Stuart Park			This overpass bridge is great for safety	x	
School campus	MLK is a big school for such small kids K-5. Safety concerns about children playing in entire field			x	
School entrance	Need ramp for strollers and bikes--currently only stairs.				X

School parking lot		Clean crosswalk inside the school parking lot		x	
School parking lot		Alternate exit from school parking lot onto Yosemite?		x	
School parking lot	Truck deliveries happening in parking lot during drop-off				X
School parking lot	Parents park in parking lot and walk to front entrance through traffic - no crosswalk				X
School parking lot	Drivers exiting lot turn left -- left turn not allowed				X
Yosemite & Mendocino			Make second entrance to school here? Repurpose on-street parking.		X
Yosemite & Mingo	Low visibility for vehicles turning left/right onto Yosemite.				X
Yosemite Ave from Highland Elementary to Ord Grove	Lots of school traffic from 4 schools off/on Yosemite. Chaotic - families need to run as cars don't slow down/ stop			x	
Yosemite Ave near school	Cars are too fast here	Maybe install crosswalks or speed bumps here		x	

Public Comments - Los Arboles Middle School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
3rd and Imjin	No control			X	
California/Patton Pkway	No control			X	
Church across from school	Driveway visibility			X	
General	No signage, street signs, speed bumps	Possibly add flashing lights		X	
General		Parent education (do's and don'ts of drop-off) + encourage students to wear helmets	Kids skateboard to school	X	
General	Visibility - a.m. sun			X	
General	Bike security and congestion are concerns for parents		School has some older bike racks	X	
Hillcrest and Crescent	Crashes here. Lots of traffic - cars don't stop	Crossing guard? Ped activated RRFB?	Students walking, on scooters, skateboards. Ramps on all 4 corners. Most cars yielding to peds		X
Hillcrest and Zanetta	No curb ramps, upgrade crosswalks to yellow continental				X
Hillcrest at Church driveway	Lots of dropoff in church parking lot. Kids run across street	Need crosswalk at one or both church driveways			X
Hillcrest at school driveways	No curb ramps				X
Hillcrest at Vaughn	No yellow crosswalk		Note: Crosswalks are yellow - not all legs have continental striping	X	
Hillcrest at Zanetta	No yellow crosswalk		Note: Crosswalks are yellow - not all legs have continental striping	X	
Hillcrest between Crescent and school	Kids dashing across the street mid-block				X
Hillcrest in front of school	speeding	traffic calming		X	
Hillcrest in front of school	Dropoffs in middle of street				X
Hillcrest in front of school	Very long bus drop-off area on south side of Hillcrest	Could be converted to dropoff area			X
Hillcrest near Zanetta	Dropoffs				X
Reindollar and Crescent	Missing sidewalk on three sides of intersection. No curb ramp at NE corner, slope/sand/trees are an issue. No ped space				X
Reindollar and Crescent	Dirt path to school				X
Reindollar between Kennedy/King	No sidewalk			X	

Reindollar between Vera/Vaughn	No sidewalk			X	
School campus	Unsecured bike racks in dirt. Could use an update				X
School campus	Peds walking across landscaped area through school parking lot				X
School campus	Peds walking on dirt path between end of bus zone and campus				X
School parking lot	Front gate is supposed to be closed to prevent drop-offs - it is rarely closed, drop-offs happening in parking lot				X

Public Comments - Marina High School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
2nd to Patton Parkway	Extend bike facilities through this open space?		Note: This project is planned - Del Monte Expressway - roadway with bike facilities and connection to Marina High	X	
California at Imjin	Bike lane used by cars turning right		Intersection not part of TAMC improvement project	X	
California at Patton Parkway	Small section no bike lane due to left turn lane			X	
California south of Imjin	Constricted road width and views			X	
Carmel from California to Carmelo			Lots of traffic/pedestrians	X	
Corner of Patton Parkway and Crescent St.	No stop signs to allow traffic on Patton Pkwy			X	
Crescent	Neighbors between Patton and Reindollar have challenge in the am pulling out of driveway due to congestion created by school.				X
Crescent			Traffic calming - speed humps?		X
Crescent			Add school speed zone signs and radar signs?		X
Crescent & Patton			Recruit ROTC/students to direct traffic at this intersection?		X
Crescent at Patton Parkway	Student drop-off. No traffic signs or stop sign			X	X
Crescent Drive	Traffic is backed up from 7:15 - 7:45 - can't get cars out of driveway. 7:45 - 8:00 cars speeding			X	
Crescent St.	Crescent St. neighbors would like to see our traffic study count		Bring traffic counts to the walking audit to share with residents	X	
Del Monte/Palm			Love the intersection improvements!!	X	
General	Is bike parking secure?			X	
General			Marina High kids walk from high school to MPC Marina campus on 12th St.	X	
General			Careful not to have speed monitors on residential streets (unsightly). Use on a temporary basis	X	
General	School related parking on Patton Parkway, Crescent is a concern			X	
Imjin at 2nd	Bike straight lane between right turn lane and through vehicle lane - cars don't pay attention.	Use green paint		X	
Imjin at 3rd	Safety hazard. Cross street to back of school. Traffic in morning. Dangerous			X	
Patton Parkway near Kennedy	street light missing			X	

Patton Parkway/ Crescent	Large number of alcohol bottles. Students throw trash on front yards and bushes.	Consider trash cans on Patton to California and Crescent to Los Arboles		X	
Reindollar			Park & Walk option at Los Arboles Sport Complex?		X
Reindollar			Drop offs on Reindollar?		X
Reindollar	No sidewalks at all on Reindollar where students walk to school!		Students also walking to Los Arboles on Reindollar	X	
Reindollar and California	No streetlights			X	
Reindollar and Crescent	Sidewalk gap	complete sidewalk which connects to crosswalk			X
Reindollar at backside of Los Arboles	No sidewalks			X	
Reindollar from California to Eddy	Bushes block visibility			X	
Reindollar from California to Phillips Circle	Enthusiastic drivers who speed after making turn			X	
School parking lot	Sidewalk gap	complete sidewalk which connects to crosswalk in school parking lot			X
School parking lot	Drop offs for high school in front of pre-school				X
Talcott to Patton Parkway	Pathway has been gated off			X	X

Public Comments -Marina Vista Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
3135/3137 Seacrest Ave. (Cypress Gardens Apartments)	Can't see when pulling out of the driveway	Need extended red zones		X	
Bus dropoff zone (near Carmel/ Pleasant, adjacent to school fields)	Buses block crosswalks, block visibility for drivers	New bus loading/ parking zone?		X	
Carmel at Crescent		Need lights at crosswalks		X	
Carmel at Everett	No curb ramps				X
Carmel at Nicklas	No crosswalk. Lots of pedestrians crossing	New crosswalk that connects to crosswalk in parking lot?			X
Carmel at Pleasant	No curb ramps				X
Carmel at Pleasant	Stop sign on 1 side but not the other. Confusing for drivers exiting school - can't see what drivers stopped at Pleasant are doing, especially because buses are parked at the corner, blocking visibility. Most drivers turn left from school.				X
Carmel at Pleasant	Cars running stop sign				
Carmel at school parking lot exit	Cars parked in red zone block visibility for cars leaving driveway				
Carmel at Vaughn	Low visibility	Daylight intersection and/or add bulbouts			X
Carmel at Vaughn/ Everett	No marked crosswalks			X	
Carmel Ave	Missing curb ramps all up and down Carmel			X	
Carmel Ave		Timed crosswalks, lit up crosswalks at every crosswalk on Carmel		X	
Carmel Ave	incomplete sidewalks			X	
Carmel Ave		Speed study to set school zone speed?			
Carmel Ave across the street from sports field	no sidewalks			X	
Carmel Ave at Zanetta	visibility low, need stop sign			X	
Carmel Ave.	Sun is in your eyes coming up Carmel - can't see!			X	
Carmel Ave. in front of staff parking lot	No sidewalk			X	

Carmel between Crescent and school (both sides of school?)		School speed zone signage, crosswalk signage			X
Carmel from Everett to Vaughn	Speeding! Long gap between stop signs	Traffic calming			X
Carmel from school to Del Monte	Sidewalk gaps				X
Carmel/Niklas	No marked crosswalk	Need crosswalk here		X	
Carmel/Pleasant	Drivers leaving school can't tell what people stopped at Pleasant are doing, and can't see past the buses			X	
Citywide	no bike lanes connecting city	bike lanes on Carmel?		X	
Citywide		Daylight intersections		X	
General			Have ice cream man stand further from school so kids don't run into the street for him	X	
General			Need to encourage more students to walk or ride bikes. Too much car traffic!	X	
General		Extend school drop-off area to corner		X	
General	Drivers rushing pedestrians in crosswalks	Need crossing guards!			X
General		Cones to delineate drop-off zones? Look for other drop-off areas to cone off? Need volunteers			X
General			Marina Police Chief Nieto can train crossing guards		X
In front of school	No sidewalk on either side of parking lot entrance. Kids walk down very steep concrete path on west side of school and through parking lot, in the path of teacher parking. High curb on median in front of school is difficult for strollers/people with disabilities	Replace median with sidewalk			X
In front of school, just to the right of parking lot exit	Bus dropoff blocks visibility	Move bus dropoff location?			X
Marina Drive/ Reservation	incomplete sidewalk			X	
Niklas Lane	Dead end street - no turnaround			X	
Niklas Lane	no sidewalks			X	
NW corner of Carmel/Pleasant	Missing sidewalk				X
Palm Ave.	speeding			X	
Palm Ave. (both sides of Del Monte)	incomplete sidewalk		Some parents walk from Lake Drive area	X	
School parking lot	Parents are very aggressive			X	

School parking lot	Crosswalk in parking lot is dangerous - parents backing in & out into crosswalk			X	
School parking lot	Parents stop at the beginning of the drop-off zone - need to pull forward all the way			X	
School parking lot	Drop-off is disaster - visibility is very low			X	
School parking lot	Parents need to obey rules of pulling to front of drop-off area of school to free street traffic			X	
School parking lot	Parent cars parked, blocking entrance to teacher parking lot and path of kids walking	Remove 1 handicapped space?			X
School parking lot		Repaint striping - boxes for dropoff? Crosswalk in parking lot needs to be restriped			X
Vaughn at Carmel	I've almost been t-boned twice by cars turning left from Vaughn onto Carmel due to blind spot - cars on Vaughn can't see			X	

Public Comments - Marshall Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Ardennes at trail to school		Update crosswalk to high-vis piano key			X
Chapel Drive	Parents park in church parking lot. No sidewalk on church side of the street, no marked crosswalk to sidewalks across the street	Crosswalk at the south side of church parking lot? Or sidewalk on west side of street			X
Chapel Drive to Normandy			Dirt trail that cuts the corner, comes out close to school		X
Gen. Jim at Normandy	Northbound right turn lane is also thru lane - plugged due to backup on Normandy				X
Gen. Jim at Normandy	Southbound left turn lane also backs up				
Gen. Jim Moore at Normandy	Huge problem!			X	
Gen. Jim Moore at Normandy	Lots of peds crossing here. Conflicts between peds and turning vehicles	Leading ped intervals. Crossing guard?			X
Gen. Jim to Aachen to Ardennes			Paved off-street trail		X
General	Drop off/pick up is too busy, no organization, children darting across street			X	
General			Porter youth center provides morning day care, walks kids to school		X
General	Kids biking in crosswalks, on sidewalks. Need more parent/kid safety education				X
General			2nd path to campus is very steep and fenced off. Comes out at sports fields		X
General Jim Moore			Note: Gen Jim is controlled by military. Normandy is military ROW between Gen. Jim and school, City ROW past school		X
NE corner of Gen. Jim/Normandy	No right on red sign - not in the right place to reduce conflicts	Remove - move to SE corner of intersection			X
Normandy	No bike facilities	Extra wide sidewalk on south side?			X
Normandy	Cars back up to Gen. Jim during dropoff/pickup				X
Normandy at Carentan	Parent volunteer doing an AMAZING job directing traffic - but he can't be here in the afternoons, and not every morning.	Need crossing guard in the afternoon			X
Normandy at Carentan	Kids running across crosswalk				X
Normandy at Carentan	Need curb ramp at all corners, more visibilty to crosswalk				X

