



## 2018 Monterey County Active Transportation Plan

### 2. EXISTING CONDITIONS: MONTEREY COUNTY TODAY

This chapter presents an overview of the existing conditions for active transportation in Monterey County. The County’s geography, demographics, transportation network and local planning policies are presented here to assist in identifying the opportunities and constraints for active transportation improvements.

#### Family on the Monterey Bay Sanctuary Scenic Trail



*Source: Fred Watson*

#### Agriculture in Prunedale



#### Local Setting

Located at the northern end of California’s central coast, Monterey County enjoys a year-round mild climate and relatively flat topography that make biking and walking a viable mode of transportation for county residents and visitors. The vistas range from high cliffs looking out onto agricultural fields and urban landscapes to massive dunes encompassing the vast Monterey Bay. Active transportation allows residents, students, and tourists to soak in the natural beauty of the region and provides opportunities for ecotourism.

Monterey County’s diversity in communities and geography lends itself to being one of the most popular destinations in California. The County offers many regional and internationally-recognized tourist attractions, including:

- 25 golf courses, including Pebble Beach
- 368,000 acres of National Wilderness Forest
- Monterey Bay Aquarium
- Big Sur Coast
- California Rodeo, Salinas
- California International Air Show, Salinas
- Fort Ord National Monument
- Elkhorn Slough State Marine Reserve
- Laguna Seca Raceway
- Lake San Antonio and Lake Nacimiento
- Monterey Bay National Marine Sanctuary



## 2018 Monterey County Active Transportation Plan

- Monterey Jazz, Blues, & CaliRoots Festivals
- Pinnacles National Park

In addition to the international tourist attractions, Monterey County hosts the following bicycling events that attract thousands of participants and spectators:

- Sea Otter Classic, at the Fort Ord National Monument
- AMGEN Tour of California
- Wildflower Triathlon in South County
- AIDS Life Cycle in King City
- Ciclovía Salinas

### Geography

Monterey County covers 3,324 square miles of coastal mountains and valleys stretching along 100 miles of the California coastline. The County is bordered by Santa Cruz County to the north, San Benito and Fresno Counties to the east, Kings County in the southeast, and San Luis Obispo County to the south. The geography of Monterey County is defined by the Monterey Bay, the Santa Lucia Mountain Range that stretches southward from the Monterey Peninsula along the Coast, the Diablo Range along the eastern borders of the County and the Central Salinas Valley.

Monterey County can generally be divided into five sub-areas:

1. **North Monterey County:** including the unincorporated communities of Castroville, Prunedale, Moss Landing and Aromas,
2. **Greater Salinas area:** including Salinas and the surrounding unincorporated communities of Bolsa Knolls, Boronda and Spreckles,

3. **Monterey Peninsula:** including the cities of Marina, Seaside, Sand City, Del Rey Oaks, Monterey, Pacific Grove, Carmel-by-the-Sea and the unincorporated communities of Pebble Beach and Carmel Valley,
4. **South Monterey County:** including the Salinas Valley cities of Gonzales, Soledad, Greenfield and King City, as well as the unincorporated communities of Chualar, San Lucas, San Ardo and Bradley, and,
5. **Big Sur Coast:** between Carmel and San Luis Obispo County.

### Demographic Profile Monterey County

Monterey County's population is as diverse as its geography, with a majority of residents living in the urbanized Salinas Valley and the Monterey Peninsula areas. The table below shows the most up to-date population statistics for each of Monterey County's incorporated cities and the population of people living in the unincorporated areas.

