Active Transportation Plan for Monterey County

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

AdoptŜŘ by the TAMC Board of Directors: June 2018

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EXECUTIVE SUMMARY

The 2018 Transportation Agency for Monterey County Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan, which identified all existing and proposed bicycle and pedestrian facilities in Monterey County. This Plan identifies remaining gaps in the bicycle and pedestrian network and opportunity areas for innovative bicycle facility design. This Plan will be used to pursue grant funding and effectively use Monterey County's Measure X investments to ensure that planned street improvements include bicycle and pedestrian improvements.

New to this update is the inclusion of protected bike lanes. Caltrans added them to their numbering scheme as Class 4 facilities.

- Class 1 – Bike Path: separate from the road
- Class 2 – Bike Lane: painted strip to the right of mixed vehicle flow lanes
- Class 3 – Bike Routes: Signed shared facilities & sharrows
- Class 4 – Protected Bike Lanes

Protected bike lanes use curbs, planters, parked cars, or posts to separate bike and auto traffic on busy streets, and have been shown to be much more effective than conventional bike lanes. They make cycling safer, improve adjacent walking facilities, and help calm vehicle traffic.

Nationally, since the 2011 version of this plan, added emphasis has been placed on "low-stress networks" that serve people of all ages and abilities. In addition to separate bike paths and protected bike lanes, other examples of low-stress facilities include bicycle boulevards, and bike protection at intersections. Communities who have implemented a connected network of low-stress bike facilities have experienced significant increases in cycling.

Organization of the Plan

This Plan is organized to meet the State guidelines for Active Transportation Plans:

Chapter 1. Introduction: Gives an overview of the current bicycle and pedestrian mode shares, sets the Plan vision, goals, objectives and policies, and explains the community engagement activities utilized to develop this Plan.

Chapter 2. Existing Conditions: Describes existing land use, County demographics, infrastructure and bike/pedestrian safety statistics.

Chapter 3. Active Transportation Plans & Programs: Reviews existing plans and programs that support biking and walking in the County.

Chapter 4. Best Practices & Benefits of Active Transportation: Outlines innovative designs, and the public health, economic and environmental benefits of biking and walking.

Chapter 5. Recommended Projects: Provides, for each jurisdiction, a demographic profile, safety analysis and recommended improvements.

Chapter 6. Funding & Implementation: Reviews information about available project funding and outlines the Plan's implementation strategy.

Vision & Goals

Vision: Active transportation will be an integral, convenient and safe part of daily life in Monterey County for residents and visitors of all ages and abilities.

Children at the 2015 Ciclovia Salinas

To pursue this vision, this Plan emphasizes planning, designing and building bicycle and pedestrian facilities that will be used by people of all ages and abilities.

These Plan goals support this vision:

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

Recommended Projects & Prioritization

Currently, there are approximately 221 miles of bikeways throughout Monterey County. The proposed bikeway and pedestrian projects included in this Plan come from:

- Projects identified in the 2011 Bicycle and Pedestrian Master Plan that have not been implemented;
- Local planning documents; and,
- Public comments received during the development of this Plan.

594.4 miles of additional bikeways improvements were identified in this Plan, including 27 miles of Class 4 protected bike lanes. Regional projects, such as the Fort Ord Regional Trail and Greenway proposed route is included in the Plan; however, that project is not ranked in this Plan.

Proposed Bikeway Improvements

Bikeway Types	**Miles**
Class 1 - bike/ped path	26.3
Class 2 - bike lanes	286.0
Class 3 - bike route /sharrows	255.1
Class 4 - protected bike lanes	26.0
TOTAL	**593.4**

Staff conducted an extensive analysis to identify high priority bikeway projects, utilizing project ranking criteria that reflects Plan goals and corresponds to the State Active Transportation Program criteria. The scoring criteria also reflect input from the Bicycle and Pedestrian Committee and the Technical Advisory Committee, and are as follows:

- Safety (20 points)
- Connectivity (20 points)
- Comfort (20 points)
- Active Transportation Trips (Demand: 15 points)
- Equity (10 points)
- Complete Streets Opportunity projects (10 points)
- Quality Facilities (5 points)

Projects may be sorted by these categories; for example, the project lists can be sorted by safety based on the safety score. Following the prioritization, and consultation with local public works staff, the projects listed in **Table 1** are the top three high-priority projects for each city and the County of Monterey. **Table 2** summarizes the projects that will be developed into conceptual designs. The intent of developing conceptual designs is to make these projects more competitive for grant funding and advance these projects into development and implementation.

Pedestrian Improvements

Type	***Quantity***
Sidewalk	7.3 miles
Pedestrian Intersection Improvement	30 locations
guardrail improvements	1.3 miles

While sidewalks are largely contiguous throughout most of the urbanized Monterey County communities, many sidewalk gaps were identified in Castroville, Chualar, San Lucas, and San Ardo. Pedestrian intersection improvements were identified throughout the County. Staff did not rank the pedestrian projects.

Implementation & Funding

The implementation of the projects in this Plan will occur over time as funding becomes available. The ability for local jurisdictions to leverage regional and state grant funding will be crucial for project implementation. That said, many of the safety and complete streets projects can be installed as part of regularly-scheduled street and road maintenance improvements.

There are two main funding sources that local cities and Monterey County can use to implement the active transportation improvements in this Plan: Measure X funds (both local and safe routes), State Active Transportation Program, and California Senate Bill 1 funds.

Table 1: Top Priority Local Bikeway Projects

ID #	Jurisdiction	Street	From	To	Miles	Class	Facility Type	TOTAL Points (out of 100)	Cost Estimate
CAR-10	Carmel-by-the-Sea	San Carlos St – Rio Road	Lasuen Dr	Camino del Monte Ave	1.15	3	bike route	55	$13,855
CAR-3	Carmel-by-the-Sea	San Antonio Ave	Carmel Way	Ocean Ave	0.30	3	bike route	52	$3,664
CAR-9	Carmel-by-the-Sea	8th Ave	Scenic Rd	San Carlos St	0.38	3	bike route	52	$4,622
DRO-1	Del Rey Oaks	Canyon del Rey Blvd	General Jim Moore Blvd	Hwy 68	0.76	2	bike lane	55	$39,660
DRO-2	Del Rey Oaks	South Boundary Rd	General Jim Moore Blvd	York Rd	1.73	2	bike lane	52	$90,424
DRO-4	Del Rey Oaks	Ryan Ranch Rd	Canyon del Rey Blvd	end of Ryan Ranch	0.42	2	bike lane	49	$21,878
GZ-6*	**Gonzales**	**Alta St**	**10th St**	**1St St**	**0.64**	**4**	**protected bike lane**	**74**	**$762,219**
GZ-16*	**Gonzales**	**Alta St**	**1st St**	**C St**	**0.21**	**2**	**bike lane**	**71**	**$11,023**
GZ-7	Gonzales	5th St	Alta St	Herold Pkwy	0.81	3	bike route	65	$9,810
GR-1	Greenfield	El Camino Real	Thorne Rd	Walnut Ave	0.93	3	bike route	59	$11,288
GR-2	Greenfield	El Camino Real	Apple Ave	Hwy 101 Ramp	0.89	3	bike route	56	$10,775
GR-9	Greenfield	Elm Ave	4th St	3rd St	0.25	2	bike lane	54	$13,044

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.

ID #	Jurisdiction	Street	From	To	Miles	Class	Facility Type	TOTAL Points (out of 100)	Cost Estimate
KC-1*	**King City**	**1st St**	**US 101**	**Bitterwater Rd**	**1.21**	**4**	**protected bike lane**	**71**	**$1,433,640**
KC-2	King City	King St	Sandringham St	Beech St	0.77	4	protected bike lane	66	$919,919
KC-3	King City	Beech St	San Antonio Dr	King St	0.15	4	protected bike lane/cycletrack	65	$178,010
MAR-1*	**Marina**	**Reservation Rd**	**Salinas Ave**	**Del Monte Blvd**	**1.39**	**4**	**protected bike lane**	**90**	**$1,660,633**
MAR-7	Marina	Reservation Rd	Salinas Ave	Blanco Rd	1.39	2	bike lane	71	$72,950
MAR-6	Marina	Imjin Rd/12th St	Imjin Rd	Reservation Rd	2.72	2	bike lane	70	$142,453
MAR-27	Marina	Cardoza Ave	Beach Rd	end of Cardoza Ave	0.49	2	bike lane	48	$25,869
MRY-4	Monterey	Monterey Rec Trail	English Ave	David Ave	3.1	1	bike path	58	$1,307,470
MRY-46	Monterey	Pearl-Jefferson-Johnson-Skyline	Camino Aguajito	Alvarado St	0.69	3	bike route/ boulevard	51	$8,404
MRY-33	Monterey	Van Buren St	Madison St	Scott St	0.45	3	bike route/ boulevard	46	$5,426
PG-15	Pacific Grove	Forest Ave	Sinex Ave	Ocean View Blvd	0.68	2	bike lane	65.5	$35,762
PG-1	Pacific Grove	Pine Ave	Spencer St	Alder St	1.12	4	protected bike lane	56	$1,338,064

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.

ID #	Jurisdiction	Street	From	To	Miles	Class	Facility Type	TOTAL Points (out of 100)	Cost Estimate
PG-3	Pacific Grove	Sinex Ave	David Ave	Asilomar Ave	0.96	2	bike lane	45	$50,304
SNS-8*	**Salinas**	**E Alisal St**	**N Madeira Ave**	**Skyway Blvd**	**1.16**	**4**	**protected bike lane**	**85**	**$1,385,852**
SNS-10*	**Salinas**	**Laurel Dr**	**Adams St**	**Williams Rd**	**3.39**	**4**	**protected bike lane**	**84**	**$4,050,033**
SNS-6*	**Salinas**	**Natividad Rd**	**Sherwood Dr**	**Boronda Rd**	**2.03**	**4**	**protected bike lane**	**82.5**	**$2,425,241**
SNS-45	Salinas	E Alisal St	Bardin Rd	Skyway Blvd	0.86	3	bike route	61.5	$10,408
SC-7*	**Sand City**	**La Playa Ave**	**Metz Rd**	**Noche Buena St**	**0.49**	**2**	**bike lane**	**77.5**	**$25,478**
SC-3	Sand City	UPRR RWT	Tioga Ave	La Playa Ave	0.22	1	bike path	74	$165,996
SC-6	Sand City	Tioga Ave	Metz Rd	Del Monte Blvd	0.15	3	bike route	72	$1,796
SEA-24	Seaside	Broadway	Del Monte Blvd	Mescal St	1.58	2	bike lane	75	$82,741
SEA-18	Seaside	General Jim Moore Blvd	Divarty St	Normandy Rd	1.16	1	bike path	71	$892,156
SEA-23	Seaside	Del Monte Blvd	Canyon del Rey Blvd	Broadway	0.20	2	bike lane	69.5	$10,587
SOL-2	Soledad	Kidder St	Front St	Market St	0.18	2	bike lane	65	$9,517
SOL-3	Soledad	Front St	East St	4th St	0.59	2	bike lane	62	$30,764
SOL-4	Soledad	San Vincente Rd	Vista del Sol Rd	Hwy 101	1.00	2	bike lane	58	$52,191

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.

ID #	Jurisdiction	Street	From	To	Miles	Class	Facility Type	TOTAL Points (out of 100)	Cost Estimate
MC-77*	**County**	**Las Lomas Dr**	**Hall Rd**	**Clausen Rd**	**0.75**	**2**	**bike lane**	**76**	**$39,363**
MC-125*	**County**	**Reservation Rd**	**Blanco Rd**	**Hwy 68**	**5.51**	**2**	**bike lane**	**75**	**$288,521**
MC-136*	**County**	**Salinas Rd - Hall Rd - Tarpey Rd**	**Porter Dr**	**San Juan Rd**	**1.75**	**2**	**bike lane**	**74**	**$91,191**
				TOTAL	**44.9**				**$17,736,666**

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.