Normandy at school parking lot exit	Heavily used crosswalk here. Needs more visibility + curb ramps				X
Normandy at school parking lot exit	Lots of traffic/congestion	Right turn only out of parking lot?	This would route people to Malmedy Road + Gigling or Brittany		X
Normandy btwn Gen. Jim and school	No sidewalks on south side of street				X
Normandy east of school	Speeding	Speed bumps?			X
School parking lot			Functions well. Center median allows 2 lanes for dropoff. Teachers control traffic and crosswalk into school. Cones at the parking lot entrance funnel cars into 1 lane. Bus dropoff at the the end of the parking lot.		X
Trail from Ardennes to school	Trail is heavily used. Broken asphalt, sand pit at the end		Not sure if this is military land		X

Public Comments - Olson Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Beach between Fitzgerald and school parking lot exit		Crosswalk?			X
Beach from Cardoza past Walmart	No sidewalks (looks like north side only?) + highway traffic			X	
Beach Rd east of school/church	No sidewalk on north side because of row of heritage trees				X
Beach Road	Parents parked on sidewalk on rolled curb				X
Beach Road at Melanie	missing curb ramps				X
Beach Road at Melanie	Cars parked in red zone, blocks view of pedestrians crossing. Drivers rolling stop signs				X
Beach Road at Villa	missing curb ramps	bulbouts?			X
Beach St.	Traffic backs up all the way to Del Monte roundabout			X	
Beach St. between Michael Dr and Fitzgerald	Traffic backs up		Ms. Barbara's preschool	X	
Beach street underneath eucalyptus trees	Missing sidewalk			X	
Crosswalk in front of school	Current location leads to parents crossing through parking lot	Move to east of school driveway			X
Field NE of school			Will be developed into housing/mixed use. Include separated bike path to school? Sidewalk on Beach on the other side of the row of trees?		X
General	School is at the top of a hill. Difficult to push a stroller up.			X	
General			Sustainable Marina = potential volunteers for walking school buses	X	
General			Program: roundabout education	X	
General			Dropoff example: Monte Vista Elementary	X	
General		Ideas: Safety Patrol program. Marked bathroom access along routes.		X	
General		More ideas: have a marked Safe Route to School with designated Safe Houses where residents receive background checks. Daycare providers could be potential safe houses.		X	

General		Red curb at intersections			X
General	No curb ramps, really wide curb radii. School signage missing/needs to be updated. Lighted crosswalk not working		City is moving away from in-ground lighted crosswalks, too hard to maintain		X
Marina Del Mar			What is it being used for now? Preschool?	X	
Marina Library			Library after school programs every Wednesday	X	
Marina United Methodist Church on Beach Rd		New park and walk location?			X
Melanie Rd. at Susan		Crosswalk			X
Michael Ave	Lots of dropoff here. U-turns, no school zone signs. No stop signs. Double parking right by entrance to pathway. Bus drop?		Back access to school near Michael/ McColloch		X
Neighborhood around school	Quite a few registered sex offenders.	Important to have adult supervision while walking.		X	
Neighborhood near Cardoza & Lakewood	No good walking/biking routes from the north. No crossings or poor crossings. Reservation/Del Monte is the busiest intersection	Rail crossing at Healy Ave to rec trail?		X	
School parking lot	No adult supervision/management of dropoff. Parents misbehaving			X	
School parking lot		Around the school driveway to remove school traffic off Beach		X	
School parking lot	Parents parking in ADA space				X
School parking lot	Need 'pull forward' signs or someone waving cars forward. 'Bus parking only' sign?				X
School parking lot	Parents dropping off in 2nd lane of parking lot, kids running across. Cars stop in bus area				X
School parking lot	No curb ramps at entrance/exit				X
School parking lot			No left turn sign at exit - parents follow this for the most part		X
Vacant lot NE of school			Large planned development here - Marina Station. School population expected to double	X	
Windy Hill Park			Popular, has open bathroom, kids ride bikes	X	

Public Comments - Ord Terrace School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Coe Ave	Traffic is very busy and speeding			X	
Elm Ave	Unsafe - needs crosswalk from across street			X	
Gen. Jim at Coe	OMG!!!	Stop light or roundabout? Protected bike lane not connected to street?		X	
Gen. Jim near Bayonet	Traffic backed up all the way!			X	
General	Parent drop-off - needs a better route!			X	
General		Walking path through Lincoln Park from San Pablo to front of La Salle with beacon or bridge crossing?		X	
Jim Moore		Safe crosswalks		X	
La Salle	Lack of stop signs, esp. at Noche Buena and Yosemite	Traffic calming?		X	
La Salle			Boys & Girls Club tried a walking school bus on La Salle but parents prefer the bus	X	
LaSalle		Look for other dropoff areas on LaSalle, east of campus			X
LaSalle & Lincoln	Missing curb ramp on LaSalle directly outside east parking lot				X
LaSalle & Lincoln	refresh crosswalk				X
LaSalle & Lindberg	Parents pull into this cul de sac and park blocking other vehicles--congestion				X
LaSalle & Mariposa			Some parents park here and drop off		X
LaSalle & Mariposa	no sidewalk on NW corner				X
LaSalle & Mariposa	some parents drop off here in middle of street				X
LaSalle & Mariposa	narrow sidewalks				X
LaSalle & Yosemite	Rolling stops on NE crosswalk (least used xwalk by peds)				X
LaSalle & Yosemite	some traffic making left onto LaSalle from ISM				X
LaSalle & Yosemite	Need ADA updates				X
LaSalle (front of school)	narrow sidewalks				X
LaSalle (front of school)	drop offs next to driveway				X

LaSalle (front of school)	drop offs in ADA parking				X
LaSalle (front of school)	cars double park on street and kids exit on driver side				X
LaSalle (front of school)	Crosswalk--add bulbout? Wide crossing with visibility issues				X
LaSalle (front of school)	Bus drop-off on white curb--reduces drop off area for parents				X
LaSalle (front of school)	lots of u-turns				X
LaSalle (front of school)	parking permitted up to crosswalk--visibility issue	need red curb closer to crosswalk			X
LaSalle (front of school)	cars make left turn into school staff parking- signs are present saying no left turn allowed				X
LaSalle between Mariposa and school	Lots of dropoff on LaSalle between Mariposa and school. Obstructs visibility of cars on Mariposa	Red curb this stretch?			X
LaSalle in front of school			White curb area and diagonal parking spaces are main dropoff area. Both parking lots closed to parents.		X
Lincoln-Cunningham Park		Traffic garden		X	
Noche Buena/La Salle	Traffic around Boys & Girls Club is quite congested	Some traffic calming solutions to make motorists more aware of walkers and bikers might improve safety		X	
Ord Grove		Can drivers be limited to the back entrance to school, to separate them from pedestrians?		X	
Ord Grove & Baldwin	ocassional double parking				X
Ord Grove & Baldwin			add "loading zone" signs		X
Ord Grove & Buchanan			add "loading zone" signs		X
Ord Grove & Buchanan			Students use crosswalks		X
Ord Grove & Buchanan	No ramps at crosswalk				X
San Pablo		Walking school bus opportunity to Boys & Girls Club (@San Pablo and Lowell)?		X	
School parking lot	drop offs in staff parking lot before bell				X
School sports fields			Why is this field in such poor shape? Like to see it updated and improved for our students	X	
Under the bridge on San Pablo	Four buses			X	

Yosemite from Mingo to Ord Grove		Parking removal for better visibility and drop-off space that is safer		X	
Yosemite near Ord Terrace			Safe road	X	

Public Comments - Seaside High School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Catalina and Olympia Streets	Potholes	Need lights		X	
Eastern dropoff loop		Encourage dropoff here			X
Eastern dropoff loop	Students crossing with no crosswalk at the very end of the loop				X
Eastern dropoff loop	Speeding between school entrance and eastern dropoff loop				X
Freeway on/off ramps		Roundabout please		X	
Fremont Blvd at Monterey		Higher visibility crosswalk			X
General	Lack of accessible sidwalks. Gardens growing into street.			X	
General		Clear all sidewalk pathways		X	
General		Well lit streets		X	
General			Some parents drive all the way around the campus to drop off on Ord Ave, on the west side of the locked gate		X
Military Ave	Potholes. Blind hills - people pass blindly			X	
Military Ave	Middle school students dropped off on Military - MS and HS traffic combined		Is there a way to separate MS and HS traffic?		X
Monterey Ave	Cars backed up. Difficult to exit Ord Ave, have to wait for someone to let you in				X
Monterey AVe	Students crossing Monterey without crosswalk				X
Monterey from Fremont to Ord Ave	No sidewalk. Students walk in sandy median area. No crosswalk across Ord Ave to campus stairs				X
Monterey from Fremont to Ord Ave	Speeds for cars coming around the turn from Fremont can be high - limited sight distance to see peds in crosswalk				X
Noche Buena	Issue with cars taking over sidewalk. Crosswalks are not marked. No stop signs or yellow lines.			X	
Noche Buena		Bike lanes		X	
Noche Buena	Cars park in fire lane. Unsafe for peds			X	
Noche Buena	Need school zone signage				X
Noche buena	Too many parked cars			X	
Noche Buena	No bike lanes, sidewalk debris, barriers on sidewalk				X

Noche Buena at Circle Ave	Turn conflict				X
Noche Buena at LaSalle		Signal?		X	
Noche Buena at LaSalle		Stop sign with lights + lighted crosswalk with ped countdown signal head		X	
Noche Buena at Military	Visibility issues			X	
Noche Buena at Military and Ord Grove	Need crossing guards			X	
Noche Buena at Ord Grove	Near misses/conflicts between peds crossing Ord Grove and drivers				X
Noche Buena at Phoenix			Right turn only	X	
Noche Buena from Playa to Military	Fast cars. Speed limit not respected. Students go too fast. After school time is dangerous.	Need patrols.		X	
Noche Buena Street		Bike lanes		X	
Noche Buena/ Military	NB Noche Buena backs up during dropoff, as does WB Military. Lots of commute traffic that has difficulty getting through the intersection				X
Noche Buena/ Military	crosswalk striping faded				X
Noche Buena/ Military	Lots of students crossing. Lots of conflicts between peds and turning vehicles (see photo of map). No marked crosswalks across Military, lots of students crossing	4-way stop?			X
Ord Ave	No bike lane/sidewalks				X
Ord Ave. near school sign/stairs	Path to school is dirt past the stairs	Pave path to school entrance			X
Ord Grove	Ord Grove is the best biking e/w road - bike lane please!			X	
Ord Grove at Noche Buena		Curb extension		X	
Road at Bostrom Park		Fences		X	
School parking lot	No designated space for bikes through campus		Bike parking is in the middle of campus		X
Western dropoff loop	Students crossing with no crosswalk on either side of loop entrance				X
Western dropoff loop	Parents dropping off in ADA spaces				X
Western dropoff loop			Check stencil at end of loop		X
Western dropoff loop	No visitor parking - parents parking at curb				X

Public Comments - Seaside Middle School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Coe at Gen. Jim Moore			No one used crosswalk		X
Coe Ave	speeding			x	
Coe Ave	Cars driving in bike lane	Class 1 2-way bike path on north side of street?			X
Coe Ave	School sign hidden by tree branches				X
Coe Ave	No streetlights, dark in the winter for kids				
Coe Ave at school stop sign	Some dropoff happening here				
Coe Ave near golf course	Used to walk in dirt on side of Coe Ave.			x	
Coe EB	Cars backed up pretty far on Coe. Some cars crossing the double yellow to make left turn into school. Takes everyone a long time to get through the stop sign @ school entrance	Extended left turn pocket? Crossing guard to control pedestrian flow?			X
Crosswalk from Peralta to school	Kids run across for palatero				X
Crosswalk from Peralta to school	Main ped access to school	Ped crossing control? Intermittant ped crossing makes car travel through intersection very slow.			X
Crosswalk from Peralta to school	Cars entering crosswalk while kids are still crossing				X
East side of Gen. Jim			Future development will affect traffic on Gen. Jim		X
Eastside Parkway			A lot more traffic through streets all go to 4 schools. How will it impact Seaside? Note: Eastside Parkway is very far out, review growth plans	x	
Eucalyptus	Not great to bike. Fast cars no bike lane			x	
Eucalytus Rd	New housing will carry lots more traffic from Salinas		Future East-West parkway?	x	
Gen Jim			Kids biking on sidewalk		X
Gen Jim at Coe		Roundabout?			X
Gen Jim south of Coe	U-turns and parent parking in bike lane				X
Gen. Jim Moore	Bring kids down Gen. Jim Moore. Room for pedestrians		Note: We think this means that Gen. Jim is safer route, but not main route for many students	x	
General			Bus takes some kids from farther away	x	
General Jim Moore			Bike lane with lots of traffic	x	