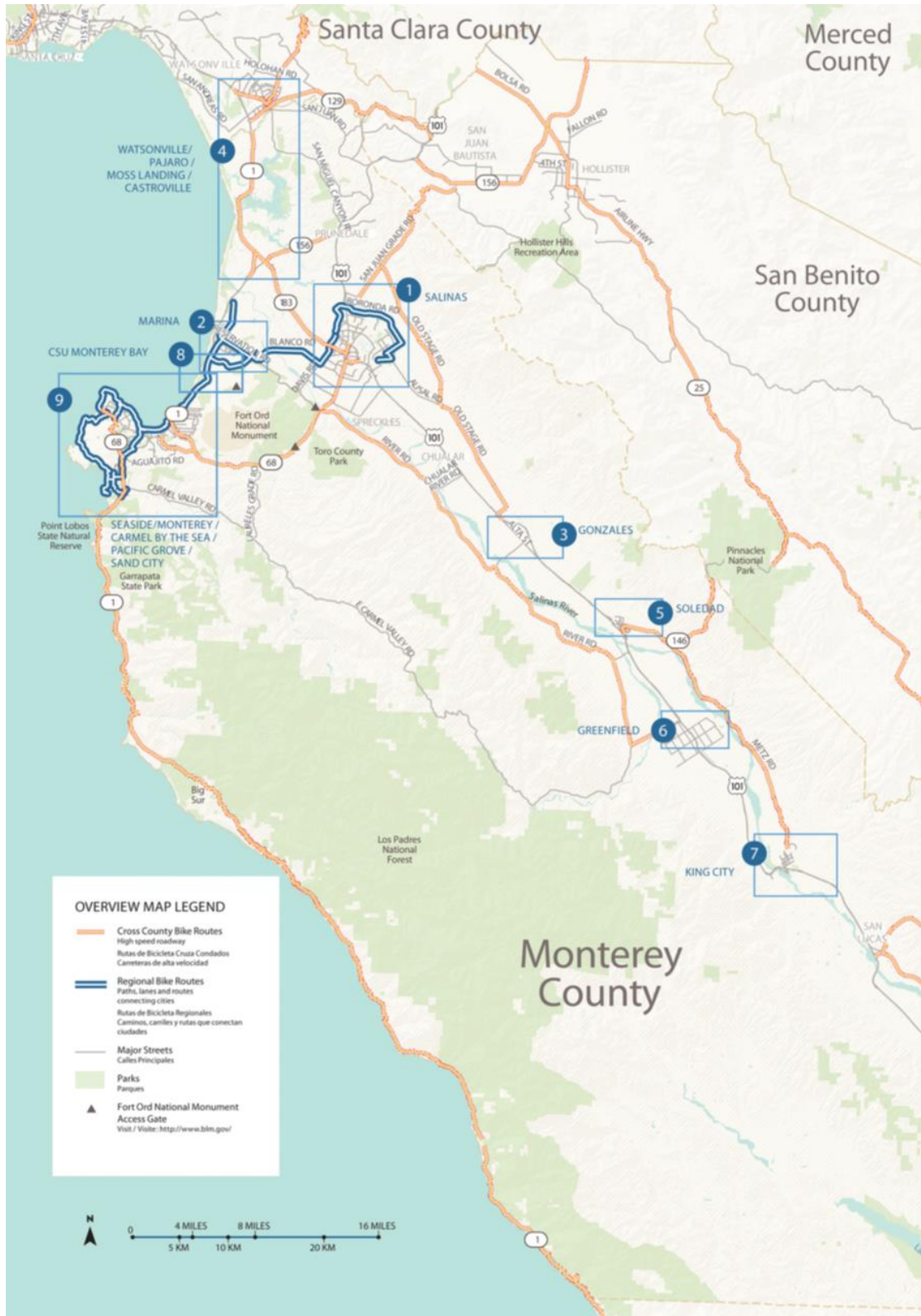
Monterey County: Population Profile	
City	Population
Carmel-By-The-Sea	3,842
Del Rey Oaks	1,681
Gonzales	8,549
Greenfield	17,866
King City	14,480
Marina	21,528
Monterey	28,828
Pacific Grove	15,498
Salinas	162,470
Sand City	384
Seaside	34,165
Soledad	26,065
Unincorporated County	107,009
<b>TOTAL</b>	<b>442,365</b>

Source: CA Dept. of Finance, 2017



### 2018 Monterey County Active Transportation Plan

#### Map of Monterey County with Regional Bicycle Facilities





## 2018 Monterey County Active Transportation Plan

### Land Use

Monterey County is one of the largest counties in California, and has a diverse range of land uses including agriculture, natural resource conservation, and cities with commercial and residential densities of five to 20 units per acre. Agricultural production is a major \$4.84 billion industry in the County with farmlands concentrated in North Monterey County and along the Salinas Valley.