Table 2: Conceptual Design Projects

ATP ID #	Jurisdiction	Location	type
CAR-1	Carmel-by-the-Sea	San Carlos St – Rio Rd (Lausen Dr – Camino Del Monte Ave)	bike route
DRO-4	Del Rey Oaks	Carlton Dr (Canyon Del Rey Blvd to Plumas Ave)	bike/ped path
GZ-20	Gonzales	Johnson Canyon Rd (Fanoe Rd to Iverson Rd)	bike/ped path
GR-14	Greenfield	Walnut Ave (El Camino Real to US 101)	bike lanes
KC-16	King City	San Antonio Dr (N Mildred Ave to Broadway St)	bike/ped path
MAR-1	Marina	**Reservation Rd (Salinas Ave to Del Monte Blvd)**	**protected bike lanes**
MRY-44	Monterey	East Downtown Bike Boulevard (Third St and Pearl from Sloat to Van Buren)	bike boulevard
PG-3	Pacific Grove	Sinex Ave(Forest Ave to Asilomar Ave)	bike boulevard/bike lanes
SNS-48	Salinas	**E. Alisal St (Bardin Rd to Skyway Blvd)**	**bike/ped path or protected bike lanes**
SC-3	Sand City	Monterey Branch Line (Tioga Ave to California Ave)	Bike/ped path
SEA-1	Seaside	Fremont Blvd (Canyon Del Rey Blvd to Monterey Rd)	bike lanes or protected bike lanes
SEA-2	Seaside	Del Monte Blvd (Broadway Ave to Fremont Ave)	bike lanes or protected bike lanes
SOL-3	Soledad	Front St (East St to 4th St)	bike lanes
various	Monterey County	Castroville, Chualar, San Lucas and San Ardo	sidewalk gaps and pedestrian improvements

Based on Committee and stakeholder input, the projects listed here are candidates for conceptual designs. The concept designs will include refined cost estimates, a visual rendering like the one shown here and conceptual engineering designs.

*Regional Projects that ranked among the top 25% countywide are in **bold** typeface.

1. INTRODUCTION

Plan Background and Purpose

The Transportation Agency adopted the most recent Bicycle and Pedestrian Master Plan in 2011. For the 2011 Master Plan, staff and the consultant team worked closely with key stakeholders throughout the planning process and involved them directly in the development of bicycle facility alignments and Agency priorities. The 2011 Plan identified all existing and proposed bicycle projects and facilities for all the jurisdictions within Monterey County.

On September 2013, the State Legislature created the Active Transportation Program to encourage increased use of active modes of transportation, such as bicycling and walking. The Program consolidates various State and Federal active transportation funding programs to: increase the proportion of biking and walking trips, increase safety for non-motorized users, increase mobility for non-motorized users, advance the efforts of regional agencies to achieve greenhouse gas reduction goals, and enhance public health. Having an updated countywide active transportation plan makes bicycle and pedestrian projects more competitive for grant funding through the State's Active Transportation Program and positions these projects to be more competitive for other State and Federal grant programs.

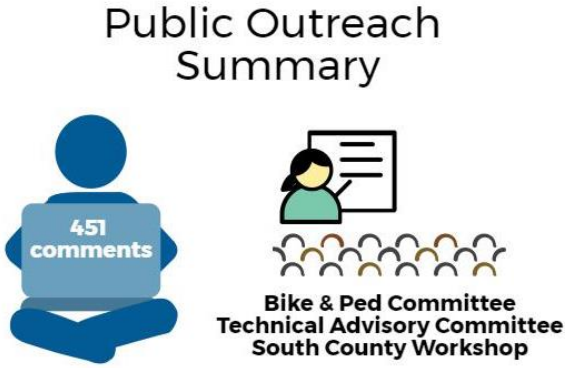
This Active Transportation Plan is an update of the 2011 Bicycle and Pedestrian Master Plan and includes goals and objectives that provide a blueprint for making bicycling and walking an integral part of daily life. This Plan has been prepared according to the State's guidelines for Active Transportation Plans, and contains maps for each of the jurisdictions of existing and proposed bicycle and pedestrian facilities, along with policies and programs to increase the proportion of trips accomplished by bicycling and walking. Other elements in the Plan include a needs analysis of bicyclists and pedestrians, public health and economic benefits of bicycling and walking, costs to implement projects and a list of various potential funding sources.

Community Involvement

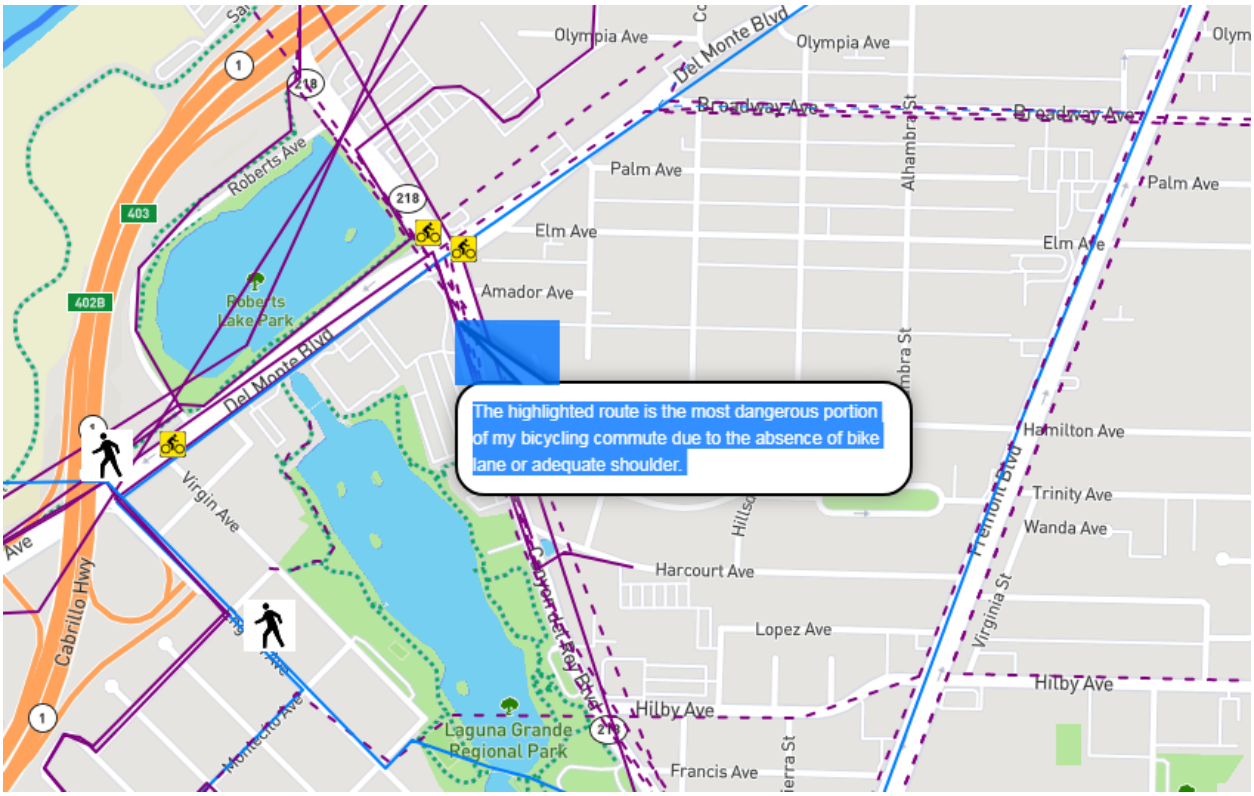
To develop the Active Transportation Plan, Agency staff consulted with TAMC's Bicycle and Pedestrian Facilities Advisory Committee, which is composed of volunteer representatives from each supervisorial district and city in Monterey County as well as representatives from public agencies and a bicycle/pedestrian interest group, as appointed by the TAMC Board of Directors, and TAMC's Technical Advisory Committee, composed of public works representatives from each of the twelve cities in Monterey County, Monterey County Public Works, Caltrans, Monterey-Salinas Transit, the Fort Ord Reuse Authority, the Monterey Bay Unified Air Pollution Control District, and the Association of Monterey Bay Area Governments.

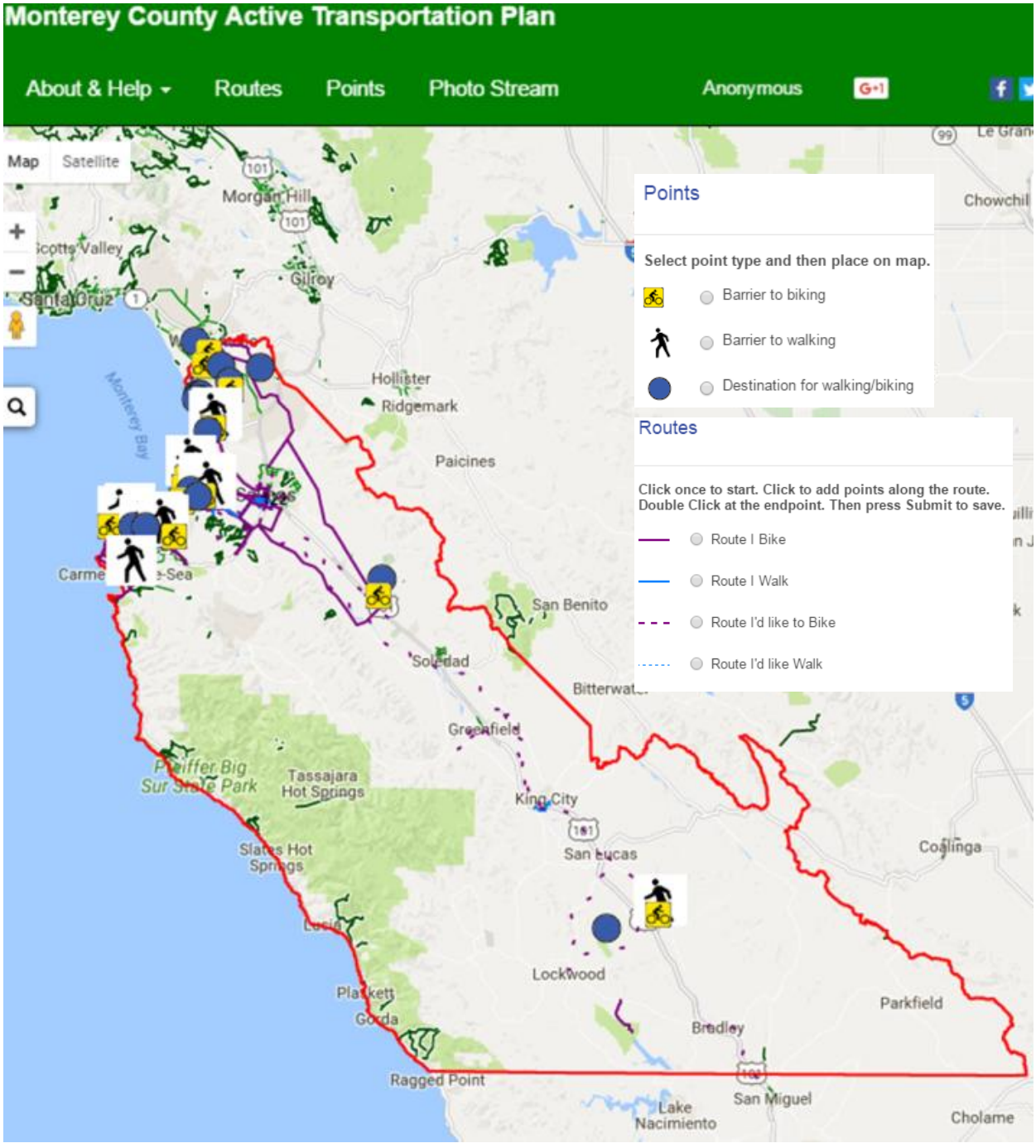
South County Workshop, December 2016

TAMC staff developed a project-specific Active Transportation Plan page on the TAMC website. Draft documents were posted on this site. Approximately 447 people submitted 446 comments via the public participation Wikimapping tool. Staff collaborated with the Monterey County Health Department to gather input from their Greenfield Leadership and Civic Engagement group. Staff also collaborated with the City of Gonzales to host a South County public workshop for the Plan.