General Jim Moore at Coe	Congestion	Roundabout to keep cars moving		x	
Military	very steep 2 lanes		kids bike and walk on Military	x	
Military at Hacienda			Better drop-off location. 30-45 minutes to get out and in	x	
Military at Peralta	Lots of school dropoff here. U-turns, parent cars parked, kids running across intersection, resident driveways blocked		Very few ways for people who live south of Coe to get to school entrance - closest access point is San Pablo to Gen. Jim. It makes sense that parents are dropping off on Military		X
Military Ave	Neighborhood street dropoff of kids to avoid Coe			x	
Military Ave	Speeding in WB direction				X
Military Ave	No curb ramps, broken sidewalk				X
Military, Peralta, etc.	Too much traffic on neighborhood streets		Get cars off side streets	x	
Note: We think this is about the crosswalk across Coe into school	Lights - across way to the school - for the safety of the children			x	
Note: We think this is about the crosswalk across Coe into school - kids coming from Military	Kids that walk through the fence; all end up crossing			x	
Ord Grove			Less steep, steady climb	x	
Ord Grove at Lassen	No crosswalk busy street			x	
Ord Grove to Hacienda			Best bike route	x	
Park Ave			dead end at cemetary	x	
Peralta at Military	No stop sign				X
San Pablo Ave			Commute alternative #1 - cut-through traffic	x	
School driveway on Coe, west of main dropoff area			Currently used for bus dropoff. Could this be additional parent dropoff? How to make sure buses don't get stuck in traffic? There is currently a dirt turnaround that could be improved.		X
School parking lot			Staff stationed in front of school is very helpful		X
School parking lot	2 lanes of dropoff - kids running across path of traffic				X
School parking lot	Some parents use staff parking for dropoff, kids run across dropoff lanes	Make crosswalk in parking lot more visible			X
Seaside Middle main entrance	Lots of traffic. Need crosswalk with lights to advise drivers that kids are crossing		Open another entrance to school to reduce traffic	x	
SW corner of Gen Jim/Coe	Kids dropped off here (bus dropoff?)			x	

Public Comments - Citywide (General Comments)

LOCATION	PROBLEM	SOLUTION	COMMENT
Dirt trail adjacent to Gen. Jim	Could be used		
Citywide		Bike racks at all schools	
		Density of students by Fremont - maybe another school is needed?	
General	We need public restrooms + drinking fountains at locations along walking/bike routes and at destinations.		
General	Notice: no community centers?		
Fort Ord near Marshal			Need more schools if developed
General	Could fiber internet be included? Don't think many Seaside/Marina schools have		
General	Where are the fields? Why are they in such poor condition in all of Seaside/Marina?		
General	Are the parks and trails connected to schools? Why not?		
Parks	The string of parks (Havana-Soliz, Lincoln-Cunningham, Stewart) would make a safe and scenic route for walking - if parks are maintainted		
General		Warning signs about traffic rules	

Monterey Website Comments

Comment Source	*What school are you commenting on?	*Do you have children at this school?	*What is the traffic safety issue you have observed and where?
Web	Marina High	Yes	There is a need for a crosswalk on California to connect 3rd street or Patton Parkway, so that the students who walk from Seahaven, Abrams Park, and Preston Park have a safe way to navigate across California.
Web	ISM	Yes	Unsafe crosswalks on Yosemite at San Pablo, La Salle and Ord Grove. Drivers going to fast on Yosemite in front of the school.
Web	International School of Monterey	Yes	We have been walking our kids to school from Hilby Avenue to International School of Monterey via Yosemite Street. Please see the email that was sent on October 27, 2017: Good morning Mr.Malin, My name is Stephanie Cota and I was writing to express my concern over a couple of “close calls” in the crosswalk at the corner of Broadway and Yosemite Street (by the fire station) over the past few days while walking my son to school. I know the school district has been encouraging families to walk their children to school and we have been walking our children to school because we see the importance of that family time. Over the past few days I have had two close calls with distracted drivers and people rolling through the stop signs to get somewhere fast. I realize that something can’t be done about it over night, but I would hope that the long term plan for that busy intersection surrounded by three schools, of which many families walk their children to and from school each day, would be to put a stop light in. I would like to recommend that a short term plan be to have police enforcement stationed at that intersection during busy school hours (Monday-Friday; 7:30 am-8:30 am and 2:30 pm -4:00 pm) to monitor distracted drivers. Thank you for your time and please feel free to contact me with any further information needed. We just want to keep Seaside safe for families trying to do the right thing.
Facebook	Marina High		There is an absolute need to put in a crosswalk that crosses California from Patton Parkway, so high schoolers who walk can cross safely. It is a huge oversight that they did not put one in when they redid the road. I also recommend it flashes due to the hill visibility and fog.
Email	Marina High		We urgently need a crosswalk to connect the new development on Abrams across California and Patton Parkway. I even think with the fog and the hill it needs flashing lights. Cars will not stop without a flashing light. However, there is currently not a safe way for students to cross California and they walk from the high school daily.
Email	Crumpton/Marina Vista		Our family found a syringe with a needle on a walk on California Ave in there area that is often used by families walking to school. We sometimes clean up trash along that route, and liqour bottles are not uncommon, but the needle was a first. I think that garbage disposal options are an important component of positive walking routes.
Email	ISM		My 11 year old son is an avid cyclist who already spends much time on the roads. Right now he commutes the 5 miles from Marina to Seaside (ISM) for school twice a week. I trust him inherently (though at 11 he still makes mistakes at times). But I do not trust the drivers, especially on Gen Jim Moore where many think the bike lane is an express lane to get around backed up traffic.
Email	Marina Vista		I attended the Safe Routes to School meeting tonight in marina, and I have some additional input. I think there’s a lot of school travel areas on Carmel avenue in marina where speeding is a big factor. Speed humps/undulations are used in bigger cities, and would really make a huge difference in spots where stop signs might be needed but aren’t feasible. I hope this suggestion is added to the information the community provided tonight. It was wonderful to feel heard and acknowledged by everyone who coordinated the meeting, thank you all!
Email	Crumpton		"Here are some points in my observations about the traffic and safety as a community member (living across the street) and these are in no particular order: -Too many cars drive fast up and down Carmel around the school around school hours and even during the non-school hours. - Great to see that there is a visible adult there in the morning helping with cross walk, monitoring student behavior, and keeping kids safe while at school before it opens. -The sidewalks from the end of Carmel towards school are overgrown in some areas and nonexistent in others that make it unsafe when students are then walking in the street. -I see all the time cars taking a left turn out of the parking lot onto blind traffic with cars parked there are many possible accidents. If possible it might make sense to staff this spot during drop off and pick-up."

Email	Seaside Middle + all Marina schools		"The few times I've made the mistake of driving General Jim to Canyon Del Rey, the Seaside Middle School intersection backup has drivers in the bike lane or even one wheel up on the sidewalk trying to shortcut around the wait. Having said that, I realize that in my mind the primary contributor to bike danger for me and for kids going to school in Marina is the "droppers." Parents driving their kids to Crumpton, Marina Vista, and Los Arboles. Hurried, distracted drivers, many on the phone. Doors opening into the roadway. Double-parkers. Jay-walkers and Jay-runners. It's pretty nuts, and I try to route around it. If my kid was riding to any of those locations, I'd tell him to ride on the sidewalk, no matter what others think about that. What will happen when they open upper Carmel when they build-out Sea Haven? There's no budget for bussing any more, and a we've become a fearful culture where the media generated perception of the risk (abduction etc.) is way out of line with actual statistics. That has to be part of the solution. Get the kids out of those cars. Group ride, group walk. Something different. How can we incentivize that? What is the carrot, what is the stick? Someone on Nextdoor mentioned the need for cross-walks to get to Patton Parkway. Crosswalk, yes. Plus we need to bring back that stop sign. A three-way stop at the new California intersect. Probably in the plans I'd guess."
Email	Seaside High + Marina High		"Seaside High School - Has no yellow ""school zone"" signs on noche buena, military or ord grove - Cross Walks at Noche Buena/Military and Noche Buena/Ord Grove are not painted to correlate with appropriate flow of pedestrian/student traffic walking to school. - Military and Noche Buena - extremely dangerous. The stop sign is ran a lot going down Military. Noche Buena Traffic is not looking at Military traffic they are heading to the high school. - I am happy to personally show you the concerns. I have seen kids almost hit, my personal kids have almost been hit and I have known of multiple car accidents on Military and Noche Buena. - Ord Ave exit at freeway (California/hwy 1/fremont). - no side walk - no school zone - kids crossing to fast food - fire road dangerous - stairs lead to softball field then nowhere - no lights - this is an attractive nuisance area Marina High School - Sidewalks from Imjim - not pleasant or safe for students - Imjim - crossing from 2nd street: path to walk to high school. An experience - would any adult want to try or do on a daily basis 7:30am and/or 4pm. multiple concerns - safety, signs, painted school zone/speed limit signs and painted crossing lines, lighting etc."
Email - Terry Siegrist, City of Marina Recreation	Crumpton		"My comments in my absence today regarding the walking audit at Crumpton this morning: - Concerns have been raised regarding street parking back up during drop off and pick up times. - The back up at the drop off and pick up area in front of the school during morning and afterschool pick up. - The limited parking and traffic going in and out of the parking lot area. - Acess to the MST bus stop. Crumpton is the starting point for the city afterschool daily walking pick up to the community center just an info item as that walking route as been requested to be considered in each school audit. Lastly in the loss of funding for the SRO this year all school related traffic saftey issues are going unchecked and the requlr morning and afterschool revolving traffic monitoring at all the Marina schools sites has been eliminated due to the absence of the funding for the SRO."

Email - Terry Siegrist, City of Marina Recreation	Los Arboles Middle School		"With that said the following items listed below have been discussed with the LAMS site council as requested safe routes to schools improvements at the Los Arboles Site. These are the concerns and recommendations: - No formal cross walk so students are dropped in all areas in front of the school and are crossing Hillcrest in many locations in the morning. - A cross walk has been suggested to be placed on Hillcrest in front of the church and entrance to the school. A secondary cross walk has been suggested at the exit to the church and the entrance to the teen center. - A three way stop is placed at the corner of Hillcrest and Cresent. This location has been the location of students being hit in the morning due to sun glare as well as it will slow traffic coming from Zanetta to Vaugn and Vaughn to Zanetta. - A lowering of the speed limit and additional posting of speed limit signs on Hillcrest from Zametta to Vaughn as that is a speed issue on Hillcrest as there is no slowing of that traffic infront of the school and teen center. - Zanetta to Vaugn has no traffic calming or stop signs and has and continues to be a speeding problem. These are the ongoing issues that have been discussed at LAMS."
Email	Marina High		Currently they are repaving California. A crosswalk is needed to connect the Seahaven neighborhood, Abrams, and Preston park to Patton Parkway. Students walk and ride bikes to and from the high school and use this route. Do we need to have an emergent situation for our kids to get this put in, or can we be proactive? What is the process of getting a crosswalk for a major roadway that connects the high school? I also think with our fog it needs flashing lights as well.
Email - Terry Siegrist, City of Marina Recreation	Marina High		"* Traffic before and afterschool on Cresent is major issue for the neighbors on Cresent. * Sidewalk on reindollar from Vaughn to past the tennis courts need to be extended on the tennis court side of the street. * Moving school traffic flow off Cresent to California or Im Jim is of great concern for student drivers. Navigating those entrances and exits especially before school due to work related traffic is currently dangerious and difficult even for the experienced adult drivers. Traffic signals would have to be considered at both locations for installation if that is to be considered * Acess to the walking path now locked off not sure the name of that street down from Cresent would be very helpful. * Extending Patton Parkway to allow for a turn around in the back parking lot of the high school should be considered. * Improving the walking paths through upper Los Arboles from the teen center to reindollar would be helpful."
Tom Thorpe, MPUSD Transportation Director	Marina High		Lots of Marina High students have to cross at 3rd and Imjin - no traffic control or marked crossing
Tom Thorpe, MPUSD Transportation Director	Del Rey Woods		No way for Del Rey Oaks students to cross Hwy 218 to access Del Rey Woods Elementary (note: this may be addressed by current FORTAG project, which includes an underpass under 218

Email Comments

Abrams to California:
I don't know if I can be at the Safe Route meeting tomorrow at Crumpton, but we urgently need a crosswalk to connect that new development on Abrams across California and Patton Parkway. I even think with the fog and the hill it needs flashing lights... though the Mayor said that was too expensive. Cars will not stop without a flashing light. However, there is currently not a safe way for students to cross California and they walk from the high school daily.

