



2018 Monterey County Active Transportation Plan

5.2 Carmel-by-the-Sea

Demographic Profile

The City of Carmel-by-the-Sea is approximately one square mile in area in the Monterey Peninsula, with a population of 3,842 based on the California Department of Finance 2017 estimates. Carmel’s small-town geography make walking a popular travel mode. The median age in Carmel is 53, which is older than the median age of 33¹ countywide. Approximately 9.9% of the City’s population is 80 years of age or older and 16% are younger than 19². This age profile, indicates a need for safe active transportation options as these populations tend to have higher rates of biking and walking due to lack of access to vehicles.

Carmel’s scenic beauty and location near the unincorporated communities of Pebble Beach and Carmel Valley make it a significant tourist destination. Carmel’s visitor population peaks during the weekends and over the summer months. Most of Carmel’s visitors are considered “day visitors” who travel by car during the day, which creates congestion in the City and a high demand for parking.

Safety Profile

In the City of Carmel-by-the-Sea, from 2010 to 2016, pedestrian and bicycle collisions made up a sizeable number of all collisions. Of the 46 collisions in Carmel during this time period, there were 24 collisions that involved

pedestrians and 5 involving bicyclists³. Meaning that bicyclists and pedestrians accounted for approximately 38% or nearly 4 out of every 10 collisions. This relatively high percentage of total collisions is explained by the popularity of walking in Carmel-by-the-Sea.

Carmel-by-the-Sea

Between 2010 and 2016*, there were:



Bike and pedestrian collisions accounted for 38.6% of all traffic collisions!

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

Bicyclists and pedestrians are vulnerable users of the road. Based on California Office of Traffic Safety rankings, which compare traffic safety statistics among similar sized cities, Carmel ranks:

- 2nd for collisions involving pedestrians under 15 years old
- 4th for collisions involving bicyclists under 15 years old

The following charts and maps provide a detailed statistical profile of bike and pedestrian

¹ Census 2012-2016 American Community Survey estimates, Table S0101

² Ibid.

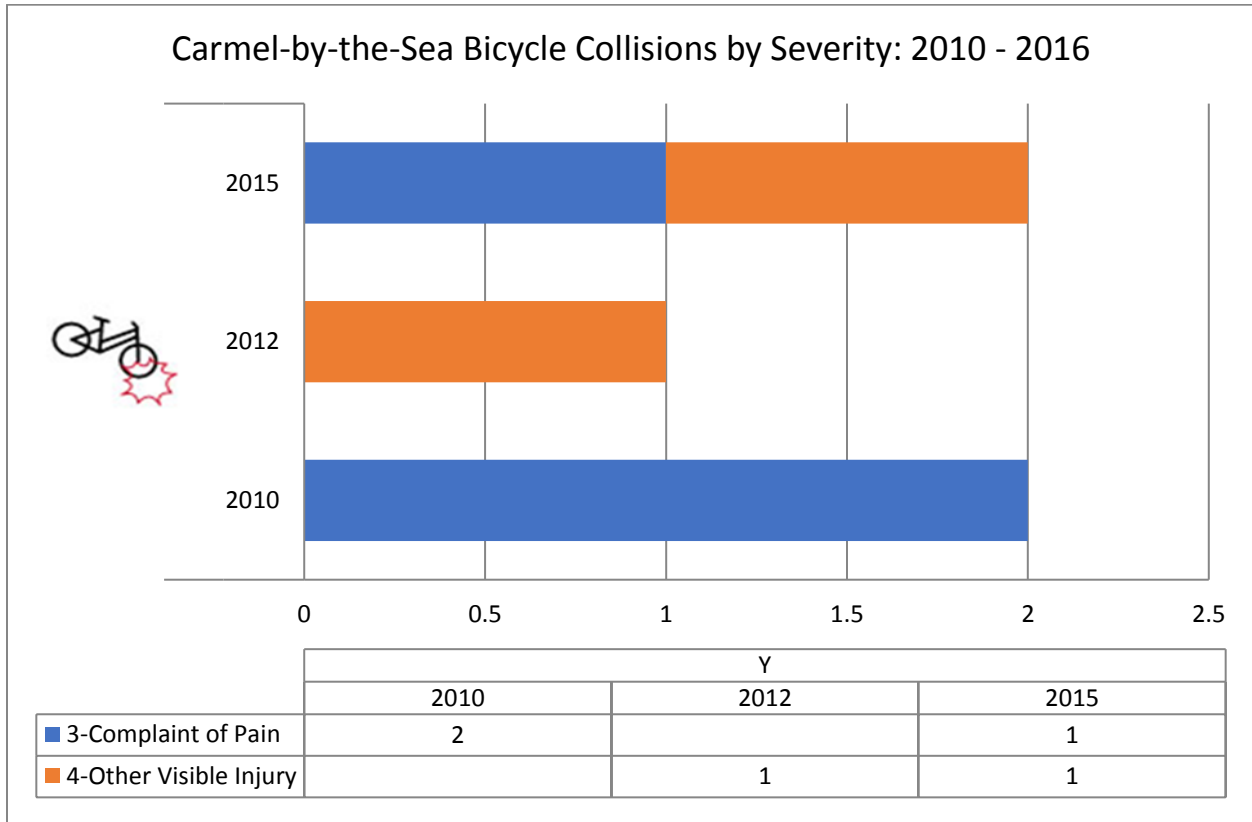
³ UC Berkeley Traffic Injury Mapping System data <https://tims.berkeley.edu/>