Example Wikimap Comment





Wikimapping Tool

Vision

Active transportation will be an integral, convenient and safe part of daily life in Monterey County for residents and visitors of all ages and abilities.

The vision statement for the plan is the foundation on which this Plan's goals, policies and objectives are developed. To pursue this vision, this Plan emphasizes planning, designing and building bicycle and pedestrian facilities that will be used by a broad range of people throughout Monterey County.

2017 Ciclovia Salinas - Open Streets Event

Goals

The following goals support the vision statement and articulate the Plan's vision seeks to support bicycling and walking in Monterey County. The goals also set the basis for developing the Plan's performance measures and project prioritization criteria to guide the short-term and long-term implementation of recommended projects in this Plan.

1. **Active Transportation Trips:**
   Increase the proportion of trips accomplished by biking and walking throughout Monterey County.

   Encouraging more people to use active modes of transportation is the primary goal of this Plan. The Plan seeks to increase the total number of bicyclists and pedestrians in the County and the total percentage of all trips made by walking or using a bicycle. The goal is to increase the use of active transportation for commute trips, recreational trips and shorter distance trips, as well as trips to shopping centers, community centers, schools and when connecting to transit.

Bicyclists in Salinas during the 2009 Monterey County Bike Week

2. **Safety:**
Improve bicycle and pedestrian safety.

Having safer and more comfortable bicycle and pedestrian facilities encourages the use of active modes of transportation. Bicyclists and pedestrians are particularly vulnerable users of the street system. The innovative bicycle facility designs introduced in this Plan will enhance safety and increase predictability for bicyclists, pedestrians and all users of the road.

Demonstration Cycletrack
201 Ciclovia Salinas Open Streets

3. **Connectivity:**
Remove gaps and enhance bicycle and pedestrian network connectivity.

In order to maximize its use, the bicycle and pedestrian network must conveniently connect people to their destinations, including employment centers, shopping centers, community centers, schools and transit stations.

This plan analyzes opportunity areas for filling gaps and enhancing connectivity in the bicycle and pedestrian network in order to link key destinations within cities and in the region. This plan also recommends increasing the number of high quality support facilities, such as bicycle racks and lockers, and wayfinding signs.

Sign designs from TAMC's bicycle and pedestrian wayfinding sign plan

4. **Equity:**
Provide improved bicycle and pedestrian access to diverse areas and populations in Monterey County via public engagement, program delivery and capital investment.

This goal emphasizes the importance of making investments throughout the County to improve multimodal connections in each part of our diverse geography. This goal is also aimed at ensuring that disadvantaged communities fully share in the benefits of active transportation programs and investments.

Bike Safety Event at King City Public Library

5. **Education:**
Increase awareness of the environmental and public health benefits of bicycling and walking for transportation and recreation.

By increasing awareness of the benefits of bicycling and walking for public health and the environment, the support for and use of new facilities will grow.

Posters for educational and safety activities

6. **Quality Facilities:**
Improve the quality of the bike and pedestrian network through innovative design and maintenance of existing facilities.

Having bikeways and walkways that are maintained and free of hazards and debris is an important way to encourage the use of active transportation.

Online Bike Service Request Form

Objectives & Programs

Each goal has corresponding programs and objectives. The following objectives provide a way to measure progress towards reaching the each of goals in this Plan. The following programs help implement the Plan's vision, goals and objectives.

1. Active Transportation Trips: Increase the proportion of trips accomplished by biking and walking throughout Monterey County.	
Objectives	**Programs**
1.1 Increase the number of trips made by bicycle from the existing 0.7% (2014) to 1.4% within 10 years, and 2.8% within 20 years of adoption of this Plan. 1.2 Increase the number of walking trips from the existing 3.1% (2014) to 5% within 10 years, and 7% within 20 years of adoption of this Plan. 1.3 Measure perception of comfort with walking and/or bicycling as transportation.	1.a Survey members of the community to identify barriers to bicycling and walking mode increase. 1.b Develop a bicycle and pedestrian count program to help assess the demand for new bikeways and walkways and track success of newly built projects.

2. Safety: Improve bicycle and pedestrian safety.	
Objectives	**Programs**
2.1 Reduce the number of bicycle and pedestrian related collisions, injuries and fatalities that took place in 2013, the most recent year in which data is available, from 122 bicyclist injuries and fatalities and 128 pedestrian injuries and fatalities to zero within 20 years of adoption of this Plan. 2.2 Employ best practices and innovative bicycle and pedestrian facility designs, such as Class IV protected bike lanes, countdown signals or pedestrian scrambles, when appropriate. 2.3 Support safe bicycling and walking behaviors.	2.a Collect and maintain bicycle and pedestrian collision data; target future projects at high collision locations. 2.b Coordinate with local and State law enforcement agencies and collect enforcement data. 2.c Publish biennial report on bicycle and pedestrian collisions with a focus on corridor segment safety assessments. 2.d Support jurisdiction analysis of innovative designs when jurisdictions are constructing new bicycle and/or pedestrian facilities or making improvements to the bicycle and/or pedestrian networks.

3. Connectivity: Remove gaps and enhance bicycle and pedestrian network connectivity.	
Objectives	**Programs**
Bicycle Network: 3.1 Construct the top 10 high priority bicycle improvements by 2025. 3.2 Target completion of the top 10 cost-effective, high value barriers to bicycling by 2025. 3.3 Increase the mileage of Monterey County's bikeways, including multi-use paths, by 15% from 226 bikeway miles (2016) to 260 bikeway miles by the year 2025. 3.4 Complete the Monterey Bay Sanctuary Scenic Trail by 2030. 3.5 Integrate planning for bicycle facilities with the construction of roadway improvement projects. **Pedestrian Network** 3.6 Construct the top 10 high priority pedestrian improvements by 2025. 3.7 Target completion of the top 10 cost-effective, high value barriers to walking by 2025.	3.a Work with local jurisdictions to identify and address gaps in the bicycle and pedestrian network located at activity centers, such as schools, community and shopping centers and major employers.

4. Equity: Provide improved bicycle and pedestrian access to diverse areas and populations in Monterey County via public engagement, program delivery and capital investment.	
Objectives	**Programs**
4.1 Encourage participation from all areas of the County in the Bicycle and Pedestrian Facilities Advisory Committee. 4.2 Designate high priority projects in North County, the greater Monterey Peninsula, Salinas and South County, with special considerations for areas with minority and/or low-income communities. 4.3 Encourage project design that accommodates all ages and abilities to attract a broader range of users.	4.a Continue language translation for event and program announcements, such as for Bike Month events, and bicycle safety training outreach materials distributed to schools, colleges, cycling clubs, and major employers. 4.b Continue to host or support bicycle safety trainings throughout different areas of the County.
5. Education: Increase education and awareness of the environmental and public health benefits of bicycling and walking for transportation and recreation.	
Objectives	**Programs**
5.1 Work with local agencies to support, promote and institutionalize bicycle and pedestrian safety education and outreach programs.	5.a Continue support of bike month activities, and other active transportation activities, such as Ciclovía Salinas. 5.b Continue to host bicycle safety trainings, and encourage participants to become League of American Bicyclists League Cycling Instructor. 5.c Continue to support bicycle rodeos in schools. 5.d Support jurisdiction efforts to create and maintain Safe Routes to Schools programs.

6. Quality Facilities: Improve the quality of the bike and pedestrian network through innovative design and maintenance of existing facilities.	
Objectives	**Programs**
6.1 Encourage implementation and maintenance of the bikeway and walkway network in each jurisdiction's active transportation plans and capital improvement programs. 6.2 Increase the number of bicycle and pedestrian support facilities, such as secure bicycle racks and lockers and wayfinding signs. 6.3 Implement the Regional Bicycle and Pedestrian Wayfinding Plan by signing the routes included in the Wayfinding Plan by 2025. 6.4 Encourage safe and convenient bicycle parking. 6.5 Improve existing bicycle and pedestrian facilities through innovative design or materials. 6.6 Consider use of innovative treatments and materials when designing new bicycle and pedestrian facilities.	6.a Expand the Bicycle Secure Program Guide to include more information on bike corrals, bike parking in parking lots and other potential locations and configurations. 6.b Work with local jurisdictions to develop and adopt policies that require new development and/or major remodels to include bike parking. 6.c Continue to administer the bicycle facilities service request program and report potholes, debris in the bike lane, or other impediments to bicycling. As part of this program, track and report to the cities and county the bicycle and pedestrian facilities with highest maintenance needs.

Project Ranking Criteria

This Plan includes conceptual designs of high priority projects. The selection of these high priority projects was based on the following criteria adopted by the TAMC Bicycle and Pedestrian and the Technical Advisory Committees. The methodology for ranking projects is includes in **Appendix 1.**

Project Ranking Criteria		
Category	**Criteria**	**Points**
Safety	Addresses a location with a high bicycle and pedestrian collision history, or addresses a location that is associated with greater cyclist or pedestrians stress (e.g. streets with higher motor vehicle volumes and/or posted speeds).	20
Connectivity	Fills a gap or creates access in an existing route to major destinations. Will remove a barrier or close a system gap in the active transportation network.	20
Comfort	Creates a more comfortable walking or bicycling experience for the user by using innovative bicycle and/or pedestrian treatments such as cycle tracks, bike boxes or pedestrian countdowns.	20
Active Transportation Trips	Expected to generate an increase in bicycling and/or walking trips by providing a connection between or access to major destinations, such as employment centers, shopping centers, community centers, schools and transit stations.	15
Equity	Serves disadvantaged communities including households living in poverty, children and the elderly, and people of color. The State's CalEnviroScreen 3.0 Population Characteristics Indicators tool will be used to measure equity.	10
Complete Streets Opportunity Projects	Integrates active transportation facilities into pre-existing or planned roadway or maintenance projects	10
Quality	Improves the quality of an existing facility with high existing usage in a way that will increase usage.	5
TOTAL		**100**

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

- 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
TOTAL	**442,365**

Source: CA Dept. of Finance, 2017

Map of Monterey County with Regional Bicycle Facilities

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:

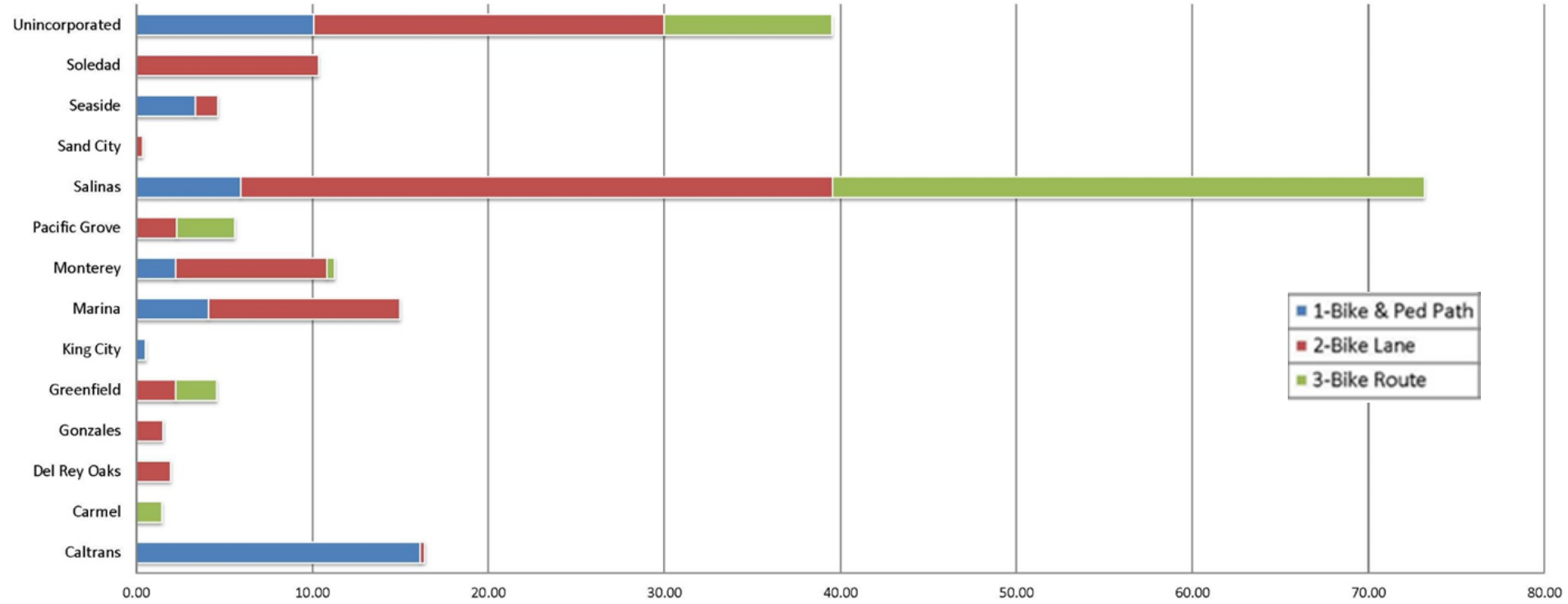
- Class I bike paths: 43.7 miles
- Class II bike lanes: 115.1 miles
- Class III sharrows: 54.5 miles
- Class IV protected bike lanes limited

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.