The County’s natural resource conservation areas include the protected Monterey Bay National Marine Sanctuary, the Fort Ord Natural Reserve, and other National, State and regional parks. Residential development is primarily located in the County’s Monterey Peninsula and Salinas Valley cities and unincorporated communities. Employment centers, colleges, universities, K-12 schools, and transit hubs are bicycling and walking hubs, located in the County’s larger cities in Salinas and Monterey.

The County’s urbanized areas support utilitarian active transportation trips, while the vast agricultural and natural landscapes create opportunities for long-distance touring. Smaller activity centers also exist in the more rural parts of the County along Highway 101.

Maps of existing land use in north county, Monterey Peninsula, and the south county from the Monterey County General Plan are included as **Appendix 5**.

The County’s wide range of development patterns, from urban to rural, preclude a one-size-fits-all approach to active transportation planning. The Active Transportation Plan prioritizes regionally significant improvements

that close network gaps, improvements at collision areas, use innovative facility types such as the new Class IV cycletracks (also known as protected bike lanes), and improve connectivity between communities and activity centers.

The diversity in landscapes attracts bicyclists of all ages, skill levels, and trip purpose. Recreational bicyclists can ride in open and scenic landscapes, while commuter bicyclists likely ride in developed areas near activity centers near employment, shopping, and entertainment.

### Active Transportation Network

The region’s mild climate and relatively flat topography make biking and walking a viable mode of travel for county residents. There are currently 213 bikeway miles in Monterey County, consisting of:

- Class I bike paths: 43.7 miles
- Class II bike lanes: 115.1 miles
- Class III sharrows: 54.5 miles
- Class IV protected bike lanes: limited

Among the bike and pedestrian facilities in Monterey County, the Monterey Bay Sanctuary Scenic Trail is the largest continuous Class I facility, extending from Lovers Point in Pacific Grove to Del Monte Boulevard north of Marina (14 miles). The existing bikeway and pedestrian network for each jurisdiction is included in Chapter 5.