2018 Monterey County Active Transportation Plan

collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values represent zero values, meaning that no collisions occurred during in that year or category. A chart showing non-pedestrian and non-bicycle collisions is also

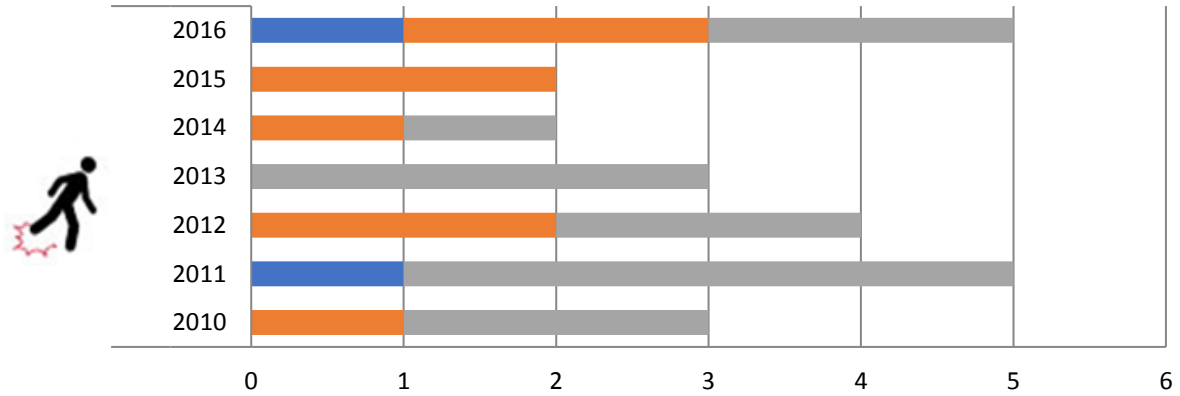
presented to provide context for the analysis during this time.