California Ave.:
In case I forget to share this tomorrow, I wanted to let you know that our family found a syringe with a needle on a walk this weekend on California Avenue in an area often used by families walking to school. We sometimes clean up trash along that route, and liquor bottles are not uncommon, but the needle was a first. It had a top on it at least, but still, it's concerning, and I think that garbage disposal options are an important component of positive walking routes.

Carmel Ave:
Hello, I attended the Safe Routes to School meeting tonight in marina, and I have some additional input. I think there's a lot of school travel areas on Carmel avenue in marina where speeding is a big factor. Speed humps/undulations are used in bigger cities, and would really make a huge difference in spots where stop signs might be needed but aren't feasible. I hope this suggestion is added to the information the community provided tonight. It was wonderful to feel heard and acknowledged by everyone who coordinated the meeting, thank you all!

Crumpton:
I was not able to make it as well as I have to leave for work at 7:10, here are some points in my observations about the traffic and safety as a community member (living across the street) and these are in no particular order:
-Too many cars drive fast up and down Carmel around the school around school hours and even during the non-school hours.
+ great to see that there is a visible adult there in the morning helping with cross walk, monitoring student behavior, and keeping kids safe while at school before it opens.
-The sidewalks from the end of Carmel towards school are overgrown in some areas and nonexistent in others that make it unsafe when students are then walking in the street.
-I see all the time cars taking a left turn out of the parking lot onto blind traffic with cars parked there are many possible accidents. If possible it might make sense to staff this spot during drop off and pick-up.
Sorry I could not be there today, but I am excited to see change occurring around safety for our future leaders!

Marina Vista:
Hello, I attended the Safe Routes to School meeting tonight in marina, and I have some additional input. I think there's a lot of school travel areas on Carmel avenue in marina where speeding is a big factor. Speed humps/undulations are used in bigger cities, and would really make a huge difference in spots where stop signs might be needed but aren't feasible. I hope this suggestion is added to the information the community provided tonight. It was wonderful to feel heard and acknowledged by everyone who coordinated the meeting, thank you all!

Misc Comments:
Yes, the few times I've made the mistake of driving General Jim to Canyon Del Rey, the Fitch Middle School intersection backup has drivers in the bike lane or even one wheel up on the sidewalk trying to shortcut around the wait.
Having said that, I realize that in my mind the primary contributor to bike danger for me and for kids going to school in Marina is the "droppers." Parents driving their kids to Crumpton, Marina Vista, and Los Arboles. Hurried, distracted drivers, many on the phone. Doors opening into the roadway. Double-parkers. Jay-walkers and Jay-runners. It's pretty nuts, and I try to route around it. If my kid was riding to any of those locations, I'd tell him to ride on the sidewalk, no matter what others think about that.
What will happen when they open upper Carmel when they build-out Sea Haven?
There's no budget for bussing any more, and a we've become a fearful culture where the media generated perception of the risk (abduction etc.) is way out of line with actual statistics. That has to be part of the solution. Get the kids out of those cars. Group ride, group walk. Something different. How can we incentivize that? What is the carrot, what is the stick?
Someone on Nextdoor mentioned the need for cross-walks to get to Patton Parkway. Crosswalk, yes. Plus we need to bring back that stop sign. A three-way stop at the new California intersect. Probably in the plans I'd guess.

Seaside High - Marina High:
I understand the community has been invited to provide insights to safe routes to schools. This is great.
I am unable to attend the evening events due to my schedule. If I could share with you my concerns specifically with SHS and MaHS, could you forward them to the appropriate people. I will provide in bullet points

Seaside High School
Has no yellow "school zone" signs on noche buena, military or ord grove Cross Walks at Noche Buena/Military and Noche Buena/Ord Grove are not painted to correlate with appropriate flow of pedestrian/student traffic walking to school.
Military and Noche Buena - extremely dangerous. The stop sign is ran a lot going down Military. Noche Buena
Traffic is not looking at Military traffic they are heading to the high school. I am happy to personally show you the concerns. I have seen kids almost hit, my personal kids have almost been hit and I have known of multiple car accidents on Military and Noche Buena.
Fire Road exit at freeway (California/hwy 1/freemont). no side walk no school zone kids crossing to fast food fire road dangerous stairs lead to softball field then nowhere - no lights - this is an attractive nuisance area
Marina High School
Sidewalks from Imjim - not pleasant or safe for students Imjim - crossing from 2nd street: path to walk to high school. An experience - would any adult want to try or do on a daily basis 7:30am and/or 4pm.
multiple concerns - safety, signs, painted school zone/speed limit signs and painted crossing lines, lighting etc.

Popup Comments Marina

Carmelo Circle:
As requested, I am writing to you to share feedback regarding the curb extensions on our street, Carmelo Circle, across from the JC Crumpton School in Marina. I am a Marina resident, home owner on Carmelo Circle and like you, always concerned about citizen safety. That said, regarding this "Safe Streets" project, I have taken time out of my busy schedule recently to look at extended curbs in neighboring cities. What I observed in both Monterey and Pacific Grove were curb extensions that were very appropriately sized, meaning plenty of room for both pedestrians AND cars. I do not feel the same way about the temporary curb extensions placed in Marina. I can barely turn my small Honda Fit around the corner on my street without passing over the line to the other side. This is not what I experienced when I observed and drove around the curb extensions in PG and Monterey. Additionally, if you drive down Carmelo Circle, you will notice that many of the residents have HUGE vehicles including full size trucks, SUVs and station wagons. This is not a good recipe for success.

My biggest concern is that people will get hurt as both pedestrians AND drivers. Drivers will be so focused on avoiding other cars, there won't be the same concentrated effort on pedestrians. Meaning there will be a reversal of what you are trying to accomplish. My strong suggestion is to extend the curbs but NOT to the degree you currently have set up. I would recommend sizing them down by HALF at the very least.

Thank you for this opportunity to share input. I look forward to hearing your thoughts.

Marina Safe Streets Demo:
I don't think Marina Safe Streets is safe at all. There is no longer room for two cars to COMFORTABLY drive by each other on the two way Carmel Ave road. It is now a tight, scary, squeeze to drive up or down Carmel Ave. Making a right hand turn from either direction at the Carmel and California intersection is frustrating. You now have to pull all the way out and around all of the commotion on the corner of Carmel and California to get onto California road.

Marina Carmel Ave Popup:
I understand that children’s safety is most important. Have there been reports of children being hurt or near misses by vehicles and children in all the years prior to doing this? Or is it just thinking what might happen? Also, is this the only solution to the problem? I have never seen crossing guards on this street as an option that I see being used successfully at other schools with much wider streets in Salinas. Carmel is such a narrow street already! I would think having curbs painted Red & or no parking signs during school hours, crossing guards & video surveillance & speed deterrent cameras at intersection would be a better option. Senior volunteers could help with crosswalks giving them a purpose & help them feel useful also adding to the benefit of this alternative. If I owned a home on Carmel where this was being constructed, I would be upset over the negative affect this would have on my property value! I will check out your survey.

SRTS Spring Presentation:
It will be good to see the final project complete. (And the uggg-leee wave-delineators gone) Someone crushed one last night in front of Crumpton. And it's great to see the calming effect already on Carmel Ave in front of my house.

Two more observations from this morning's wet ride past at 7:30am.

1) The proposed curb extension at Crumpton on the drop-off exit that is designed to prevent a left (west) turn on Carmel is not working at all. As I rode up three cars in a row strained (and made) that prohibited left turn. I think the only thing that will work there is a security camera and follow-up enforcement.

2) As indicated on the mailed survey, none of this makes it safer for commuting cyclists except the calming effect on traffic. The curb extensions force the rider to "take the lane" which may or may not be safer depending on the driver behind who may or may not be impolite, understand the right-of-way, in a big hurry, and hate cyclists. Weighed against the obvious safety benefits for the MANY walking kids, I think the FEW of us will gladly accept the tradeoff.

Popup Comments Seaside

Broadway Avenue test redesign:

I live across from King Elementary School, and am most appreciative of the traffic-calming redesigns on upper Broadway. It's a welcomed change! For decades, I've complained to the city about dangerous traffic conditions at this school. I regularly witness drag racing from Yosemite Street to Gen. Jim Moore Blvd. Drivers often exceed 60 mph in that 25 mph school zone. I've witnessed many pet deaths at the hands of speeders. Parents drive recklessly while dropping off and picking up their own children, with little regard to anyone else's. Young children's lives are unduly placed at serious risk on a daily basis.

The city has attempted to address the problem by having police officers park near the school at random times. This has been very effective at addressing the problem, but only when police vehicles are visible. When the police leave, speeding and wreckless driving always resume. Since the test redesign went into effect, speeding issues on upper Broadway have been drastically reduced. Drag racing has been completely eliminated. Parents are much more cautious when dropping off and picking up students. The children's safety has become noticeably enhanced.

I'm most pleased with the barrier type redesign directly in front of the school. I'd be ecstatic to see it become permanent.

Walking- Biking area on Broadway:

I am a resident of Seaside, and live on 7 Miguel Court, which is a cul-de-sac off of Mescal. Recently I saw the barriers put up on Broadway street for walking/biking near the MLK school. I took my 11 year old daughter and we rode bikes on it to test it out. We liked the barrier as it provides protection from the cars driving on the road. Ideally I would like to see something like this go all the way down to the bottom of Broadway. We like to ride bikes on the walking/bike pathway that goes along the ocean from Seaside out to Lovers point. We usually put the bikes in our truck and drive down the hill to start riding because there are just too many cars driving on Broadway without a protected area to make it very safe. It would be great if there was a protected bike/walking lane that ran all the way down Broadway.

Broadway Avenue between Yosemite and Mescal:

In my humble opinion, The protected bike lanes are fantastic and I'd love to see them all over town, but taking a lane away from traffic for parking is not so great. If the middle school needs more parking, there is some empty land on the east side of the property there that would do just fine.

The colors are lovely and attention-grabbing. I also was impressed by the effectiveness of the striping paint.

MLK Rainbow Street:

I have been all over your pretty website. I do not see anything about making students more present as they use our streets and side walks. These students are on their phones, dragging their feet in crosswalk and not respectful to their environment, aka drivers trying to get to work.

I’m all for safety and bike riders. These solutions are unrealistic and take up way too much space.

Note: These costs are preliminary and are meant to provide an estimate of funding needed for project implementation. Further engineering work is required before detailed project costs can be determined.

Seaside Project Costs - Central Coast High School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Coe Avenue between Monterey Road and Dahlia Drive	Convert bike lanes on both sides of roadway to buffered bike lanes.	Long	$64,423.86	estimate does not include ROW acquisition
Trail entrance on Coe Avenue (north of school)	Remove two of three bollards to allow for easier bicycle access	Short	$700	
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.	Long	$390,441.55	
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.	Long	$127,750	
Coe Avenue at Dahlia Drive - Phase 1	Refresh crosswalk markings	Short	$4,200	
Coe Avenue at Dahlia Drive - Phase 2	Install compact roundabout.	Long	$300,000	
Coe Avenue at Sea Ridge Court - Phase 1	Refresh crosswalk markings	Short	$4,200	
Coe Avenue at Sea Ridge Court - Phase 2	Install compact roundabout.	Long	$300,000	
Community center driveway	Fill sidewalk gaps between community center parking lot and school driveway	Long	$55,500	

Seaside Project Costs - Del Rey Woods Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Parallel to Plumas Avenue - Phase 1	Install Class I facility in PG&E land (under utilities) between Del Rey Woods Elementary and Highland Street.	Medium	$406,397.73	Between Highlands and Nochebuena
Parallel to Plumas Avenue - 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	Long	$1,089,852.27	
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	Medium	$162,400	assumed 2 curb extensions, 2 high visibility crossings, 2 new ramps
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.	Medium	$280,000	
Tweed Street at Kimball Street	Install curb extensions and refresh high-visibility crosswalk	Medium	$144,200	
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	Short	middle cost	
Parking lot between Noche Buena Street and northern school entrance - 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	Medium	$36,414	restriping costs reflected inParking Lot Phase 1 above
Noche Buena Street between Kimball Avenue and Plumas Avenue	Conduct speed survey and install traffic calming measures and/or bike lanes.	Medium	$30,000	no cost estimate for speed study; assumed two speed humps
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.	Medium	$139,042.40	
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	Long	$243,333.33	assumed cost of new sidewalk (5' widening + new curb/gutter)
Noche Buena Street at Kimball Avenue	Install curb extensions on all crosswalk legs	Medium	$280,000	
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	Short	$1,400	assumed 2 sign installations
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.	Short	$6,300	assumed 6 S1-1 signs; 3 3-mnute loading zone signs
Noche Buena St.	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	Short	$2,800	
Tweed Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	Short	$2,800	
School parking lot at Noche Buena/Plumas	Allow student dropoff in dropoff loop. Maintain parking spaces as staff parking.	Short	policy change	
Noche Buena at church parking lot	Remove stairway between sidewalk and street	Medium	low/mid cost	