2018 Monterey County Active Transportation Plan

California Bikeway Classifications



1 – Bike/Ped Path



2 – Bike Lane



3 – Bike Route



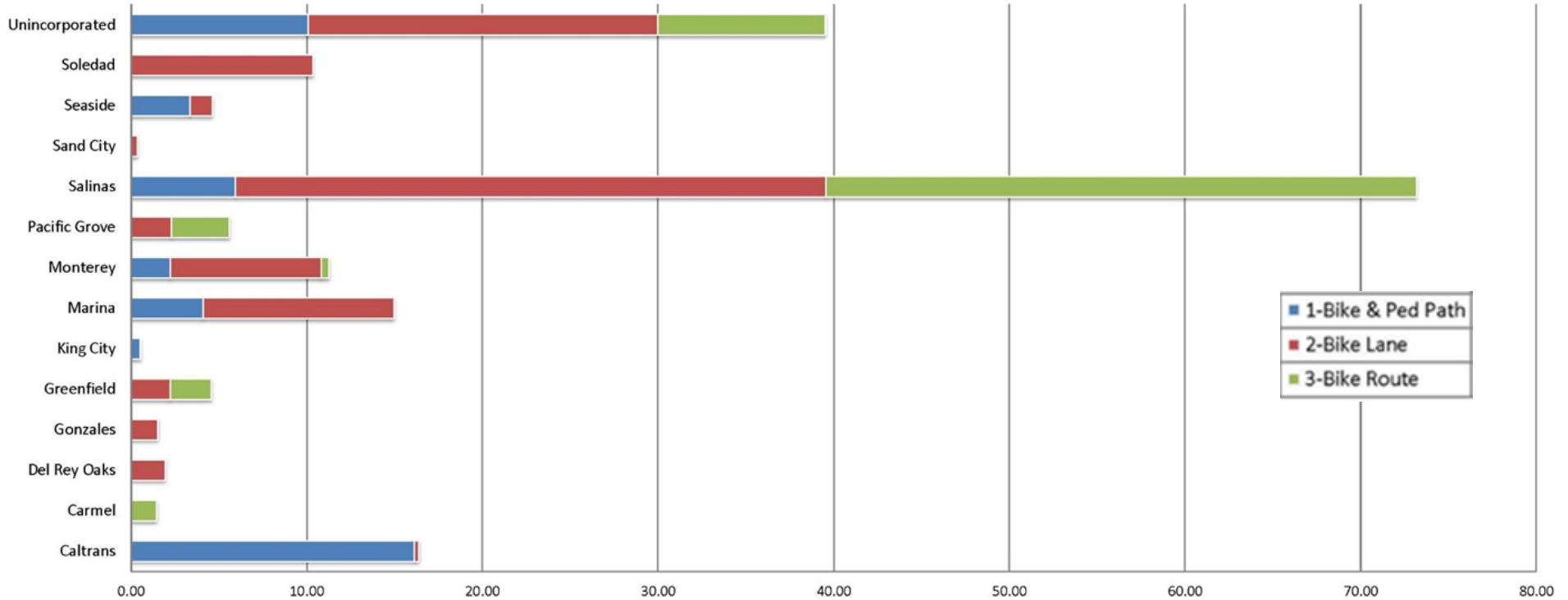
4 – Cycletrack

Source: NACTO Bikeway Design Guide; People for Bikes



2018 Monterey County Active Transportation Plan

Monterey County Bikeway miles by Type



	Caltrans	Carmel	Del Rey Oaks	Gonzales	Greenfield	King City	Marina	Monterey	Pacific Grove	Salinas	Sand City	Seaside	Soledad	Unincorporated
1-Bike & Ped Path	16.13					0.54	4.09	2.22		5.95		3.33		10.09
2-Bike Lane	0.25		1.95	1.52	2.22		10.88	8.60	2.31	33.60	0.34	1.28	10.35	19.90
3-Bike Route		1.45			2.34			0.46	3.28	33.63				9.53



## 2018 Monterey County Active Transportation Plan

### Current Active Transportation Use

The existing active transportation mode share provides a starting point for understanding bicycling and walking in Monterey County

## Active Transportation in Monterey County



4.6% of Monterey County residents walk to their destinations



2.6% of Monterey County residents bike to their destinations



2.1% of Monterey County residents take public transit to work. These trips end and start with a bike or walk to the bus stop!



1 out of 5 of Monterey County residents live in households with 0-1 vehicles

The methodology used to estimate the current bike and pedestrian mode share was derived based on a model developed by Alta Planning + Design that uses empirical data along with Monterey County specific data from the US Census American Community Survey, National Safe Routes to School survey information and local origin-destination surveys from Monterey-Salinas Transit and California State University, Monterey Bay. Altogether, the data provide a reliable estimate of the active transportation mode share in Monterey County. Information about the methodology is detailed in **Appendix 4.**

As these Census American Community Survey 2012-2016 estimates demonstrate, there is

room to improve Monterey County's bike and walk to work mode shares. Compared to its neighboring counties and the State, Monterey County's mode shares are slightly below those of neighboring counties.

Bike and Walk to Work Mode Shares			
	Working Age Population	Bike to work	Walk to work
California	17,193,695	1.1%	2.7%
<b>Monterey County</b>	<b>182,614</b>	<b>0.8%</b>	<b>3.1%</b>
Santa Cruz County	128,893	3.8%	4.5%
San Benito County	28,603	0.4%	1.5%
Santa Clara County	912,304	1.9%	2.0%
San Luis Obispo County	127,442	2.2%	4.2%

An incomplete bikeway network, sidewalk gaps and safe biking and walking education are some barriers for people seeking to bike and walk for transportation. As improvements are completed, and as TAMC's Measure Safe Routes to School and the Go831 Traveler Information programs are implemented, then biking and walking rates may increase countywide.



## 2018 Monterey County Active Transportation Plan

### Road Transportation Network

Monterey County's transportation system is based largely two highways and County roadways connecting local roadway networks, which vary by community.

U.S. Highway 101 runs the length of the Monterey County, linking the cities of Salinas, Gonzales, Soledad, Greenfield and King City. Within these cities, U.S. Highway 101 creates barriers for bicyclists and pedestrians. Highway over- and under-crossings constrict roadway width and limit potential bicycle and pedestrian improvements. At-grade crossings commonly have multiple lanes and are challenging to cross by foot or bike.

Highway 1 runs the length of Monterey County's coastline. Much of Highway 1 runs through rural and rugged landscapes and provides two travel lanes with shoulders. As Highway 1 runs through the Monterey Bay Area, it becomes a freeway with two separated travel lanes in both directions. The highway's scenic views of the Pacific Ocean and access to beaches attract recreational motorists and bicyclists.