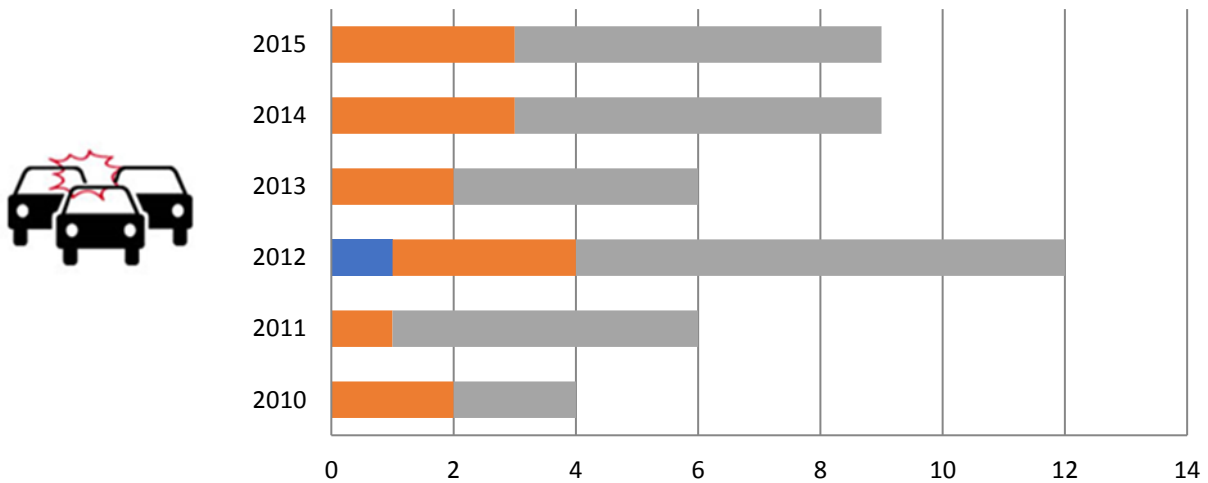
2018 Monterey County Active Transportation Plan