Seaside Project Costs - Dual Language Academy

Location	Recommendation	Timeframe	Cost Estimate	Notes
Normandy Road at Naples Road	Install ADA-compliant curb ramps	Medium	$28,000	
Normandy Road at school driveway	Install ADA-compliant curb ramps	Medium	$14,000	
Normandy Road between Selerno Road and Naples Road - Phase 1	Extend red curb east to the Naples Road intersection	Short	$231.00	
Normandy Road between Selerno Road and Naples Road - Phase 2	Install curb extension at corner of Normandy/Naples	Medium	$70,000	
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.	Long	$64,400	assumed widening or replacing sidewalk as it runs toward driveway w/o curb/gutter reconstruction and curb ramp at driveway. Please correct if there is a desired alternative alignment
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.	Long	mid/high cost	
School parking lot - - Phase 2	Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy/Naples and additional parking.	Long	mid/high cost	

Seaside Project Costs - Highland Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Sonoma Avenue at existing crosswalk that connects Del Monte Manor and school	Install raised crosswalk and curb extensions	Medium	$147,000	
Yosemite Street back entrance ramp	Improve ramp access	Medium	$7,000	
Yosemite Street between Sonoma Avenue and mid-block crosswalk	Convert east side of Yosemite Street to pick-up/drop-off area	Short	policy	
Mid-block crosswalk on Yosemite Avenue north of Wanda Avenue	Install offset crosswalk with ADA-compliant curb ramps and street lighting.	Medium	$57,400	assumed two lights
Sonoma Avenue at Yosemite Street	Install compact roundabout.	Long	$300,000	
Sonoma Avenue between Yosemite Street and Mescal Street	Install slotted speed humps. Install centerline diverters or turtles to prevent U-turns	Medium	$32,800	
Neil Park	Repave and widen existing paths. Install curb ramps at path entrances.	Long	$174,482	

Seaside Project Costs - International School of Monterey

Location	Recommendation	Timeframe	Cost Estimate	Notes
School parking lot	Make staff parking only. Install right-turn only sign and arrow at parking lot exit.	Short	$1,400	
School drop-off loop - Phase 1	Convert staff parking to loading during pick-up/drop-off times and visitor parking off-peak times.	Short	policy	
School drop-off loop - 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.	Long	$37,450	
Yosemite Street at Westminster Court	Install ADA-compliant curb ramps on both sides of crosswalk	Medium	$14,000	
Path between Westminster Court at Stuart Park path	Remove bollard on east end of path	Short	$350	
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.	Medium	$144,200	
Pedestrian bridge between Stuart and Cunningham Parks	Promote pedestrian bridge as alternate drop-off location	Short	policy	
Pedestrian bridge between Stuart and Cunningham Parks	Replace bridge with design that allows greater visibility onto/from bridge. Upgrade to be ADA-compliant	Long	high cost	
Lincoln Cunningham Park paths	Repave and widen existing paths. Install curb ramps at path entrances.	Medium	$401,352	
Path between Stuart Park and school	Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours	Medium	$81,858	
Yosemite Street at Mingo Avenue	Install curb extensions on all crosswalk legs	Medium	$280,000	
Portola Leslie Park entrance from Yosemite Street	Upgrade ramp to be ADA-compliant	Medium	$7,000	
Yosemite Street between Mingo Avenue and Westminster Court	Add centerline diverters to prevent left turns into or out of school drop-off loop. Daylight school loop exit.	Short	2800	

Seaside Project Costs - MLK Jr. Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
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.	Medium	$280,200	
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 accomodate school queue, or install roundabout at Broadway/Ancon and prevent left turns into school.	Long	$300,000	reflecting cost of roundabout
School driveway entrance	Install standard driveway approach. Install red curb striping on both sides to daylight intersection.	Medium	$168.00	clarification re: standard driveway approach?; reflecting cost of 40' of red curb
Broadway Avenue at Yosemite Street	Study roundabout at this intersection. If not feasible, install curb extensions on all corners of intersection	Medium	$2,100,000	reflecting cost of roundabout; curb extensions just $50,000-$70,000 EA
School entrance	Install ADA-compliant ramp from Broadway Avenue to school entrance	Medium	$7,000	
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.	Medium	$105,742	
Sidewalk on west side of staff parking lot	Remove bollard blocking sidewalk access	Short	$350	

Seaside Project Costs - Marshall Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Dirt south of Normandy Road between existing trail and school driveway entrance	Install trail/pathway	Long	$131,670	
Normandy Road between school driveway exit and Parker Flats Cut Off	Install trail/pathway on south side of Normandy Road	Long	$504,500	reflecting cost of sidewalk
School driveway entrance	Install curb extension on western side to prevent parked cars. Consider bus turning radius in design	Medium	$70,000	
Normandy Road between General Jim Moore Boulevard and school driveway entrance	Widen sidewalk on north side of Normandy Road to 10' multi-use path	Medium	$30,870	assumed 5' widening w/o reconstructing curb/gutter
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	Medium	$65,121.21	Showing Cost of Class III Bicycle Boulevard Treatment
General Jim Moore Boulevard at Normandy Road	Install ramp from trail along General Jim Moore Boulevard onto Normandy Road	Medium	$7,000	
General Jim Moore Boulevard trail	Install wayfinding northbound to show access to school	Short	$700	
Normandy Road at Carentan Road	Install ADA-compliant curb ramp at northwest corner of intersection	Medium	$7,000	
Normandy Road at Chapel Drive	Install raised crosswalk and ADA-compliant curb ramps	Medium	$21,000	
Chapel Drive	Close sidewalk gaps on west side between church driveway and Normandy Road.	Long	$81,000	
Chapel Road at Chapel Drive	Install ADA-compliant curb ramps and high-visibility crosswalk across Chapel Road	Medium	$18,200	
General Jim Moore Boulevard at Normandy Road	Install protected intersection with leading pedestrian intervals. Install sign indicating that cyclists should use pedestrian signal phase.	Long	$2,100,000	
Ardennes Circle at end of school pathway	Upgrade crosswalk to standard high-visibility	Short	$4,200	
Path from Ardennes Circle to Normandy	Repave trail	Medium	$252,000	assumed cost of new 10' path
General	Initiate larger discussion on traffic and enforcement issues around Marshall campus	Short	policy	

Seaside Project Costs - Ord Terrace Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
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.	Short	mid cost	
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.	Medium	$204,400	
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.	Medium	$144,200	
Western school driveway (east side of driveway)	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	$74,200	
Loading zone on La Salle Avenue	Widen sidewalk on north side between Lincoln and western school driveway. Add signage and striping in roadway to demarcate loading zone.	Medium	$218,680	assumed 3' sidewalk widening, one sign
Lincoln Street at Ord Grove Avenue	Install curb extensions on all crosswalk legs. Design southwest corner to accommodate driveway	Medium	$280,000	
Ord Grove Avenue at Buchanan Street	Install curb extensions on all crosswalk legs	Medium	$280,000	
Ord Grove Avenue in loading zone near Buchanan Street	Install loading zone (R25C(CA)) signs.	Short	$1,400	assumed 2
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	Medium	$103,600	
Mariposa Street at LaSalle Avenue	Fill sidewalk gaps		$211,500	

Seaside Project Costs - Seaside High School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Highway 1/Monterey Road/Fremont Boulevard	Study opportunities for bicycle and pedestrian improvements in a 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 path on south side of intersection, pedestrian median islands, and narrowed lanes.	Long	$756,700	doest not account for northbound approach realignment. High cost project
Ord Avenue stairs onto school	Formalize path from top of stairs onto campus. Install ADA accessible ramp next to stairway.	Medium	$68,796	estimate does not account for grading necessary to install ADA accessible path. Grading of hill would make this a high cost project
Ord Avenue at Monterey Road	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	$98,950	
Ord Avenue at Noche Buena	Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Ave.	Long	$300,000	
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.	Long	$43,400	
Noche Buena at Military Avenue	Install curb extensions on all corners to shorten crossing distance across Military Avenue	Medium	$280,000	
Ord Grove Avenue at Noche Buena Street	Install curb extensions on all corners to shorten crossing distance across Ord Grove Avenue	Medium	$280,000	
Noche Buena Street at La Salle Avenue	Install curb extensions on all corners	Medium	$280,000	
Fremont Boulevard between Monterey Road and Military Avenue	Formalize path to Class I facility between Military Avenue and Monterey Road	Medium	$187,187.74	

Seaside Project Costs -Seaside Middle School

Location	Recommendation	Timeframe	Cost Estimate	Notes
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	Medium	$124,091	
School parking lot	Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign to be MUTCD-compliant	Medium	$35,700	
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.	Medium	high cost	
Coe Avenue at Paralta Avenue	Consider roundabout	Long	$300,000	
Coe Avenue at Paralta Avenue	Remove bollard to allow for easier bike/pedestrian access	Medium	$350	
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	Long	$503,257.58	
Military Avenue at Peralta Avenue	Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.	Medium	7000	
Peralta at Coe Avenue	Block Peralta Avenue north of Military Avenue. Install landscaped trail that allows for emergency access to Coe Avenue.	Medium	7000	

Seaside Project Costs - Citywide Recommendations

Location	Recommendation	Timeframe	Cost Estimate	Notes
Military Avenue	Study feasibility of Safe Routes to Schools Connector treatments, especially near school.	Medium	study	
Mingo Avenue between Noche Buena and Yosemite	Study feasibility of Safe Routes to Schools Connector treatments, especially near school.	Medium	study	
Monterey Road between Buna Road and 6th Division Road	Install Class II bike lanes	Long	$178,080.00	
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 Project Costs - Crumpton Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Carmel Avenue at Lynscott Drive	Install curb extensions on northern corners of intersection. Upgrade crosswalks to high visibility	Medium	$148,400	
School drop-off loop entrance	Reconfigure dropoff loop so that entrance aligns with Carmelo Circle intersection. Install ADA-compliant curb ramps at driveway entrance.	Long	mid/high cost	
School drop-off loop exit	Install ADA-compliant ramps and DO NOT ENTER signs at driveway exit	Medium	$14,700	
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.	Long	$2,100,000	
Carmel Avenue at Carmelo Circle	Install curb extensions on all crosswalk legs. Upgrade crosswalks to high visibility	Short	$218,400	
Carmel Avenue between school drop-off loop entrance and exit	Remove bushes and replace with wider sidewalk to allow for drop off on street	Medium	$16,254	
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.	Medium	$53,750	
Epiphany Lutheran & Episcopal Church	Encourage church as formal drop-off location	Short	policy	
Lynscott Drive between Reservation Road and Carmel Avenue	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
Salinas Avenue between Reservation Road and Carmel Avenue	Add Class I facility as part of future reconstruction project.	Long	$334,090.91	
Phillips Circle	Install accessible ramp at entrance to path to school	Medium	$7,000	

Marina Project Costs - Los Arboles Middle School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Path between campus and Reindollar Avenue	Expand and repair pathway to the west of tennis courts.	Medium	$44,478	depends on alignment; may require grading
School driveway exit	Upgrade crosswalk to high visibility. Install ADA-compliant curb ramp on western crosswalk leg.	Medium	$11,200	
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	Medium	$144,200	does not include cost of gate relocation
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.	Medium	$227,000	
Zanetta Drive at Hillcrest Avenue	Install curb extensions. Upgrade crosswalks to high visibility	Short	$296,800	
Vaughan Avenue at Hillcrest Avenue	Install curb extensions. Upgrade crosswalks to high visibility	Medium	$296,800	
School	Upgrade bike racks and move onto campus	Short	8400	assumed 20 U-Racks
Hillcrest Avenue west of school driveway entrance	Shorten bus drop-off area to create more space for parent dropoff	Short	low cost	
Talcott Avenue at Reindollar Avenue	Install curb extensions. Upgrade crosswalk to high visibility	Medium	$144,200	
Zanetta Drive at Reindollar Avenue	Install curb extensions. Install high-visibility crosswalks across Zanetta Drive and at least one across Reindollar Avenue	Medium	$152,600	assumed 2 curb extensions, 3 high-vis crosswalks
Vaughan Avenue between Carmel Avenue and Reindollar Avenue	Study feasibility of Safe Routes to Schools Corridor treatments	Medium	study	
Zanetta between Reindollar and Hillcrest	Fill sidewalk gaps	Long	$114,912	continous, narrow sidewalk; assumed widening existing sidewalk to fill landscaping wells and no curb/gutter reconstruction