County roads such as Old Stage Road and Crescent Bluff Road outside of Salinas and Metz Road outside of Greenfield are potential regional bicycle connections. County roads vary in geometry, but commonly have two travel lanes with narrow shoulders. Farm equipment operators have the right to use county

roadways and their needs were considered in developing bicycle facility recommendations.

Pavement condition and striping can impact the quality of the trip for bicyclists and pedestrians. Maintenance therefore becomes important for both drivers and active transportation users. With Measure X and SB 1 funds, jurisdictions will have the resources to maintain the County's streets and roads and address comments such as the one shown below.







## 2018 Monterey County Active Transportation Plan

### Monterey County's Road Network



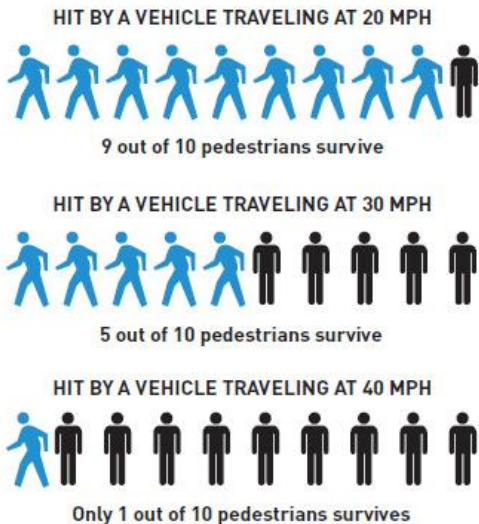


## 2018 Monterey County Active Transportation Plan

### Active Transportation Safety Analysis

Safety is a key consideration for biking and walking. Pedestrians and bicyclists are the most vulnerable users of the road. Speed, visibility on the road, and distracted driving are key causes of bike and pedestrian collisions. For pedestrians, as speeds increase the probability that a pedestrian will survive decreases.

#### Pedestrians Experience More Fatalities As Vehicles Travel Faster



Source: London Dept. of Transportation, 2010

In Monterey County, between 2010 and 2016, bike and pedestrian collisions made up a sizeable number of overall traffic collisions. Of the 11,037 collisions in Monterey County between 2010 and 2016, 1,509 (or 13.6%), involved bicyclists and pedestrians. The fact that more than 1 out of every 10 collisions involves bicyclists or pedestrians is alarming,

considering their mode share is only about 2.6% (bicycling trips) and 8.5% (walking trips).

Another alarming indicator is that bicyclists and pedestrians represented 23% of all traffic collision fatalities in Monterey County.

### Monterey County Between 2010 and 2016\*, there were:



**Bike and pedestrian collisions accounted for 13.6% of all traffic collisions!**

\*Source: UC Berkeley Traffic Injury Mapping System. Note: 2015 and 2016 data is provisional and incomplete.

Speeding, broadside or right-turn collisions, and a general lack awareness of bicyclists and pedestrians on the road are the main causes of collisions between vehicles and bicyclists or pedestrians. These causes indicate that there are opportunities to improve safety for all users of the road by designing safer intersections, streets and roads, promoting safety education and enforcing the rules of the roads.

The following pages provide statistics on bicycle- and pedestrian-related collisions by city/county jurisdiction, by level of severity, from 2010 through 2016.



## 2018 Monterey County Active Transportation Plan

### Bicycle Collisions in Monterey County: 2010 to 2016

Jurisdiction	Total Collisions (all modes)	Bicycle-involved collisions	% of Bicycle-Involved Collisions	Bicyclist Fatalities	Bicyclist Severe Injuries
CARMEL	82	5	6.1%		
DEL REY OAKS	19	2	10.5%		
GONZALES	54	7	13.0%		
GREENFIELD	111	11	9.9%		2
KING CITY	76	4	5.3%		
MARINA	347	28	8.1%		2
MONTEREY	1,475	165	11.2%		16
PACIFIC GROVE	155	25	16.1%		2
SALINAS	2,901	277	9.5%	5	22
SAND CITY	43	2	4.7%		
SEASIDE	503	54	10.7%		2
SOLEDAD	103	9	8.7%	1	1
UNINCORPORATED	5,175	115	2.2%	5	26
<b>TOTAL</b>	<b>11,044</b>	<b>704</b>	<b>6.4%</b>	<b>11</b>	<b>73</b>