California Bikeway Classifications

Source: NACTO Bikeway Design Guide; People for Bikes

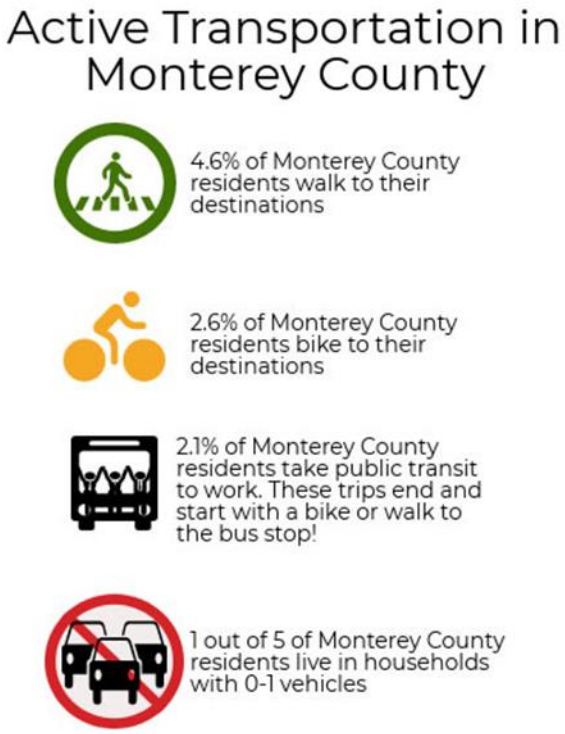
Monterey County Bikeway miles by Type



	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

Current Active Transportation Use

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



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%
Monterey County	**182,614**	**0.8%**	**3.1%**
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.

Road Transportation Network

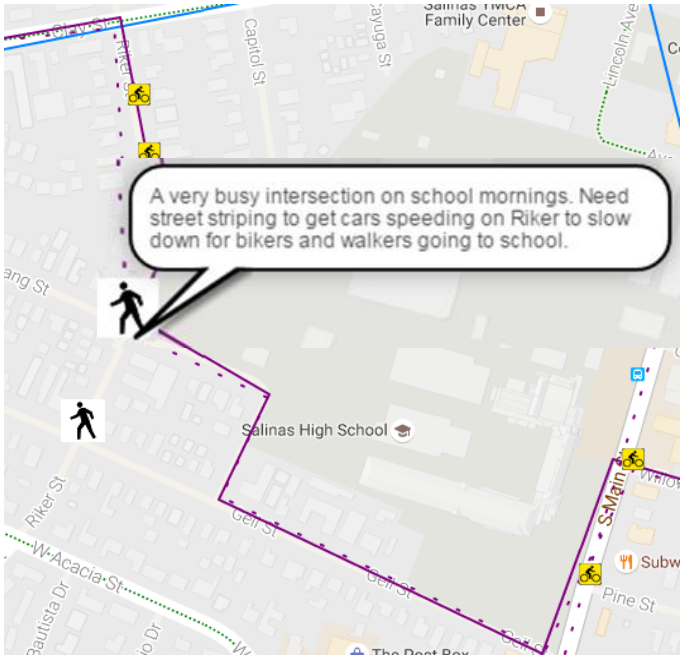
Monterey County's transportation system is based largely two highways and County roadways connecting local roadway networks, which vary by community.

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.

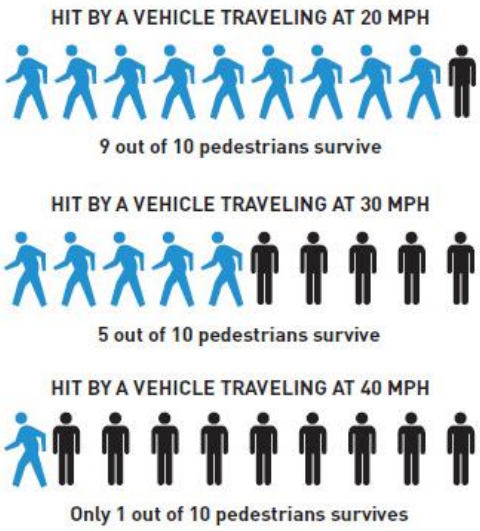


Monterey County's Road Network

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.

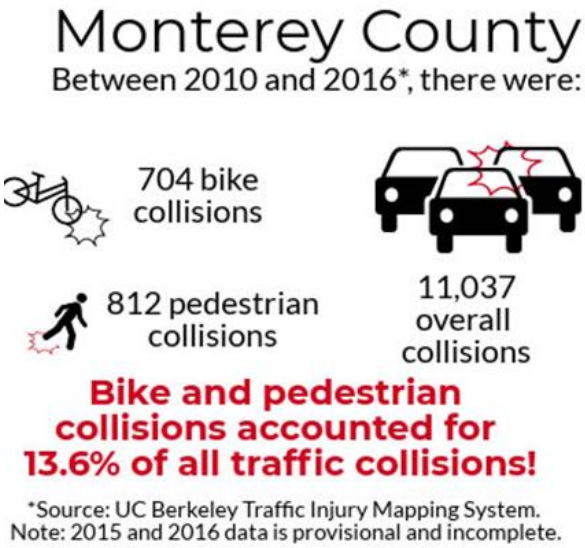
Pedestrians Experience More Fatalities As Vehicles Travel Faster



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.



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.

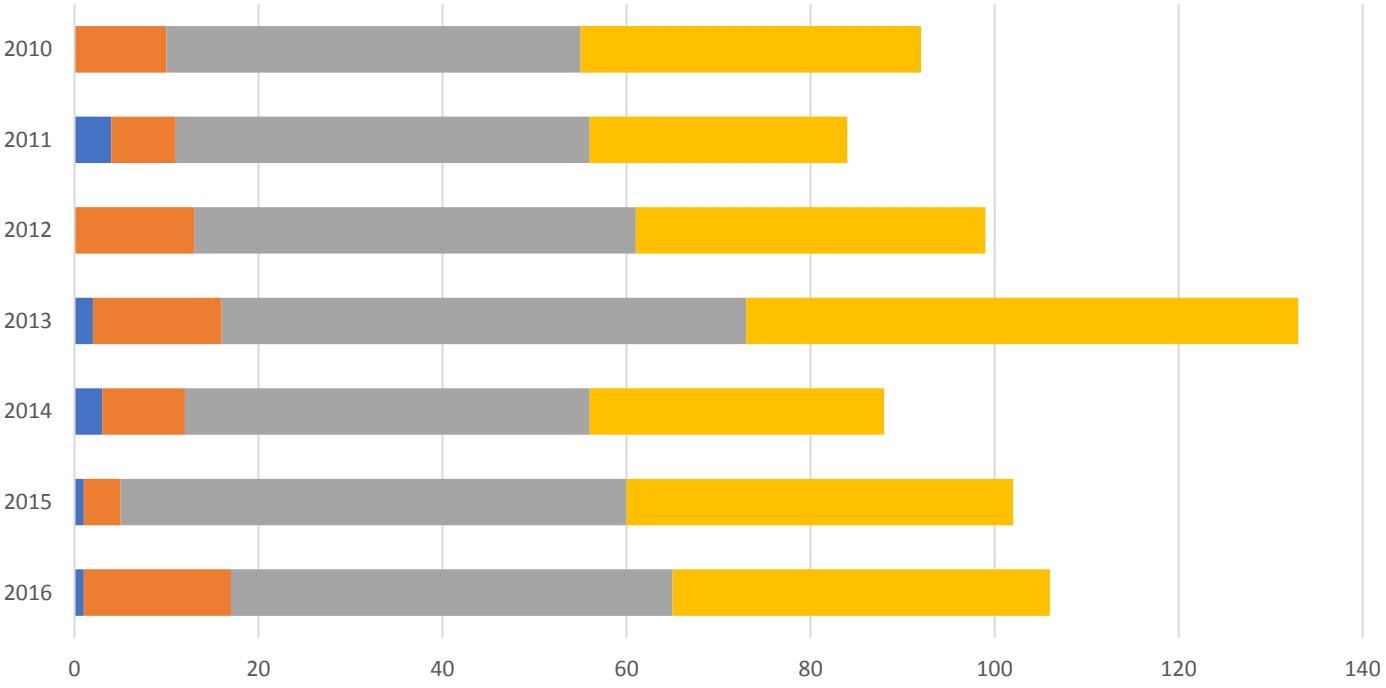
The following pages provide statistics on bicycle- and pedestrian-related collisions by city/county jurisdiction, by level of severity, from 2010 through 2016.

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
TOTAL	**11,044**	**704**	**6.4%**	**11**	**73**

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

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

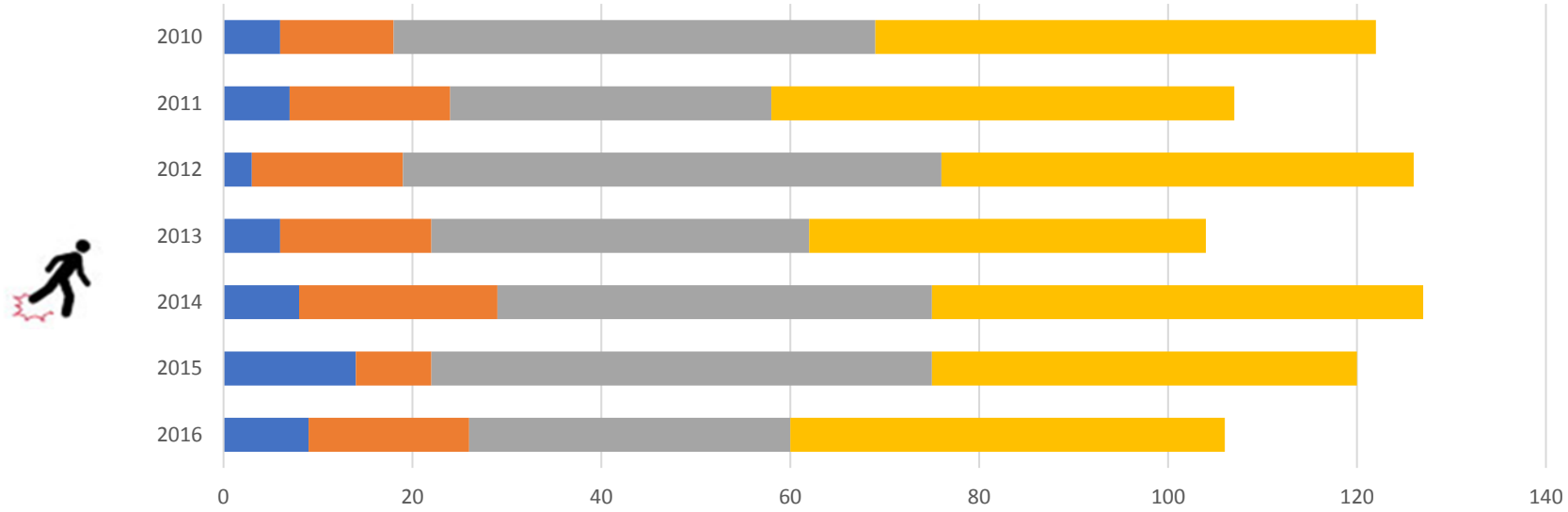
Source: UC Berkeley Traffic Injury Mapping System data from 2010-2016. Note - 2015 and 2016 data is provisional and incomplete.