Carmel-by-the-Sea Pedestrian Collisions by Injury Severity:
2010 - 2016

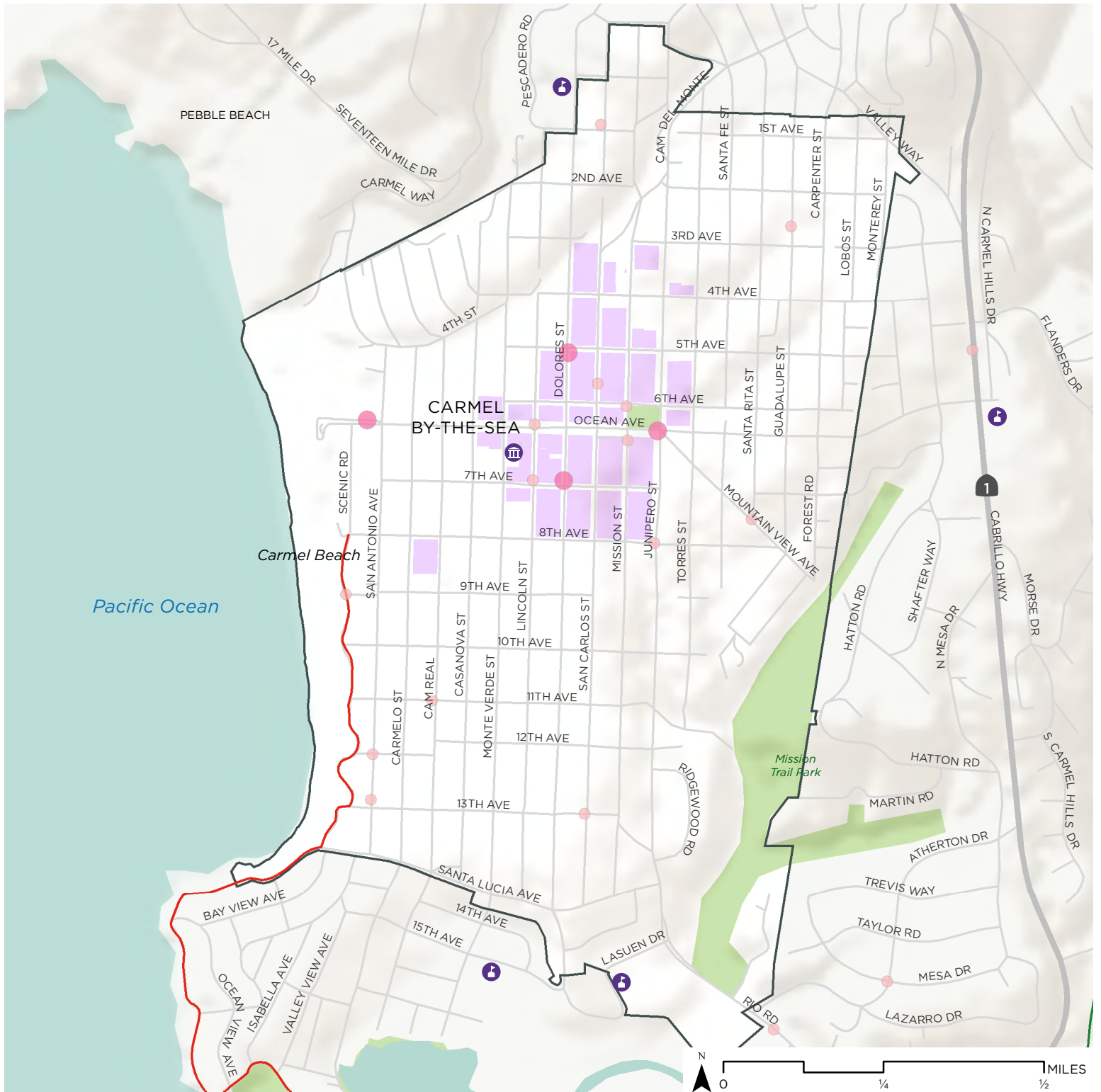


	Y						
	2010	2011	2012	2013	2014	2015	2016
■ 2-Severe Injury		1					1
■ 3-Other Visible Injury	1		2		1	2	2
■ 4-Complaint of Pain	2	4	2	3	1		2

Carmel-by-the-Sea Vehicle Collisions by Injury Severity:
2010 - 2016



	2010	2011	2012	2013	2014	2015
■ 2-Severe Injury			1			
■ 3-Other Visible Injury	2	1	3	2	3	3
■ 4-Complaint of Pain Injury	2	5	8	4	6	6



Carmel-By-The-Sea

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class III Bike Route

Uphill bikeway (Slope > 4%)