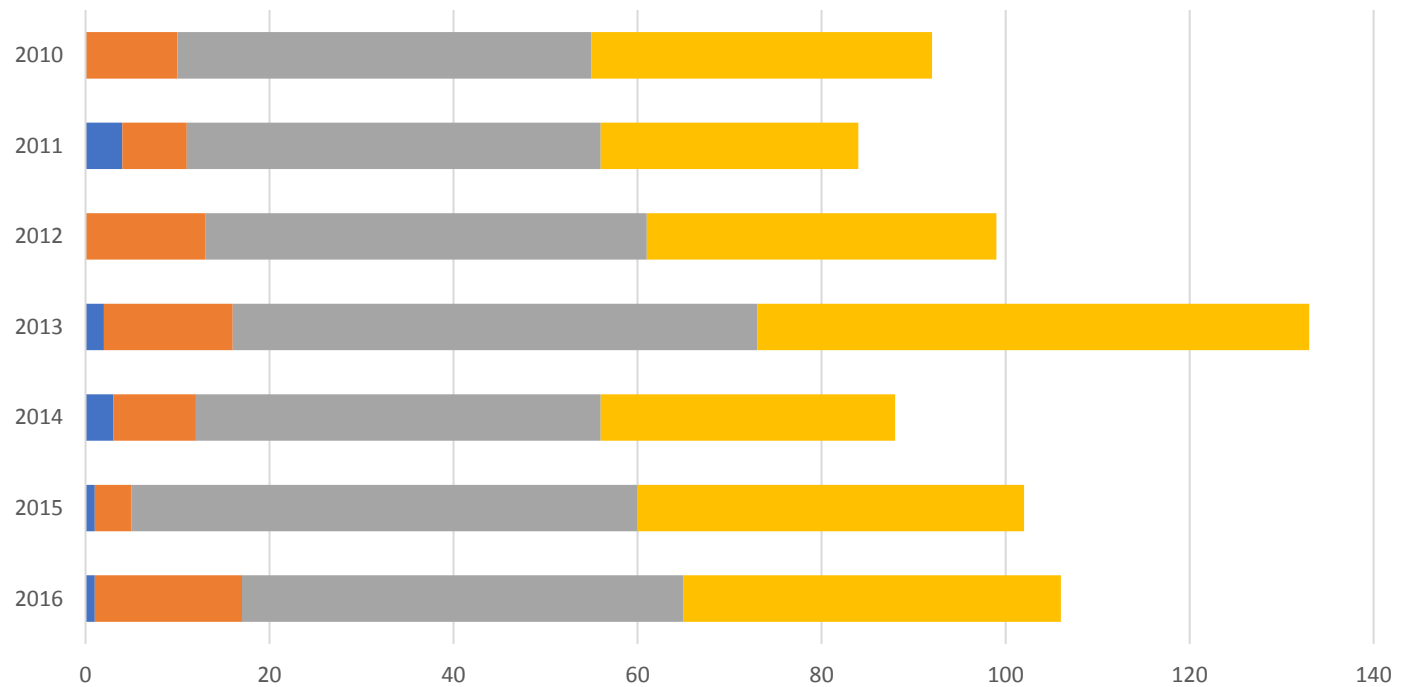
Source: UC Berkeley Traffic Injury Mapping System data from 2010-2016.

Note - 2015 and 2016 data is provisional and incomplete.



2018 Monterey County Active Transportation Plan

Bicycle Collisions by Severity from 2010 to 2016



	2016	2015	2014	2013	2012	2011	2010
1 - Fatality	1	1	3	2		4	
2 - Severe Injury	16	4	9	14	13	7	10
3 - Complaint of Pain	48	55	44	57	48	45	45
4 - Injury (Complaint of Pain)	41	42	32	60	38	28	37

Source: UC Berkeley Traffic Injury Mapping System data from 2010-2016. Note - 2015 and 2016 data is provisional and incomplete.