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
TOTAL	**11,044**	**812**	**7.4%**	**53**	**107**

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

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.

3. ACTIVE TRANSPORTATION PLANS & PROGRAMS

Policies and Plans

Monterey County Regional Transportation Plan Consistency

The Regional Transportation Plan includes policies for maximizing the transportation system to promote walking and bicycle travel, including development of bicycle and pedestrian facilities, safety programs and promotional events, improved access and safety provisions, and improved linkages to bikeways and recreational trail system.

Local Plan Consistency

As a part of the development of this Active Transportation Plan, local general plans for Monterey County and the incorporated jurisdictions were consulted to ensure consistency with planned active transportation improvements and policies. Local plan consistency is discussed in each jurisdiction chapter.

Monterey Bay Area Complete Streets Guidebook

The Monterey Bay Area Complete Streets Guidebook is a policy tool that was adopted by the TAMC Board of Directors in 2013. The Guidebook is a policy tool that helps local jurisdictions plan, design and implement complete streets projects to make local streets and roads safer for motorists, bicyclists, pedestrians and transit users.

TAMC incorporates the Complete Streets Guidebook as part of the Regional Surface Transportation Program competitive grants application process.

Wayfinding Signs for Bicyclists and Pedestrians

The Regional Bicycle and Pedestrian Wayfinding Plan for Monterey County provides standard guidelines for bicycle and pedestrian wayfinding signs throughout Monterey County. The goal of the Wayfinding Plan is to promote bicycling and walking as viable modes of transportation for Monterey County residents and visitors.

The goal of the Wayfinding Plan is to improve access to regional destinations, provide consistent wayfinding signs for regional connections, and promote key sign features that jurisdictions will be encouraged to incorporate into their own signs to improve wayfinding within city boundaries. Uniform signage supports residents and visitors who want to bicycle or walk for transportation and recreation, and can enhance each jurisdiction's brand as a regional destination.

Wayfinding Plan Sign Designs

Destination Sign Option 1A

Destination Sign Option 1B

Destination Sign Option 2A

Destination Sign Option 2B

Monterey County Bicycle Sharing Feasibility and Implementation Plan

TAMC completed a feasibility study in 2013 that evaluated the potential for establishing bike sharing in Monterey County. The feasibility study analyzed demand for bike share, potential service areas, costs and benefits, and impacts to local bike rental businesses. The feasibility recommended initiating two bike sharing systems: Monterey/Pacific Grove and Salinas.

The study contains information pertinent for grant and other funding applications, and contains recommendations for implementation and a discussion of associated challenges and opportunities. Currently, the cities of Monterey, Pacific Grove and Salinas are exploring options for implementation.

Support Programs & Infrastructure

Bicycle Secure Program

TAMC's Bicycle Secure Program provides free bike racks, artistic bike racks, bike repair stations and skateboard racks to business, schools, and public agencies. TAMC purchases the racks and repair stations, and applicants are responsible for installation and requisite permits. The purpose of the program is to provide secure bicycle parking, so that businesses and agencies can attract more bicycle-riding patrons and support bicycle commuting employees.

From 2002 to 2012, TAMC administered the Bicycle Protection Program with grant funds from the Monterey Bay Unified Air Pollution Control District. As part of the program, TAMC worked with several vendors to offer a limited selection of bicycle racks and lockers, which were purchased and distributed based on applications submitted to the Agency and the amount of grant funding available.

TAMC reinstated the program in January 2015 with Regional Surface Transportation Program funding. Since resuming this program in 2015, Monterey County's inventory of skateboard racks, bike racks and repair stations has increased.

Bicycle Facilities Maintenance Requests

TAMC maintains a bicycle service maintenance request form. The bike service request form is available online to all cyclists or anyone wishing to report a roadway condition affecting cyclists in Monterey County. TAMC forwards these requests to the appropriate public works agency with maintenance responsibilities.

Traffic Calming Programs

Several Monterey County jurisdictions have traffic calming programs that seek to slow down traffic on local streets and roads and improve safety for bicyclists and pedestrians. Currently, these jurisdictions have or are planning to initiate traffic calming programs:

- Monterey County
- City of Monterey
- City of Salinas

Traffic calming treatments include speed cushions, speed bumps, traffic circles, and striping. Bicyclists and pedestrians benefit from traffic calming treatments such as curb extensions that reduce pedestrian crossing distances, and make pedestrians and bicyclists more visible to vehicles.

Transit & Bicycles

Monterey-Salinas Transit buses and transit stations are equipped with bike racks. Buses are equipped with bike rack spaces to hold two bicycles. MST is currently replacing 25 buses in its fleet that have surpassed their useful life. Those new buses will be equipped with bus rack spaces for 3 bicycles.

Source: MST

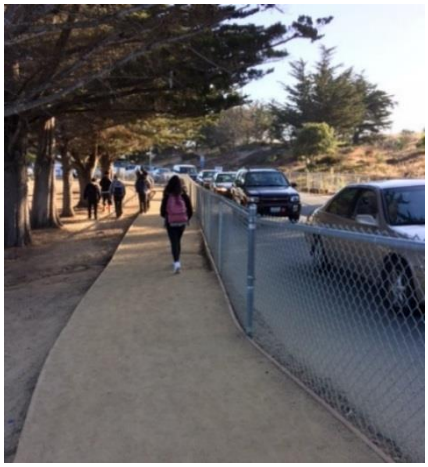
Pedestrian Facilities

Pedestrian facilities vary depending on location in Monterey County, and range from sidewalks in the urbanized cities and communities, to shared bike and pedestrian paths primarily in the Monterey Peninsula and unpaved shoulders in the rural areas of Monterey County.

Safe crossings are very important for pedestrian transportation. Pedestrian countdown signals and lead pedestrian interval signal phases are

used at signalized crossings to make pedestrians more visible to vehicles and improve safety at busy crossings.

Pedestrian path in Seaside, 2016



Education & Encouragement Programs

Measure X Safe Routes to School Program

TAMC placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot. and the measure was approved with 67.7% approval from Monterey County voters. Measure X is anticipated to generate an estimated $20 million annually for a total of $600 million over thirty years through a retail transactions and use tax of a three-eighths' of one percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County.

Measure X includes a Safe Routes to School program that has a $20 million allocation over the next 30 years. TAMC has formed a Safe Routes to School Task Force made up of local city and county staff, public health, school and law enforcement representatives to guide the development of this program. The Task Force will assist TAMC in developing a countywide Safe Routes to School Program to fund bike and pedestrian safety education, and bike and pedestrian infrastructure improvements around schools. Bicycle Safety Education

In 2015, TAMC started BikeSAFE, a new bicycle education program focused on teaching Monterey County residents how to ride safely and predictably on the roadway. The program includes bicycle safety trainings for both adults and children. The adult trainings (must be 14+ years) include an online tutorial that is completed before an on-bike session taught by a League of American Bicyclists-certified instructor. Fifteen people were trained through the program in the fall of 2015 and spring of 2016 in various locations in Monterey County.

The purpose of these trainings was to build the local pool of League of American Bicyclists Certified Instructors in Monterey County. TAMC hosted a training seminar in Monterey County and subsidized the $300 entrance fee to encourage participation (maximum of 16 participants. The goal was to certify local bicycle advocates who would then in turn organize/teach bicycle safety trainings. Three

new League Certified Instructors were trained as part of this campaign.

The BikeSAFE program was incorporated into the Measure X Safe Routes to School Program in 2018.

Travel Demand Management/Rideshare

The Go 831 Traveler Information/Rideshare Program seeks to reduce traffic, improve air quality and promote health by encouraging alternatives to driving alone. The program will use the latest technology and robust communications to help travelers find alternatives to driving to work, school or special events. The primary goal of the program is to reduce traffic congestion in Monterey County by encouraging carpools, vanpools, use of transit, biking, walking, staggered work schedules, and telecommuting. These strategies are also known as "travel demand management" because they reduce the demand for new travel lanes by making more efficient use of the existing road network.

Safety Programs

The Office of Traffic Safety provides Pedestrian and Bike Safety grants to cities, counties and other public agencies and nonprofits. OTS grantees develop programs to increase awareness of traffic rules, rights, and responsibilities among various age groups[1]. Recently, the City of Monterey and the Monterey County Health Department in partnership with City of Salinas have received OTS funds for bike and pedestrian safety education materials as well as bike and pedestrian safety rodeos in schools.

Source: City of Monterey, 2017

Youth Bicycle Safety Education

Bike Rodeo at Mission Park Elementary School in Salinas

Since 2012, TAMC has contracted with non-profit organizations to conduct bicycle safety trainings for 5th grade students at elementary schools throughout Monterey County. Students participate in a classroom bicycle safety presentation, and then go through a “bike rodeo” to practice on-bike safety skills.

[1] Office of Traffic Safety: http://www.ots.ca.gov/

The Monterey County Health Department also supports youth bike safety by funding safe routes to school education programs at local elementary and middle schools, and community bike and pedestrian safety events. This work is primarily funded through California Office of Traffic Safety grants.

Encouragement Programs: Bike Month

The League of American Bicyclists has designated the month of May as National Bike Month. The purpose of Bike Month is to increase public awareness of bicycling as a form of transportation, as well as to generate enthusiasm for bicycling in general.

2010 Bike to School Day, Salinas.

TAMC coordinates a countywide Bike Month campaign. In past years, TAMC used to focus efforts on Bike Week. TAMC supported local Bike to School day and Bike to Work events. TAMC used to support these events by sponsoring breakfast stations and organizing raffles for participants.

Since 2012, TAMC has redirected efforts to organizing a public outreach campaign. Each year, TAMC and the Bike and Pedestrian Committee develop a theme and organize a public outreach campaign to promote local bike events, ranging from the Salinas Criterium to Bike in Movie events.

Ciclovía Salinas

Ciclovía Salinas is a youth-led open-streets community event designed to promote active transportation options like walking and bicycling, among other goals. The event temporarily closes the street to motorized traffic on Alisal Street between Main Street and Sanborn Rd, allowing residents to participate in a variety of physical activities and learn about available community resources.

Ciclovía Salinas 2015

The free Ciclovía 2017 event drew over 6,000 participants people from the surrounding Alisal neighborhoods and from across Salinas and the greater Monterey County who participated in the event and were able to ride bikes, walk, jog, skateboard and roller skate along 1.6 miles of Alisal Street free of cars

South County Open Streets Events

The Monterey County Health Department obtained an Active Transportation Program Cycle 3 grant for bike and pedestrian safety education and open street events in the South County cities of: Gonzales, Greenfield, Soledad, and King City. Open streets events are expected in 2019 and 2020.

Active Transportation Enforcement

Engineering, enforcement and education are part of a unified strategy for making bicycling and walking safe. Local police departments and the California Highway Patrol enforce the rules of the road. Some local jurisdictions have rules and ordinances related to bicyclists and pedestrians**.**

Salinas Police Traffic Safety Enforcement

Source: KSBW

The California Office of Traffic Safety has grants available for local police departments to conduct bike and pedestrian safety education, outreach and enforcement. The City of Salinas has been successful in securing these grants in the past to support bike and pedestrian enforcement. The County Health Department has been successful in securing these grants to support education in schools.