Marina Project Costs - Marina High School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Reindollar Avenue between Crescent Street and Vaughan Avenue	Install sidewalk on north side of street	Long	$76,000	
Reindollar Avenue between Vera Lane and Vaughan Avenue	Fill sidewalk gaps on south side of the street	Long	$30,250	
School driveway entrance from Patton Parkway	Convert crosswalk to high visibility	Short	$4,200	
School parking lot near entrance from Patton Parkway	Install sidewalk to close gap between crosswalk and existing sidewalk	Medium	$12,750	
Patton Parkway at Crescent Street	Remove crosswalk across Patton Parkway. Upgrade crosswalk across Crescent to high visibility	Short	$4,200	
California at Marina Heights Drive	Install high-visibility crossing across California	Short	$4,200	
3rd and Imjin	Include high visibility crosswalks and curb extensions in future signal project.	Medium	$296,800	
Grant Street pathway	Open gate to allow access. Install pedestrian lighting along pathway	Medium	$58,800	
California at Reindollar	Install high-visibility crossing across California and one leg of Reindollar. Consider curb extensions to shorten crossing distance.	Medium	$144,200	
Rendova Road	Improve/repair fencing along roadway and keep sidewalks clear of sand and vegetation	Medium	low/mid cost	

Marina Project Costs - Marina Vista Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Bus drop-off area on Carmel Avenue	Move to east of western crosswalk at Pleasant Circle/Carmel Avenue intersection	Medium	low/mid cost	
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.	Medium	$144,200	
Carmel Avenue at Everett Circle	Install curb extensions and upgrade crosswalk across Everett Circle to high-visibility	Medium	$144,200	
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.	Medium	$11,200	
Carmel Avenue at Redwood Drive	Install curb extensions on all four corners of intersection. Reduce to one vehicle lane for each leg of intersection.	Medium	$280,000	
Carmel Avenue at Vaughan Avenue	Install curb extensions and install high-visibility crosswalk across Vaughan Avenue	Medium	$144,200	
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.	Medium	$14,000	reflecting cost of raised crosswalk and ramp
Carmel Avenue between sidewalk end and school driveway exit	Convert landscaping to sidewalk	Medium	$65,750	location/extent unclear
Nicklas Lane	Install missing sidewalk	Long	$286,750	assumed both sides of Nicklas Lane
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.	Medium	$141,050	

Marina Project Costs - Olson Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Beach Road at Melanie Road	Install curb extensions on all legs of crosswalk. Upgrade crosswalks to high-visibility	Medium	$152,600	
School drop-off loop	Reconfigure to have two drop-off lanes with center sidewalk space	Long	low/mid cost	
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	Medium	$87,000	
School campus east of Melanie Road	Install gate into school campus adjacent to bus drop-off area	Medium	low cost	
Beach Road at Fitzgerald Circle	Install curb extensions. Consider high-visibility raised crosswalk across Beach Road	Medium	$147,000	
Beach Road at Villa Circle	Install curb extensions and high-visibility crosswalk across Villa Circle	Medium	$144,200	
Beach Road between Cordoza and Del Monte Boulevard	Install Class I facility on north side of roadway.	Long	$459,136.36	
Beach Road between Del Monte and DeForest	Study feasibility of Safe Routes to Schools Corridor treatments	Medium	study	
Beach Road at DeForest Road	Study options for curb extension or median at southwest corner of intersection to slow right-turning traffic	Medium	$70,000	
Melanie Road at Susan Avenue	Install curb extensions and high-visibility crosswalk across Susan Avenue. Consider drainage on south side of intersection in design.	Medium	$144,200	
North side of Beach Road between school grounds and trail	Include sidewalk and path as part of future development	Long	$207,750	assuming cost of curb/gutter; path construction would be less expensive than sidewalk with curb and gutter
Melanie Road between Beach Road and Peninsula Drive	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
Beach Road between Del Monte and Fitzgerald	Fill sidewalk gaps	Long	$61,250	
Marina United Methodist Church	Work with church to explore parking lot as alternate drop-off area	Short	policy	
Michael Drive at McCulloch Circle	Install high-visibility crosswalk at south leg of interstection. Consider curb extension on east end of crosswalk. Install curb extension on west end of crosswalk.	Medium	$144,200	
Beach Road at Michael Drive	Install high-visibility crosswalk across Michael Drive with curb extensions on both sides	Medium	$144,200	
Michelle Court	Study options to construct sidewalk and path between Michelle Court and school campus as part of future development or FORTAG	Long	study	

Marina Project Costs - Citywide Recommendations

Location	Recommendation	Timeframe	Cost Estimate	Notes
All schools	Install Secure Bike Parking	Short	$29,400	assumed 10 inverted U racks/ elementary; 20/ middle high school
All schools	Change speed limits to 15 mph around schools	Short	$14,000	assumed 4 signs per school
All schools	Conduct comprehensive school signage inventory and install missing signage. Ensure that sign placement maintains ADA access on sidewalks.	Short	study	
All schools	Review ADA accessibility guidelines and construct accessible paths between public right-of-way and school entrances where needed	Long	study	
California Ave between Windsor Court and Tamara Court	Install Class IV separated bikeway. If infeasible, install Class II bike lanes	Medium	$185,924.24	
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	high cost	
Carmel Avenue at Crescent Avenue	Install curb extension at northwest corner of intersection to slow right turns.	Medium	$70,000	
De Forest Road	Study feasibility of Safe Routes to Schools Connector treatments, especially near schools	Medium	study	
DeForest Road at Reservation	Study intersection improvements including high visibility crosswalks, pedestrian refuge islands, and leading pedestrian intervals.	Medium	study	
Del Monte Boulevard at Palm Avenue	Conduct collision analysis to identify bicycle and pedestrian crossing improvements	Medium	study	
Hillcrest Avenue	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	Medium	study	
Patton Parkway between Patton Parkway and Del Monte	Install Class I or Class II bike facility as part of Patton Parkway Extension project	Long	$442,909.09	assumes straight line extension from Pkwy to del Monte, does not account for vegetation removal
Reindollar (California to Eddy, Vera to Vaughn, Del Monte to Sunset)	Fill sidewalk gaps	Long	$241,000	
Reindollar Avenue + Bostwick Avenue + Bayer Street	Study feasibility of Safe Routes to Schools Connector treatments, especially near schools	Medium	study	
Palm Avenue between Lake Drive and Marina Drive	Fill sidewalk gaps	Long	$74,250	included cost of 4 curb ramps as well
Cordoza Avenue	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
Crescent Street + Avenue	Study feasibility of traffic calming measures and Safe Routes to Schools Connector treatments	Medium	study	
Zanetta Drive	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
Vaughn Avenue	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
California Avenue	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	

CITY OF SEASIDE
STAFF REPORT

Item No.: 10.B.

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

BY: Craig Malin, City Manager

DATE: February 6, 2020

SUBJECT: **AUTHORIZE CITY MANAGER TO EXECUTE NOT TO EXCEED $215,000 CONTRACT WITH DPZ FOR SEASIDE EAST VISIONING CHARRETTE**

PURPOSE & RECOMMENDATION

Authorize City Manager to execute not to exceed $215,000 contract with DPZ for Seaside East Visioning Charrette.

BACKGROUND

Sometime this year, twenty-six years after Fort Ord closed, the City of Seaside should take possession of 625 acres of federal property. Whether the City gains control of the acreage before or after the sunset of the Fort Ord Reuse Authority is yet to be determined, and wholly dependent on federal actions. Regardless, the City will become solely responsible for planning and land use decisions for the acreage. The City will also become solely responsible (unless a JPA is formed) for habitat management of the property and maintenance and public safety expenses for arterials built by FORA. These expenses will be hundreds of thousands of dollars a year. If those expenses are not paid through new revenue generated from the property, existing taxpayers will bear the costs.

As an indication of just how disconnected the acreage is from the daily lives of citizens, the property is generally known by a compass heading; Seaside East. Like generations before, an entire generation of Seaside children born and raised in the post Fort Ord closure era, and now with their own children, only know the land on the other side of the barbed wire as a place they cannot visit. They can look from a distance, but that is all. They can live two or three generations to a house, but they cannot buy an affordable home east of General Jim Boulevard. They can work two or three jobs to provide for their families, but they cannot walk to work at a tech job that has spun off from CSUMB on former Fort Ord property. They can drive to other communities for

soccer and football and baseball games, but they can't ride bikes as a family to active recreation fields that welcome others and pay for themselves with tournament rental fees. For all the years Fort Ord operated as an Army base, and for the twenty-six years since it closed, "Seaside East" was and remains today, off-limits.

Under its present zoning, Seaside East will remain economically off limits to many Seaside families. In 2006, the City zoned the property RS-8. The zoning allows low density single family dwellings, up to eight units per acre. The zoning is inconsistent with the current state of best practices planning, and is expected to be updated to include more affordable housing options following the City's update to the General Plan. The draft General Plan Update (attached) outlines a mix of uses in tabular form. A table, alas, is not a vision.

Seaside's vision is to be a vibrant, proudly diverse, energetic and safe community, with extraordinary natural beauty, quality of life and economic opportunities.

Improving community quality of life and securing economic development opportunities while protecting and enhancing Seaside's remarkable natural environs is the crux of the matter. The once in a lifetime opportunity to develop wide swaths of property overlooking the Fort Ord National Monument to the east and Monterey Bay National Maritime Sanctuary to the west have generated considerable interest from developers, with many of the development proposals wholly disengaged from Seaside's vision as an economically and ethnically diverse community, with reverence for its unique environment. Local environmental and social justice stakeholders have consistently opposed such proposals, disconnected as they were from Seaside's diverse history, and vision.

To advance the discussion and pursue Seaside's vision, the City has undertaken significant efforts to engage the community in planning in recent years. In addition to updating the General Plan, moving community planning and economic development offices to a storefront on Broadway and leading the region in government transparency, the City mandated a charrette approach to the "Campus Town" project. Given the charrette foundation of the plan, the walkable, mixed-use project enjoys broad support in the community, and is heading to the City Council in March.

As Campus Town moves from charrette to potential entitlement, a number of unsolicited proposals were submitted for Seaside East. Following the City's prior policy, the proposals came before the Council for review. In doing so, however, some may have been confused that the City's review of the proposals was some sort of endorsement of the proposals. To address this misconception and avoid further distraction and confusion, the Council revised the policy to not accept unsolicited proposals for Seaside East. Doing so has given the community time and space to establish its own vision for the land we are about to receive. In this time and space the City has the ability to take the public visioning lessons learned from the successful

charrette process for Campus Town and apply those lessons to Seaside East.

The vision should inclusively and thoughtfully secure the current and future social and fiscal needs of the community with leading-edge environmental enhancement practices. The General Plan update currently in progress affirms the City has no interest in environmentally destructive sprawl. Rather, the City has an interest in convening an open community dialogue on achieving the community's vision on Seaside East, with open processes distinctly different from those outside our community who operate at secret private meetings. Protecting environmentally sensitive land, creating opportunities for Seasiders to experience the natural environs in their daily lives, leading the Peninsula on tree protection, clean energy, affordable housing and social justice are all ripe for discussion. Discussing the challenges and opportunities of incorporating active recreational and cultural uses into the vision is expected. Conceptualizing and testing the financial outcomes of a range of potential land uses is necessary. In sum, the City requires expert facilitation of a truly inclusive visioning process.

Staff recommends contracting with DPZ to conduct a charrette to establish a community vision for Seaside East. DPZ is an internationally renowned planning firm, originally based in Miami, with a decades-long track record of award-winning planning that engages communities, fights sprawl and arrives at contextually sensitive solutions. Most famous for their work in Seaside, Florida, where they demonstrated exceptional reverence for history and paid painstaking homage to the local vernacular, DPZ essentially invented new urbanist planning principles. Contracting with the City from their west coast office in Portland, Oregon, they'd have the opportunity to become most famous for the best Seaside. A draft scope of work (attached) is in progress of being fashioned into a contract, with a not to exceed cost of $215,000. To achieve the ecologic framework for a vision that includes the City's commitment to positive environmental outcomes, substantially less costly contracts with Denise Duffy & Associates and Applied Ecological Services are expected to be executed to support DPZ's efforts at the charrette.