Points of Interest

- K-12 School
- City Hall

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

Pedestrian Collisions

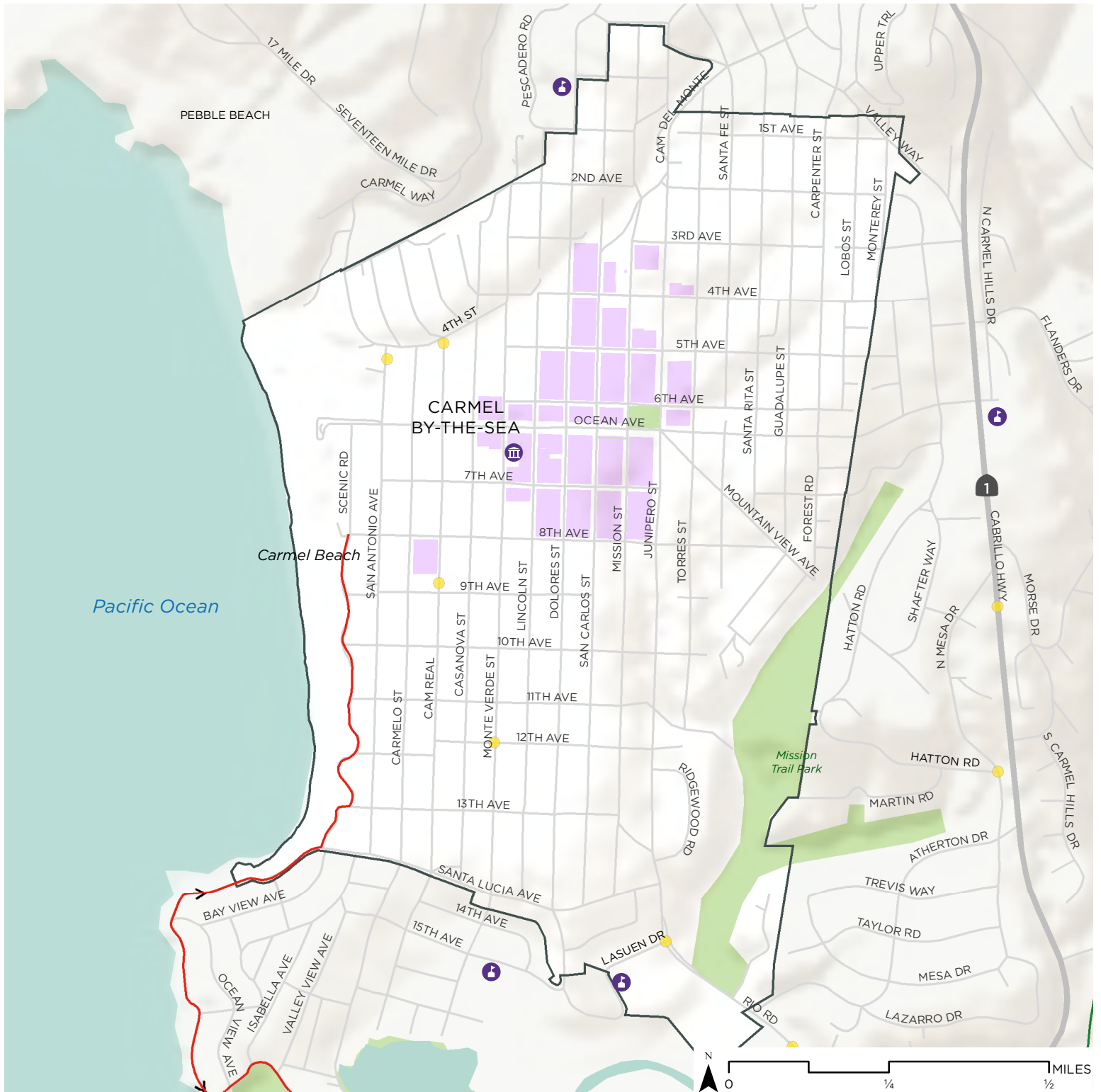
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Data provided by Monterey County TAMC, UC Berkeley TIMS 2010-2016. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.





Carmel-By-The-Sea

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Existing Bikeways

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- Class III Bike Route

>>> Uphill bikeway
(Slope > 4%)

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- K-12 School
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Bicycle Collisions

● 1



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2018 Monterey County Active Transportation Plan

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Carmel-by-the-Sea Plans. The bicycle and pedestrian improvements identified in the City’s Plans are included in this Active Transportation Plan.

Carmel-by-the-Sea General Plan

Carmel-by-the-Sea adopted its most current General Plan/Coastal Land Use Plan in 2003. Carmel’s Circulation Element policies focus on maintaining a safe environment for vehicle and non-motorized transportation (e.g. pedestrians and bikes) and encourage alternative modes of transportation to help minimize the adverse affects associated with single cars. The following bicycle and pedestrians policies and goals that are relevant to this Plan include:

- **Goal G2-1** Provide and maintain a transportation system and facilities that promotes the orderly and safe transportation of people and goods while preserving the residential character and village atmosphere of Carmel.
- **Objective O2-6** Encourage and participate in programs promoting alternative modes of transportation in Carmel.



Coordination with Monterey County and Caltrans

Carmel’s proximity to the unincorporated residential areas surrounding the City, and the unincorporated areas of Carmel Valley and Pebble Beach make coordination with Monterey County imperative. Similarly, coordination with Caltrans for Highway 1

improvements are important for safe walking and bicycling between Carmel, Carmel High School, and the Carmel Barnyard and Crossroads Shopping Centers.