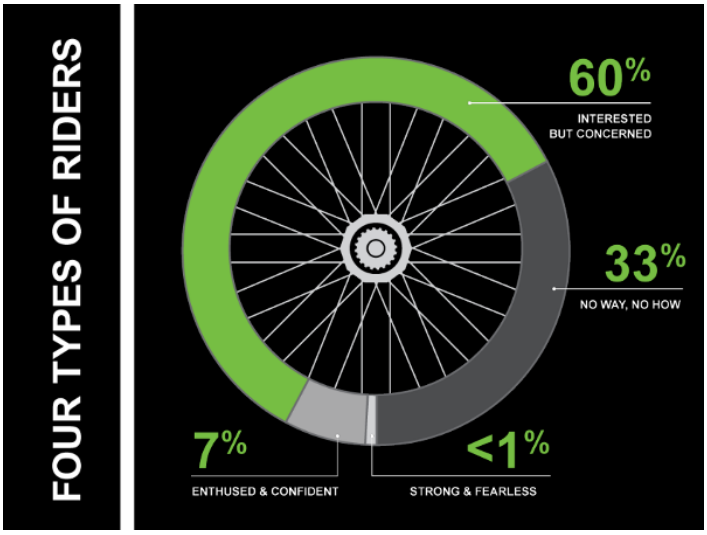
Crossing Guards on E. Market Street, Salinas

The Measure X Safe Routes to School program includes funding for safety equipment to support school crossing guard programs. The goal of that piece of the program is to enhance enforcement around schools by having more eyes on the street as children go to school.

4. ACTIVE TRANSPORTATION BEST PRACTICES AND BENEFITS

Bicycle Needs and Preferences

Bicylists are generally grouped into four categories based on their experience and abilities. Based on surveys conducted in Portland and other communities around the nation, bicyclists have generally been divided into four types.



Source: People for Bikes

Strong and fearless bicyclists are those that are more experienced, and generally ride for recreation, touring and commuting. Enthused and confident bicyclists have intermediate to advanced skills and generally feel comfortable commuting by bike. These bicyclists types need on-road bike lanes and routes that are well connected, wide shoulders where possible and wayfinding signage to make their trips more comfortable.

The majority of the community falls in the interested but concerned category. These tend to be novice riders, families and children who feel more comfortable using separated bike paths and physically protected bike lanes. To encourage the shift to bicycling for transportation, its important for communities to plan and build these types of improvements that can be used by families and novice riders. With these physically separated facilities, people that say they would never ride might be enticed to try bicycling for recreation.

Innovative Bicycle Facility Designs

Several new facility types are beginning to appear in communities across California. Most notably, protected bike lanes, bike boxes and protected intersections are innovative designs that improve safety for all users of the road. These treatments tend to slow traffic and make bicyclists and pedestrians more visible.

Parking Protected Bike Lanes (E. Market Street, Salinas)

Using Active Transportation Program grant funds, the City of Salinas recently installed parking protected bike lanes on East Market Street by shifting parking away from the curb, and implementing a road diet on this segment

of street in front of Fremont Elementary School. The City also added a bike box at the crossing to improve bicyclist visibility.

Bike Box
(E. Market Street, Salinas)

Much like bike boxes, protected intersections extend the curbs out and create islands for bicyclists and pedestrians. These intersections make bicyclists and pedestrians more visible to car traffic, and shorten crossing distances. Locally, the Canyon Del Rey (SR 218) Corridor Study is analyzing this design style for the intersection of Del Monte Ave and Canyon Del Rey Blvd in Seaside.

Protected Intersection on El Camino Real
(State Route 82)

Source: City of Menlo Park

Protect Bike Lane Design Treatments

Source: People for Bikes

Pedestrian Needs and Preferences

Similar to bicyclists, pedestrians can be divided into a few different types based on age and ability. These different pedestrian types have different challenges and design solutions:

	Challenges	Design Solutions
Residents and pedestrian commuters	Few crossings, little separation from moving vehicles, high traffic volumes, few destination access points, inadequate ADA access, little/no shade or shelter, poorly lit walkways and crossings, slippery surface materials, obstructed routes, inefficient drainage, indirect routes	Pedestrian signal actuation and adequate crossing time, traffic calming, continuous sidewalk network, short blocks, ample width, planting strip/on-street parking, ADA ramps, street trees and pedestrian-scale lighting appropriately designed storm drains
Seniors and children	Small gaps in traffic, long crossing distances, few crossings inadequate ADA access, shade or shelter, poorlylit walkways and crossings, slippery surface materials, obstructed routes, inefficient drainage	Adequate crossing time at signalized intersections, curb extensions, high-contrast markings, two-stage actuated crossings, medians, audible countdown pedestrian phase (signalized) and ADA ramps, street trees, pedestrian-scale lighting
Visitors and tourists	Few/no pedestrian destinations, limited/no way-finding, unmarked crossings, narrow sidewalks, little/no shade or shelter, few/no pedestrian amenities, poorly-lit walkways and crossings	Pedestrian plaza, way-finding signage, highcontrast marked crossings, wide sidewalks, onstreet parking, street trees, outdoor seating, public art, public toilets, pedestrian-scale lighting

Innovative Pedestrian Facility Designs

Many of the same innovative bicyclist treatments also benefit pedestrians. Protected intersections and protected bike lanes shorten pedestrian crossing distances. Other innovative treatments that benefit pedestrians are:

Leading Pedestrian Intervals

Source: PedBikeSafe

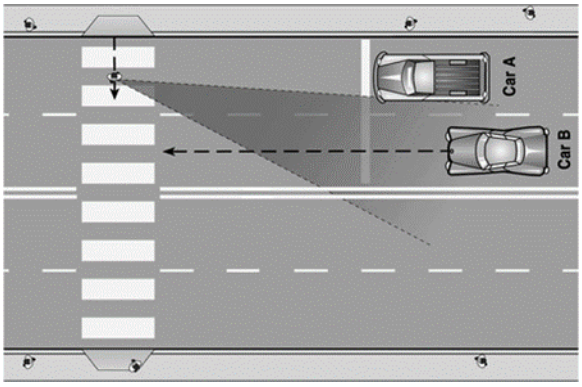
Leading pedestrian intervals (LPI) give pedestrians a 3-7 second head start to begin crossing an intersection while vehicles still have a red light. LPI's enhance pedestrian visibility and reduce conflicts between pedestrians and vehicles turning right. LPI's have been shown to reduce pedestrian-vehicle collisions by 60%[1].

Rectangular Rapid Flash Beacon

Source: City of Alexandria, VA

Rectangular Rapid Flash Beacons (RRFB) are activated pedestrian flashing lighted crosswalks that enhance pedestrian visibility at unsignalized intersections or mid-block crossings. RRFB's have been shown to significantly increase driver yielding behavior at crossings[2]. These types of crossings can also be used by bicyclists.

Advanced Stop/Yield Lines



Source: PedBikeSafe

Advance stop/ yield lines encourage driers to stop further back from the crosswalk. These lines encourage drivers to stop when there's a multi-lane roadway. These lines improve pedestrian visibility at mid-block or uncontrolled crossings.

Pedestrian Bulbouts in Gonalzes

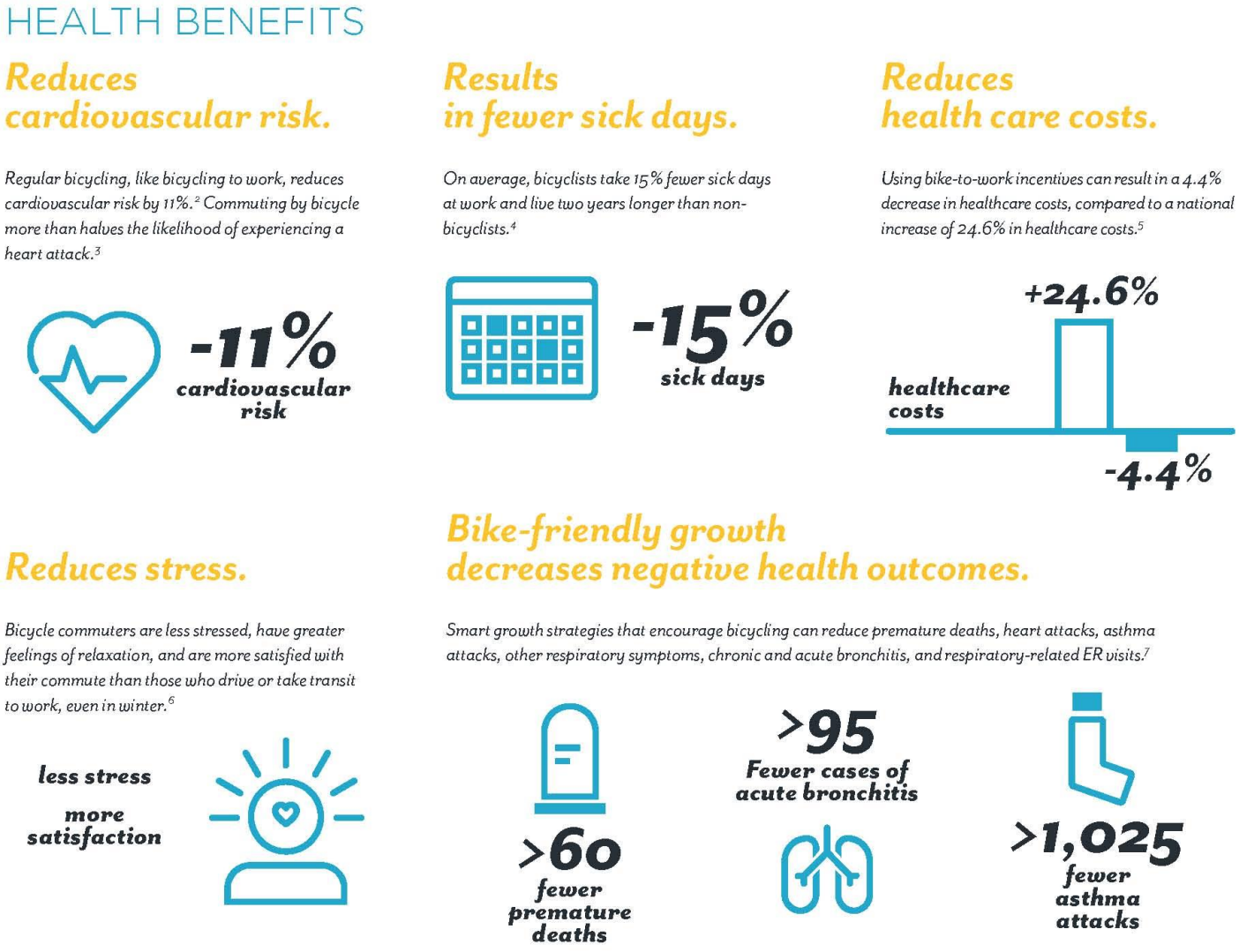
Source: Google Maps

Pedestrian bulbouts shorten the pedestrian crossing, and increase pedestrian safety. Bulbouts tighten the curb radius for turning vehicles and slow traffic. These crossing treatments also increase space for street furniture, benches, plantings, and street trees.

[1] National Association of City Transportation Officials (NACTO): https://nacto.org/
[2] NACTO

Public Health, Environmental, Economic, and Social Equity Benefits

The following infographics summarize the many benefits of bicycling and walking for transportation. These graphics are courtesy of the Joint Venture Silicon Valley[3].



[3] Joint Venture Silicon Valley: https://jointventure.org/

SAFETY BENEFITS

Bike lanes make roads safer for all.

Protected bike lanes can result in a 40-50% drop in injury crashes for all road users (drivers, cyclists, and pedestrians).[15]

40–50%

reduction in crashes on streets with protected bike lanes

... for all road users

Biyclists make roads safer for all.

Cities with high bicycling rates ...

... tend to have lower crash rates for all road users. [16]

Build it safely and they will come.