Websites: DPZ: https://www.dpz.com/ DDA: http://www.ddaplanning.com/
AES: https://www.appliedeco.com/

ATTACHMENTS

1. Draft General Plan Seaside East
2. Draft Charrette Scope of Work

Reviewed for Submission to the
City Council by:

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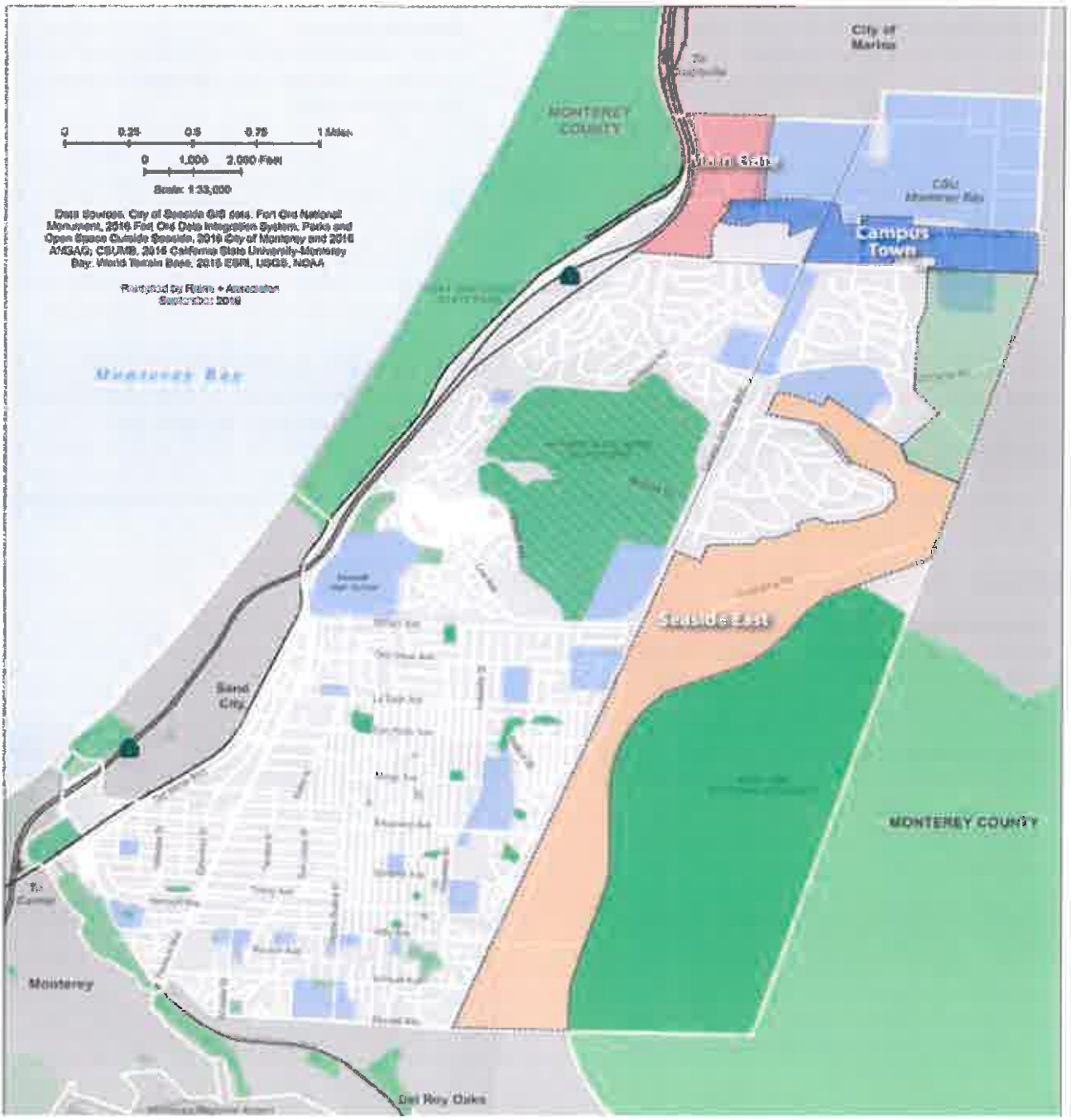
Craig Malin, City Manager

Former Fort Ord Lands Goals and Policies

The following section includes goals and related policies that apply to all former Fort Ord lands. Detailed sub-area goals and policies for Seaside East (including the area north of Eucalyptus Road), Campus Town, and Main Gate follow after overall area goals.

Figure 12: Former Fort Ord lands



Goal LUD-17: Abundant and high-quality natural open space on former Fort Ord lands.

Intent: To leverage the undeveloped Fort Ord lands to provide new active and passive open space for the Seaside community. To create connected open space and habitat corridors that maximize ecological quality.

Policies:

- **Sensitive habitat.** Protect and maintain sensitive habitat areas as feasible.
- **Open space corridors.** Balance the need to create more housing, employment, retail, and entertainment uses on former Fort Ord lands with open space corridors that support natural vegetation communities, scenic vistas, and sensitive habitats within new growth areas. Open space corridors should connect to formal and informal trailheads in the National Monument, where possible.
- **Open space buffer.** Provide an open space buffer consistent with the Base Reuse Plan (BRP).
- **Regional efforts.** Participate in regional programs and in partnerships with land trusts to seek funding to preserve, maintain, and acquire open space as opportunities allow.

Goal LUD-18: Design new Seaside neighborhoods on former Fort Ord lands sustainably by linking land use, transportation, and infrastructure development to increase non-automobile travel, protect sensitive habitat, and reduce infrastructure costs.

Intent: To expand the City in a sustainable, smart growth manner that minimizes the carbon footprint of new development, while also benefiting the existing community.

Policies:

- **Diverse neighborhoods.** Create diverse mixed-income neighborhoods with a range of residential housing types for different economic levels, household sizes, and age groups.
- **Job generation.** Create at least two new employment-designated areas, with a minimum of one district in both Seaside East and Campus Town, in accordance with the terms of the base closure agreement.
- **Access to amenities.** Strive to create development patterns such that the majority of residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, churches, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.

Example of neighborhood-serving amenities.

- **New urban spaces.** Require new developments to provide public parks, plazas and squares that provide interesting urban spaces in planned districts and neighborhoods. Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.
- **Expanded mobility.** Ensure new development supports non-automobile mobility by providing safe, comfortable, and convenient pathways for pedestrians and bicyclists and waiting areas for transit.
- **Internal connectivity.** Require development projects to have a high-level of internal connectivity (minimum 150 intersections per square mile) and to be well-connected to the surrounding area.
- **Military designated lands.** Seek partnership opportunities with the federal government to increase transportation and open space access within and through military (M-designated) lands.
- **Traffic modeling.** Ensure future traffic study methodologies balance automobile, transit, walk, and bike mode shares.

Goal LUD-19: Seamlessly connect new growth areas on former Fort Ord lands with the rest of the City.

Intent: To create a unified city where eastward growth does not diminish or ignore the existing city fabric, but rather reinforces and expands upon it.

Policies:

- **Visual connections.** Provide visual connections, including wayfinding, between existing development and new development, and between open space on former Fort Ord lands.
- **Physical connections.** Require future development projects to better integrate with existing development by physically connecting new development on former Fort Ord lands with frequent streets, transit, bicycle, and pedestrian connections to ensure easy access from historic Seaside.
- **Prioritization.** Prioritize City programs and capital projects that actively work to integrate historic Seaside with new development on former Fort Ord lands.
- **Contiguous expansion.** Locate initial new development on former Fort Ord lands adjacent to Seaside's built environment and CSUMB to create a contiguous expansion of the City.

Goal LUD-20: New development supports the preservation or enhancement of the City's natural resources.

Intent: To protect the most valuable natural areas and species in former Fort Ord lands.

Policies:

- **Clustered development.** Cluster new development on former Fort Ord lands, as feasible, to minimize impacts on sensitive habitat.
- **Development adjacent to habitat.** Require new construction adjacent to habitat management areas to minimize new impervious surface, minimize light pollution, and emphasize native landscaping.
- **Low-impact development.** Require new construction to use low-impact development techniques to improve stormwater quality and reduce run-off quantity.
- **Steep slopes.** Preserve areas with steep slopes greater than 40 percent by prohibiting commercial and residential development. Open space and trails may be allowed in these areas.
- **Native species.** Encourage new development to support a diversity of native species and manage invasive species.
- **Green Streets.** Explore opportunities for Green Streets, when feasible. When Green Street demonstration areas are identified, include unobtrusive educational signage.

Goal LUD-21: Resilient neighborhoods on former Fort Ord lands.

Intent: To ensure new development is not unduly threatened by natural hazards and the worsening impacts of climate change.

Policies:

- **Wildfire risk.** Require that all future developments on former Fort Ord lands take steps to reduce wildfire risk as part of the site review process.
- **Hazard mitigation.** Support plans and policies that mitigate existing hazards and reduce the risk of urban and wildfire threats.
- **Resource efficiency.** Through more stringent water and energy standards, require new development to be more water and energy efficient and use fewer natural resource in order to increase long-term neighborhood resilience.

Example of native landscaping and bioswales.

Seaside East

Goal LUD-22: Balanced, diverse, and sustainable growth.

Intent: To guide development towards a diverse community that balances habitat and wilderness with new low-impact residential development clustered around neighborhood centers, supporting public use, and employment districts.

Policies:

- **Gateways.** Provide ample gateways to the National Monument, through formal and informal entryways to trailheads. Entryways shall provide distinctive signage and gateway elements.
- **New infrastructure.** Plan for significant improvements to existing infrastructure in the area.
- **FORTAG trail.** Support implementation of the FORTAG regional trail. Coordinate with FORTAG about trail design and connectivity, as well as art installation opportunities.
- **Habitat preservation.** Support the preservation of open space and sensitive habitat including:
  - Oak woodlands and linkages.
  - An open space buffer between future development and the National Monument.
  - Open space corridors that support natural vegetation communities, scenic vistas, and sensitive habitats.
- **Balanced land use mix.** Create a complete community in Seaside East with a mix of parks, recreation, employment, retail and services, and housing. Specifically, the eventual build-out of the area will include all of the following, in the approximate quantities specified in Table 3:
  - A range of park types and community recreation facilities, including a regional recreation area with multipurpose athletic fields, courts, and other park uses.
  - Visitor-serving amenities (retail and services) at primary National Monument access points.
  - New office, research and development (R&D), and/or flex space to increase employment in the area as required as a condition of the City's acquisition of the land.
  - Traditional, walkable residential neighborhoods with a diversity of low and moderate-density housing types built around "neighborhood centers" with a mix of retail, services, parks, and other amenities for residents.
  - New schools and public facilities to support the expected population and worker growth in the area.
- **Connections across General Jim Moore Boulevard.** Improve connections to the rest of the City, especially across General Jim Moore Boulevard.
- **Walkable grid.** Plan new streets to form an interconnected grid of street and greenway circulation within the subarea. Design street and block patterns to provide safe, convenient, and comfortable circulation for pedestrians and bicyclists.

Table 3: Planned Land Use Mix in Seaside East

Land Use Designation	Acres	Percentage	Range
Neighborhood Low	80	13 percent	10 - 20 percent
Neighborhood Medium	100	16 percent	10 – 20 percent
Mixed Use Low	45	7 percent	5 - 10 percent
Employment	100	16 percent	15 – 25 percent
Public/ Institutional	30	5 percent	Min 3 percent
Recreation Commercial	60	10 percent	8 - 15 percent
Parks and Open Space	60	10 percent	8 - 15 percent
Recreation - Open Space	150	24 percent	Min 15 percent

Gateway to monument.

Trail in open space.

Employment uses.

Medium density residential.

Draft Scope of Work

1.0 Research, Education and Charrette Preparation

1.1 Project Assessment and Organization Tasks

A. Project Start-up Meeting: Conduct an initial Project Start-up Meeting to create a shared understanding of the project purpose, process and schedule between the City and team members. Conduct an Initial Stakeholder Analysis by identifying key stakeholders, their issues, levels of involvement and strategies for outreach. Create a Charrette Products List, consisting of drawings, studies and documents that describe a feasible plan that must be completed by the end of the charrette. This includes but is not limited to: Preliminary analysis briefing materials, copies of all public presentations, and implementation plans.