Public Comments

In addition to including projects identified in other City of Carmel-by-the-Sea Plans, the improvements included in the Active Transportation Plan draw from this Plan’s extensive public outreach campaign. The following table describes the comments received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory Committee and through public participation via the online Wikimapping tool. These projects include suggestions that are outside of the Carmel city limits, but within the Carmel Area. As described, coordination with Monterey County and Caltrans will be crucial to implementing these improvements.

 Pedestrian Improvements
<ul style="list-style-type: none"> • Rio Rd and Hwy 1 intersection improvements to make cyclists and pedestrians more visible to cars
 Bicycling Improvements
<ul style="list-style-type: none"> • Bike Route (sharrow) on: <ul style="list-style-type: none"> ○ Carpenter St (Hwy 1 to 2nd Ave) ○ 2nd Ave (Carpenter St to Santa Fe St) ○ Santa Fe St (2nd Ave to 3rd Ave) • Bike lanes along Val Verde Dr to Rio Rd • Bike path along Rio Rd connecting Scenic Rd, Carmel River Elementary School, Carmel Middle School, and Carmel Valley Road • Completion of the Hatton Canyon Trail



2018 Monterey County Active Transportation Plan

Proposed Projects

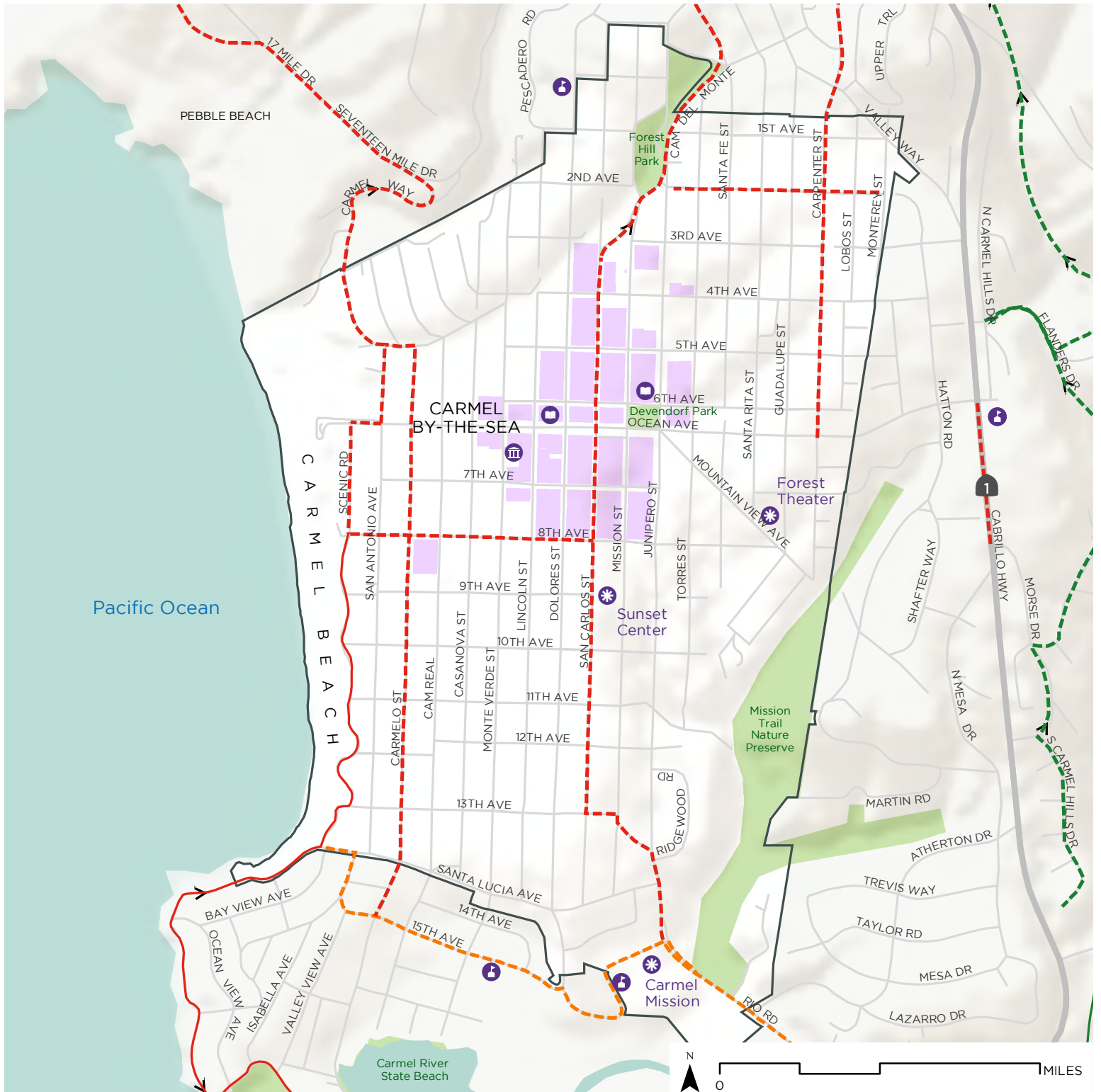
The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Carmel-by-the-Sea.