Bicycle safety improvements attract proportionately more people to bicycling than automobile safety improvements.[17]

For example, a

10%

increase in bike safety will result in

more than 10%

increase in the share of people commuting by bicycle.

ENVIRONMENTAL BENEFITS

Biking to work reduces CO2.

Commuting four miles by bike saves 2,000 miles of driving and 2,000 lbs of CO2 per year.[8]

4 mile bike commute results in:

-2,000 lbs of CO2

-2,000 miles of driving

That's the equivalent of a 5% reduction in the average American's carbon footprint!

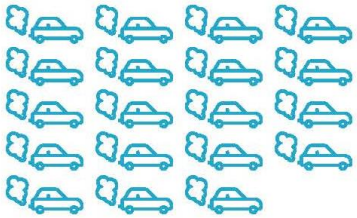
-5% carbon footprint

More overall walk and bike trips reduces CO2.

Increasing the mode share of all bike and walking trips from 12% to 15% could lead to fuel savings of 3.8 billion gallons per year and a 33-million-ton reduction in GHGEs per year.[9]

33,000,000 ton reduction in GHGs

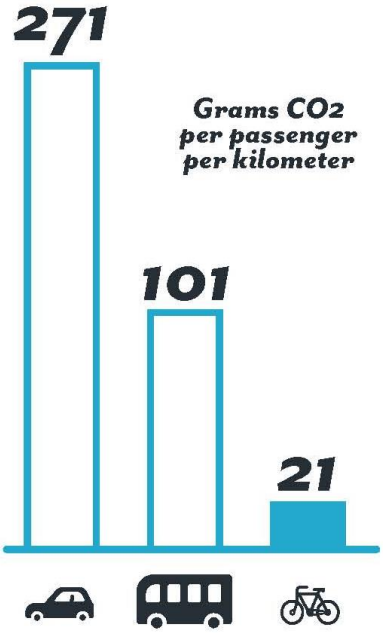
That is equivalent to replacing 19 million conventional cars with hybrids!



19M conventional cars → hybrid cars

Bikes have a carbon-neutral life cycle.

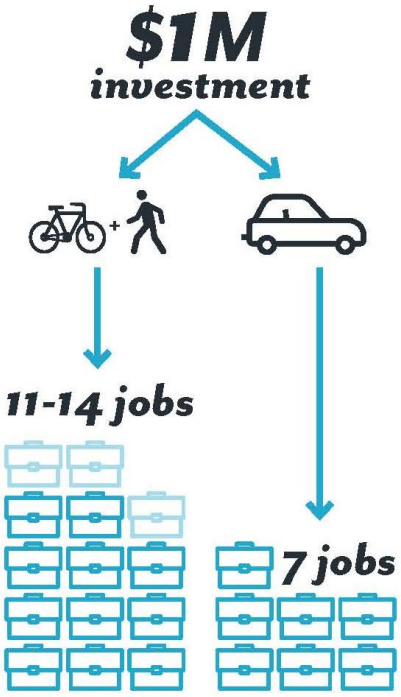
When the complete life cycle of the following modes are taken into account, the carbon emissions (grams per passenger per kilometer) are approximately:[10]



ECONOMIC BENEFITS

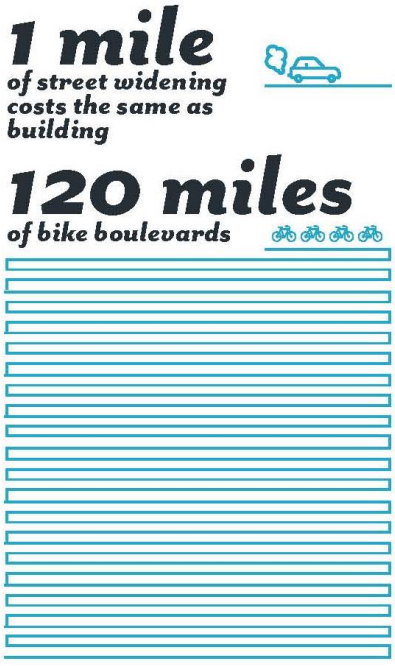
Bike projects create more jobs.

Bicycling and walking projects create 11-14 jobs pers $1M spent, versus only seven jobs per $1M spent on highway projects.[11]



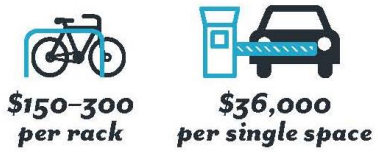
Bike lanes are less expensive than roads.

One mile of street widening for cars is equivalent to 600 miles of bike lanes; 300 miles of buffered bike lanes; 120 miles of bike boulevards; and 30 miles of off-street bike trails.[12]



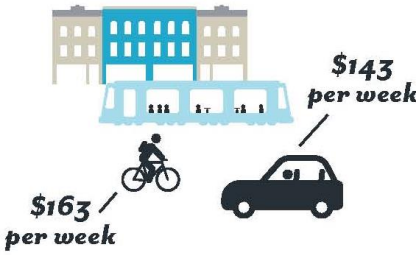
Bike parking costs less to build than car parking.

It costs $150-$300 to install a bike rack for two bikes compared to $36,000 for one parking spot in a parking structure in Silicon Valley.[7,13]



Bicyclists spend more on local retail.

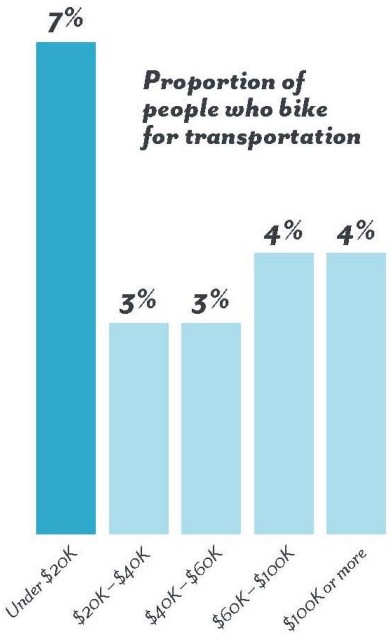
People on bicycles spend more on local retail per week than other modes: $163 per week compared to $143 per week.[14]



SOCIAL EQUITY BENEFITS

The lowest-income households bike most.

Households earning less than $20,000 per year are roughly twice as likely to bike for transportation as all other income groups.[18]



Proportion of people who bike for transportation

Bicycling is more affordable.

The average cost of operating a vehicle for one year in 2013 was approximately $10,000. The cost of operating a bicycle for a year in 2013 was roughly $300.[19]

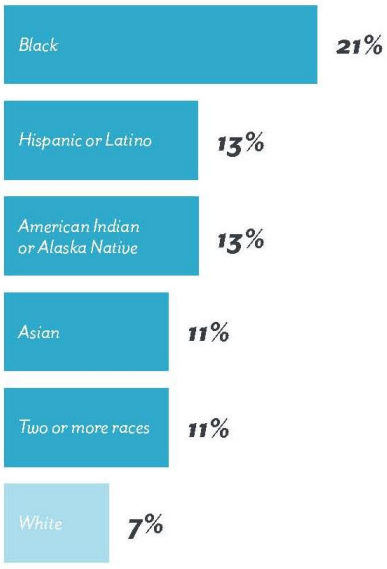
$10,374
per year

$308
per year

Bicycling benefits zero-vehicle households.

Households with people of color are less likely to have access to a motor vehicle.[20]

Share of U.S. households without motor vehicles



5.1 Unincorporated Monterey County

Demographic Profile

Approximately 105,787 people live in the unincorporated Monterey County communities, as reported by the California Department of Finance 2016 population estimates. Unincorporated Monterey County has many communities, each with their own unique demographic profiles. Because of Monterey County's large geographic area, the unincorporated communities are Census Designated Places:

- **North County:** Pajaro, Moss Landing, Las Lomas, Aromas, Elkhorn, Castroville and Prunedale
- **Salinas Valley:** Boronda, Spreckles, Toro Park, East Garrison, San Benancio, and Corral de Tierra
- **Coastal Area:** Carmel Valley, Del Monte Forest, Cachagua, Big Sur
- **South County:** Chualar, Pine Canyon, Lockwood, Bradley, San Lucas, San Ardo

The following table shows a demographic profile of Monterey County's unincorporated communities. As the data shows, Monterey County's unincorporated communities are younger, have a higher percentage of Hispanic/Latino populations, and have slightly higher unemployment rates[1].

Disadvantaged Communities

Active transportation investments are particularly crucial for residents living in disadvantaged unincorporated communities, as they tend to have limited access to vehicles and higher walking, bicycling and transit mode shares. Pajaro is considered among the top 25% disadvantaged communities, based on the California Environmental Protection Agency's CalEnviroScreen 3.0 analysis tool, which analyzes socioeconomic and pollution burden data for community census tracts statewide. Castroville, the Salinas Boronda area, and the South County communities of Chualar, Pine Canyon, Lockwood, Bradley, San Lucas and San Ardo are identified by the California Air Resources Board as low-income communities that are either at or below 80 percent of the statewide median income, or at or below the threshold designated as low-income by the California Department of Housing and Community Development's 2016 income limits.

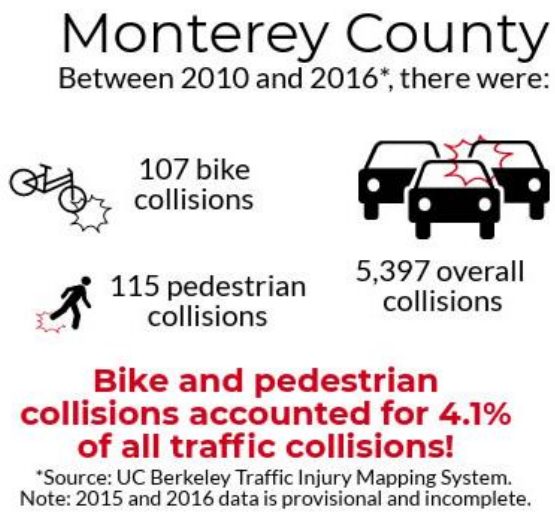
[1] Source: Transportation Alternatives for Rural Areas – A Regional Study, AMBAG 2017.

Unincorporated Monterey County Communities Demographic Profile

	Community	Population	Median Age	Unemployment (%)	Poverty Rate (%)
	Monterey County	430,201	33.7	6.9	12.3
North County	Aromas CDP*	2,508	39	7.6	11.5
North County	Pajaro CDP	3,524	49	17.6	28.8
North County	Moss Landing CDP	118	37.2	25.7	0
North County	Elkhorn CDP	1,091	46.7	0	0
North County	Las Lomas CDP	3,047	27.3	6.7	16.8
North County	Castroville CDP	6,978	53.3	10.1	23.2
North County	Prunedale CDP	19,628	38.5	7.5	8
Salinas Valley	Boronda CDP	1,381	34.4	3.7	16.2
Salinas Valley	Spreckles*	673	46.2	2.8	1.7
Salinas Valley	Toro Park*	7,088	n/a	n/a	n/a
Salinas Valley	East Garrison*	6,299	n/a	n/a	n/a
Salinas Valley	San Benancio*		n/a	n/a	n/a
Salinas Valley	Corral de Tierra	3,911	n/a	n/a	n/a
Coastal	Carmel Valley Village CDP	4,282	53.3	8.8	1.2
Coastal	Del Monte Forest CDP	4,819	26.5	10.1	4.9
Coastal	Cachagua*	5,933	n/a	n/a	n/a
Coastal	Big Sur*	1,710	n/a	n/a	n/a
South County	Chualar CDP	1,238	28.3	7.8	14.5
South County	Lockwood CDP	443	28.5	11.9	16.7
South County	Pine Canyon CDP	1,799	24.8	6	7.5
South County	Bradley CDP	134	40	9.1	12.1
South County	San Ardo CDP	821	30.1	16.1	20.4
South County	San Lucas CDP	362	33.6	19	24.4

Safety Profile

Countywide, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Based on an analysis of collisions reported in the unincorporated Monterey County, there were 5,175 total collisions, with 107 collisions that involved bicyclists and 115 collisions that involved pedestrians[2]. Meaning that bicyclists and pedestrians accounted for 4.2% of all traffic collisions. This is alarming given the fact that bicycling and walking mode shares are approximately 3.1% and 0.8%, respectively[3].