2018 Monterey County Active Transportation Plan

Pedestrian Collisions in Monterey County: 2010 to 2016

Jurisdiction	Total Collisions (all modes)	Pedestrian collisions	% of Pedestrian-involved Collisions	Pedestrian Fatalities	Pedestrian Severe Injuries
CARMEL	82	24	29.3%		2
DEL REY OAKS	19	2	10.5%		
GONZALES	54	9	16.7%		1
GREENFIELD	111	26	23.4%		3
KING CITY	76	15	19.7%	2	1
MARINA	347	38	11.0%		4
MONTEREY	1,475	120	8.1%	1	9
PACIFIC GROVE	155	27	17.4%	3	2
SALINAS	2,901	370	12.8%	25	60
SAND CITY	43	5	11.6%		1
SEASIDE	503	48	9.5%	1	4
SOLEDAD	103	21	20.4%		1
UNINCORPORATED	5,175	107	2.1%	21	19
<b>TOTAL</b>	<b>11,044</b>	<b>812</b>	<b>7.4%</b>	<b>53</b>	<b>107</b>

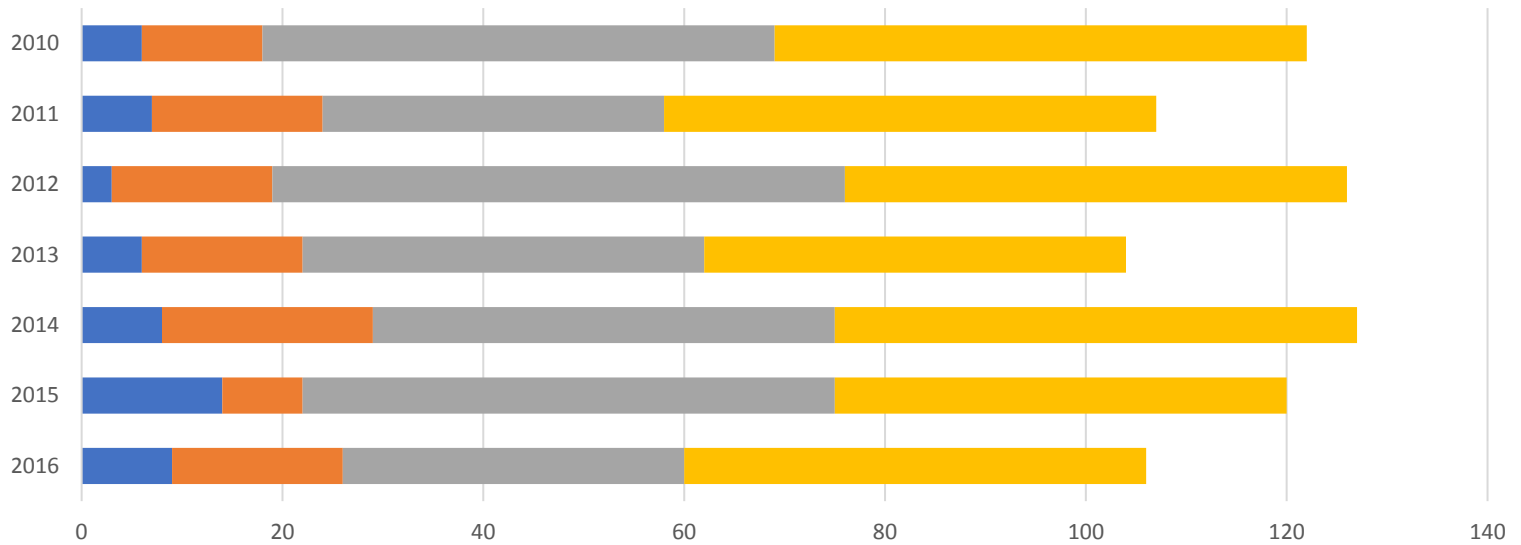
Source: UC Berkeley Traffic Injury Mapping System data from 2010-2016.

Note - 2015 and 2016 data is provisional and incomplete.



**2018 Monterey County Active Transportation Plan**

**Pedestrian Collisions by Severity from 2010 to 2016**



	2016	2015	2014	2013	2012	2011	2010
1 - Fatality	9	14	8	6	3	7	6
2 - Severe Injury	17	8	21	16	16	17	12
3 - Complaint of Pain	34	53	46	40	57	34	51
4 - Other Visible Injury	46	45	52	42	50	49	53

Source: UC Berkeley Traffic Injury Mapping System data from 2010-2016. Note - 2015 and 2016 data is provisional and incomplete.