Bicycle Infrastructure Improvements

Rank	Name	Location		Type	Length (miles)	Cost Estimate	Notes
1	San Carlos St - Rio Rd Rte	Lasuen Dr	Camino del Monte Ave	3	1.15	\$13,855	
2	Ocean Ave	San Carlos St	Hwy 1	3	0.61	\$7,329	
3	8th Ave	Scenic Rd	San Carlos St	3	0.38	\$4,622	
4	San Antonio Ave	Carmel Way	Ocean Ave	3	0.30	\$3,664	
5	Rio Road	Lasuen Dr	Atherton Dr	2	0.24	\$12,586	
6	Ocean Ave	San Antonio Ave	Scenic Rd	3	0.05	\$575	
7	Camino del Monte Ave	San Carlos St	Serra Ave	3	0.49	\$5,878	
8	Scenic Rd	8th Ave	Ocean Ave	3	0.17	\$2,113	
9	Carmelo St	4th Ave	15th Ave	3	0.90	\$10,884	
10	Carpenter St	SR 1	Ocean Ave	3	0.74	\$8,942	
11	Serra Ave	Camino del Monte Ave	Hwy 1	3	0.39	\$4,666	
12	4th Ave	San Antonio Ave	Carmelo St	3	0.05	\$577	
13	2nd Ave	Monterey St	Junipero St	3	0.33	\$3,957	

Pedestrian Infrastructure Improvements

Location		Type	Length	Cost Estimate	Notes
Rio Rd	SR 1	pedestrian intersection improvement		\$71,600.00	County is currently constructing Hwy 1 climbing lane, including pedestrian improvements at Rio Rd signal.

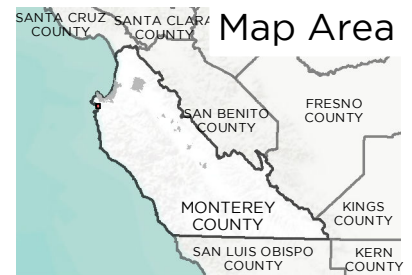


Carmel-By-The-Sea

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|-------------------------|----------------------------------|-------------------------------|
| Existing Bikeways | Proposed Pedestrian Improvements | Proposed Bikeway Improvements |
| Class I Shared Use Path | | Class I Shared Use Path |
| Class III Bike Route | | Class II Bike Lane |
| | | Class III Bike Route |

- | | |
|-----------------------|-----------------|
| Points of Interest | Land Use |
| K-12 School | Park/Open Space |
| City Hall | Commercial Area |
| Public Library | City Boundary |
| Other Key Destination | |



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