B. Project Process Roadmap: Prepare a guiding document for the project management team that lists the project phases, events, and products on a timeline and assigns roles and responsibilities for each task.

C. Charrette Schedule: Prepare a charrette schedule in table format indicating the charrette events, such as open house hours, meetings, meals and production targets. List the times when each charrette team member will be present at the charrette.

1.2 Stakeholder Research and Involvement Tasks

A. Stakeholder Identification and Analysis: Prepare a document that indicates the primary, secondary and general stakeholders, their issues and positions and a recommended outreach and engagement strategy designed to solicit their continued input and participation in the process.

B. Stakeholder Outreach and Engagement Plan: Describe the plan for facilitating community engagement per the Stakeholder Identification and Analysis at three levels:

1) The large public gathering, such as a lecture or workshop.
2) The group meeting, such as a neighborhood organization, steering committee or business group meeting.

3) The individual or small group meeting, which consists of one to five people, such as elected officials, business and property owners or other key stakeholders.

The plan should describe a methodology for generating proportional demographic community representation including traditionally underserved populations.

C. Project Objective and Measures: Create a set of quantifiable objectives and measures based on stakeholder interviews, governing policies and standards, project goals and economic, engineering, and environmental constraints and opportunities. These measures are to be revised as new information arises and will guide the design decision-making process.

D. Public Kick-off Meeting: Conduct a public kick-off meeting early in the project process. The meeting purpose is to inform the community about the project purpose, process, and their options for involvement. The meeting should include exercises to elicit information and vision elements from the community. Assist the City with media communications and publicity.

1.3 Base Data Research and Analysis

A. Base Data Research and Analysis: The City will provide all relevant existing related community-planning reports, plans, and studies for the consultant's review. The consultant will conduct all necessary base data research called for in the Project Process Roadmap, e.g., the existing state of the community in terms of economic/fiscal conditions, transportation, storm-water, wetlands, energy consumption, housing types, demographics, air quality, and other measures.

B. Pre-charrette Project Brief: Prepare a concise summary of the information from all previous phases of work including summaries on project assessment and organization, stakeholder research, education and involvement, and base data research and analysis.

1.4 Charrette Logistics

A. Meeting Venues: Provide the City with a list of space, furniture and equipment requirements for the charrette meeting venues.

B. Charrette Schedule: Work with the City to refine and revise the charrette schedule as new information becomes available. Assist with the logistical requirements and agendas for all meetings held during the charrette.

2.0 Charrette

Conduct a multiple-day (4 to 5 day) public charrette that includes the following events and tasks:

2.1 Organization, Education, Vision

A. Charrette Opening Public Meeting: Conduct a public meeting in order to establish a community understanding of the project background purpose, process, roles and opportunities for community involvement; and, use hands-on drawing exercises and other methods to elicit public input on such topics as community values, and future vision.

2.2 Alternative Concepts Development

A. Alternative Concepts Development: Create a minimum of three plan concepts based on community input from Charrette Opening Public Meeting, the Project Objectives and Measures, as well as engineering, environmental, policy and other project requirements.

B. Initial Stakeholder Reviews: Review the alternative concepts with regulatory agencies and primary stakeholders.

C. Public Meeting or Open House: Conduct a public meeting or open house to present the alternative concepts and to facilitate a dialogue among all of the relevant viewpoints represented. Gather the information necessary to narrow the alternative concepts into a preferred plan.

2.3 Preferred Plan Synthesis

A. Preferred Plan Synthesis: Develop a draft preferred plan by accounting for all of the information from the second public meeting or open house, merging the high performing elements of the alternative concepts with any newly developed design

elements. Document the degree to which the preferred plan performs according to the Project Objectives and Measures.

B. Intermediate Stakeholder Reviews: Review the preferred plan with primary stakeholders as necessary.

C. Public Open House(s): Conduct an open house(s) to present the preferred plan and solicit community feedback.

2.4 Plan Development

A. Plan Development and Refinement: Conduct detailed design studies and feasibility tests of the preferred plan. Example studies include environmental impacts and economic and market feasibility.

2.5 Public Presentation

A. Final Charrette Public Meeting: Conduct a final charrette public meeting. Present a concise and comprehensive summary of project goals, the charrette process and all elements of the draft preferred plan. Gather community input through an open discussion or open house format. Provide the City with electronic files of the final charrette products upon the conclusion of the charrette.

3.0 Post-Charrette

A. Draft Report: Produce a report that concisely describes the process and the vision. The report should cover the entire process, highlighting stakeholder involvement and decision-making processes. The documents should be capable of educating those who did not participate in the process previously.

B. Final Project Public Meetings: Hold a public meeting or series of meetings no later than three weeks following the charrette to present the recommended revisions of the preferred plan and solicit public input.

C. Final Report: Make final revisions to the report based on the input from the City and the final public meeting.

CITY OF SEASIDE
STAFF REPORT

Item No.: 10.C.

TO: City Council

FROM: Craig Malin, City Manager

BY: Dan Meewis, Recreation Director

DATE: February 6, 2020

SUBJECT: **CONSIDER APPROVAL OF THE PARKS & RECREATION COMMISSIONS RECOMMENDATION FOR ALLOWING PICKLEBALL AT THE WHEELER STREET TENNIS COURTS**

PURPOSE & RECOMMENDATION

Approve the request from the Parks and Recreation Commission to include Pickleball as an acceptable use of the Wheeler Street Tennis Courts on two of the four courts on Wednesday, Friday, and Saturdays for a trial period of six months.

BACKGROUND

On November 17, 2019 staff received and email from a resident to be read into the public comment period for the November 18, 2019 Parks and Recreation Commission. The email had three objectives that they wanted the commission review.

- Have a Pickleball added to the future plans for the Parks and Recreation Department.
- Have Pickleball allowed on a trial basis, with temporary lines on the tennis courts.
- Potentially have permanent lines added to the tennis courts that would allow two Pickleball courts on each tennis court.

On Monday December 16th there was an item on the Parks and Recreation Commissions agenda to discuss Pickleball as a possible use at the Wheeler Street

tennis courts. Members of the Pickleball community attended this meeting and provided information about the sport, and what they would like to see in the future. They stated that Pickleball is a healthy outdoor activity that is one of the fastest growing sports in the country. It can also be played indoors if space allows, and is played on a badminton sized court with a 36' high net.

The group then went over their 3 objectives and stated that items one and three are long-term objectives with number two being the starting point. They also stated that during the trial period players would use painters tape to mark off the lines while using the existing tennis net. There was also discussing about the sign that is currently posted at the Wheeler Street tennis courts that states "Only Tennis is allowed on Tennis Courts"

After the discussion the commission voted to recommend to the City Council to allow Pickleball on all four courts Monday-Sunday with a temporary sign allowing the use for a trial period of 6 months. Also, allowing players to lay down painters tape to line the courts and remove the tape when finished.

During the agenda setting process for the Parks and Recreation Commission for the January meeting, the Chair of the commission wanted to revisit the recommendation from the previous meeting and open the discussion back up after hearing about some of the challenges that neighboring cities were having with Pickleball.

On Monday January 13, 2019 the commission had another discussion about Pickleball. They discussed the potential challenges of parking and the noise level. After the discussion the commission voted to modify the initial recommendation of allowing Pickleball to use all four of the tennis courts everyday of the week, to the new recommendation of limiting the use to two of the courts on Wednesdays, Fridays, and Sundays for a trial period of six months.

After the six month trial period the commission will solicit input from the neighbors surrounding the tennis courts, tennis patrons, and other community members to get feedback on having Pickleball at the tennis courts. They will use the feedback to determine the next steps for Pickleball at the Wheeler Street tennis courts.

FISCAL IMPACT

There is no fiscal impact with this request.

ATTACHMENTS

None

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager

CITY OF SEASIDE
STAFF REPORT

Item No.: 10.D.

TO: City Council

FROM: Craig Malin, City Manager

BY: Dan Meewis, Recreation Director

DATE: February 6, 2020

SUBJECT: **RECEIVE A PRESENTATION ON POTENTIAL JULY 4TH FIREWORKS SHOW AND PROVIDE DIRECTION**

PURPOSE & RECOMMENDATION

To receive a presentation and provide direction on a potential 2020 July 4th fireworks show and event.

BACKGROUND

In 2018, the City of Seaside hosted its first 4th of July Fireworks event, "Red, White, and Blues," at the Bayonet Blackhorse Golf Course. This event was coordinated with multiple agencies such as the Monterey County Sheriff's Office (MCSO), California Highway Patrol (CHP), The Presidio of Monterey Police Department and the golf course staff. Since the 2018 event was the first time we ran an event of this magnitude, there were some challenges that we faced. However, it did give us a great framework on areas to improve for the future. The estimated attendance for the event was around 20,000 people.

For the 2019 event we needed to make sure that we addressed the areas that we had challenges in the previous year. Those areas of improvement were: Improve the traffic control plan and parking, increase the number of public restrooms, obtain more food vendors and increase the vendor fees, and invite CSUMB in the planning. We were also thrown another challenge to address during the planning stages when the MCSO and CHP informed us that they would be unable to assist with the event. We also discussed the possibility of moving the event to the City Hall Lawn, but ran into some challenges

obtaining the necessary Coastal permit which had us return to the golf course. Overall, we are able to address the main concerns from the prior year, and the new challenge of finding adequate security and parking assistance that was provide by the MCSO. Condor Security ended up taking over the role that was provide by MCSO the year before. We also had help from Sand City PD and the Monterey County D.A's office. The 2019 event had an estimated attendance of 15,000 people.

For 2020 there were still a few areas that we need to address in this years planning. First and foremost is the location. Now that we are going into the 3rd year of the event hosting it at the Golf Course is the preferred location. Although, hosting it at City Hall is still an option as well, but we would need to get the ball rolling as soon as possible if this is the will of the Council since we now know the process for getting the necessary permits. However, there would still be the high possibility of being denied the Coastal Permit. The other areas we need to address are: Identify more offsite parking to help eliminate overflowing the neighborhoods, implement a plan for shuttle services, improve the ride-sharing and taxi drop off and pick-up locations, and solicit sponsors/donations to help with the overall cost of the event.

As we enter the third year of hosting a Fireworks show on the peninsula, it is likely that numbers will increase. The recreation department has been getting multiple calls weekly from people inquiring about the event from out of the area. They want to make plans to come to the area, but most of them have said it is contingent on whether or not we host an event.

FISCAL IMPACT

2018

The total cost of the 2018 July 4th event was approximately $112,000. The total cost of all July 4 activities, including Citywide illegal fireworks enforcement was approximately $140,000.

July 4th revenues were approximately $27,200, however only $1,200 of that revenue was associated with the event (vendor fees).

2018 Police Costs:

$18,019 for public safety enforcement throughout the City
$15,732 for event security provided by Monterey County Sheriff
$ 5,213 for traffic control provided by California Highway Patrol

2018 Public Works Costs:

$3,798 for overtime & equipment for Citywide enforcement
$10,901 for staff time at the event

2018 Fire Department Costs:
$6,137 Citywide enforcement costs for additional engine company and overtime
$8,843 for event staffing

2018 Recreation Costs:
$13,823 for staff time
$57,540 for supplies and services at the event

2019

The total cost of the 2019 July 4th event was approximately $118,000. The total cost of all July 4 activities, including Citywide illegal fireworks enforcement was approximately $142,000.

July 4th revenues were approximately $35,000. Of the revenue collected $16,000 was from sponsorship's/donations, and another $3,161 was collected from vendor fees which was more than doubled from the previous year.

2019 Police Costs:
$16,538 for public safety enforcement throughout the City
$13,154 for event security provided by Condor Security
$1,136 for event security provided by Sand City PD
$1,642 for event security provided by Monterey County D.A

2019 Public Works Costs:
$3,798 for overtime & equipment for Citywide enforcement
$13,802 for staff time at the event

2019 Fire Department Costs:
$5,925 Citywide enforcement costs for additional engine company and overtime
$3,156 for event staffing

2019 Recreation Costs:
$11,521 for staff time
$71,968 for supplies and services at the event

Although the costs for the 2019 event were higher than in 2018 we were able to stay under budget with the sponsorship/donation that we received.

For planning purposes, if we hold an event in 2020 at the same venue, it is anticipated the total cost will increase approximately 15-20%.

ATTACHMENTS

None

Reviewed for Submission to the
City Council by:

Craig Malin, City Manager