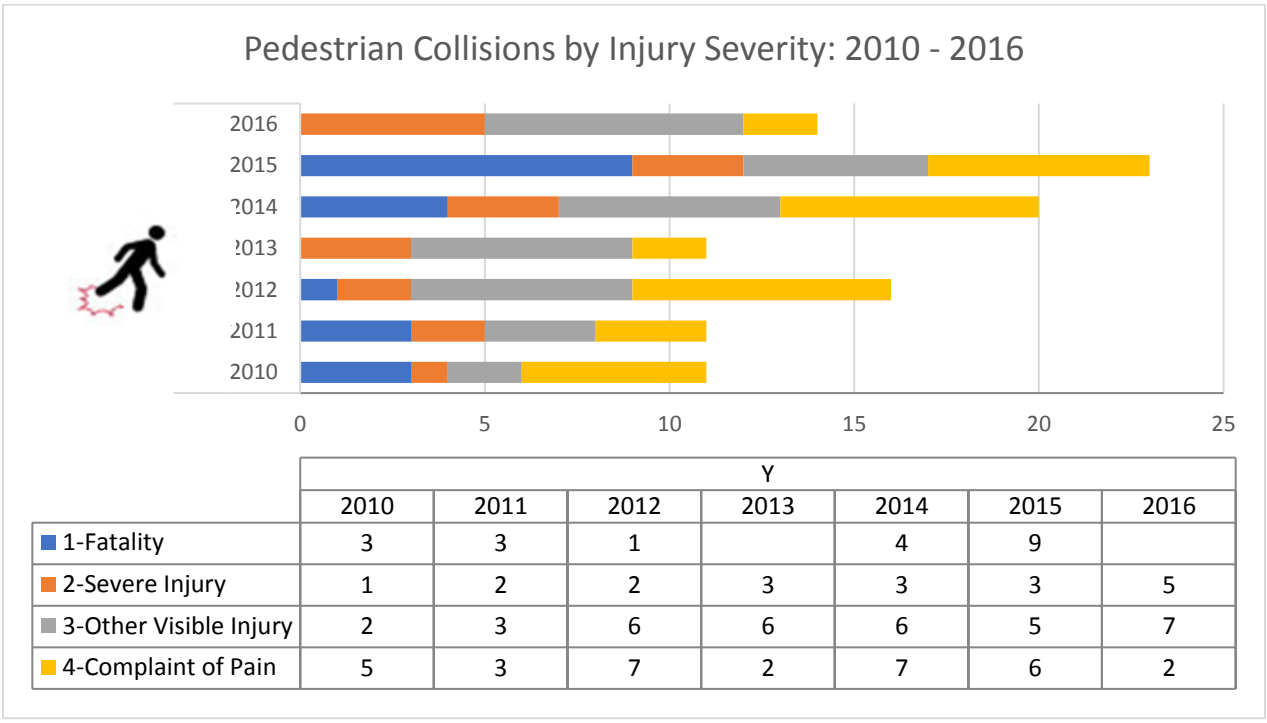
Bicyclists and pedestrians are vulnerable users of the road. Bicyclists and pedestrians represented 14% of all traffic collision fatalities. Based on 2015 California Office of Traffic Safety rankings, which compares traffic safety statistics among the California's 58 counties, Monterey County ranked:

- 22nd for bicyclist collisions under the age of 15
- 30th for pedestrian collisions

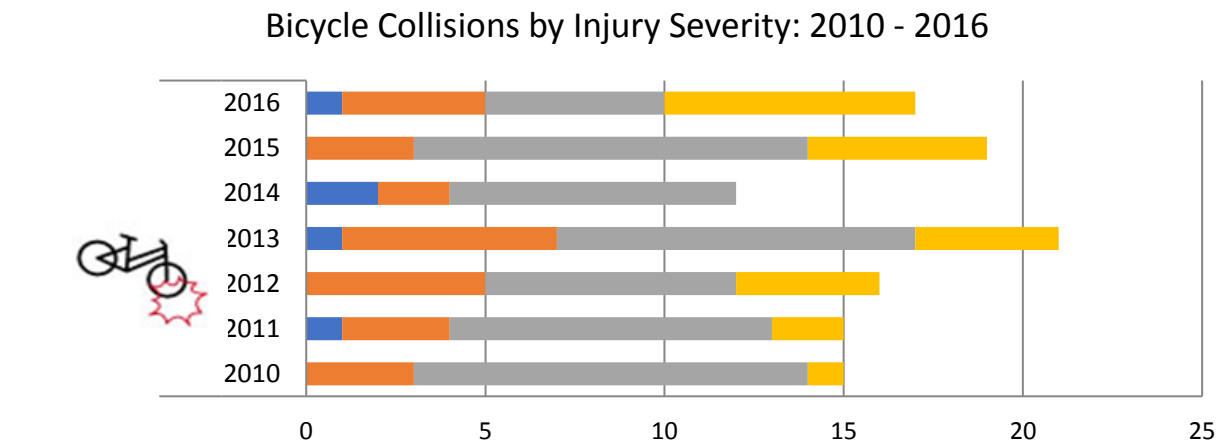
The following charts provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time period. Maps showing the locations of bicycle and pedestrian collisions are also included.

[2] Source: UC Berkeley Traffic Injury Mapping System data https://tims.berkeley.edu/

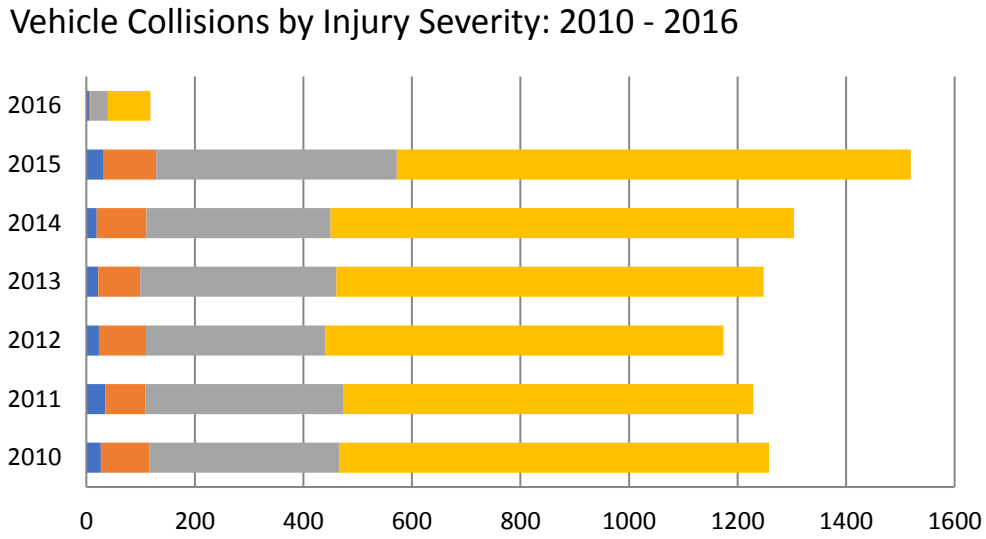
[3] Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates, Commuting Characteristics by Sex Table S0801



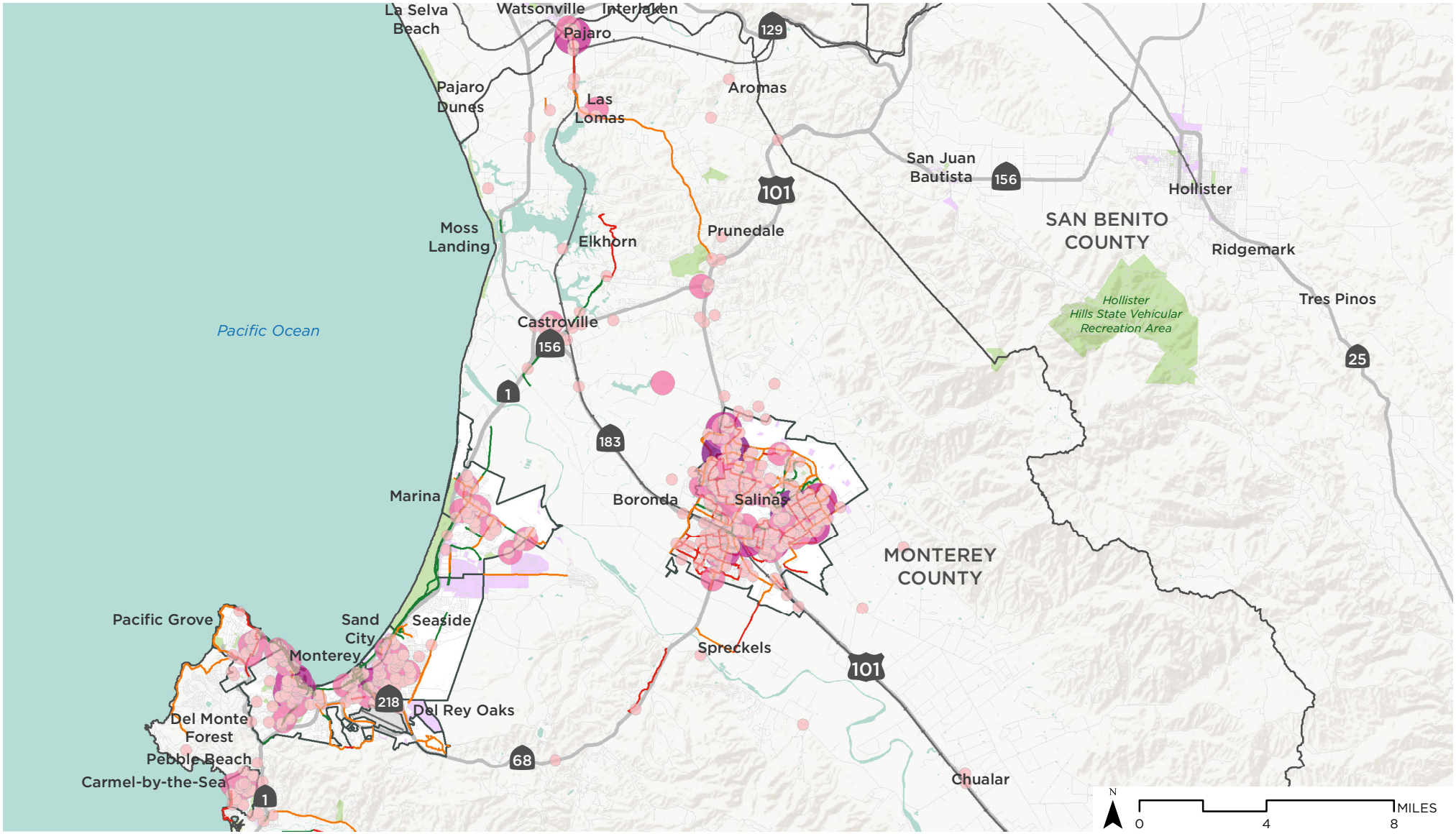
	Y						
	2010	2011	2012	2013	2014	2015	2016
1-Fatality	3	3	1		4	9	
2-Severe Injury	1	2	2	3	3	3	5
3-Other Visible Injury	2	3	6	6	6	5	7
4-Complaint of Pain	5	3	7	2	7	6	2



	Y						
	2010	2011	2012	2013	2014	2015	2016
1-Fatality		1		1	2		1
2-Severe Injury	3	3	5	6	2	3	4
3-Complaint of Pain	11	9	7	10	8	11	5
4-Other Visible Injury	1	2	4	4		5	7



	2010	2011	2012	2013	2014	2015	2016
1- Fatality	27	35	23	22	19	32	5
2-Severe Injury	89	74	87	77	92	97	3
3-Other Visible Injury	350	364	330	362	339	443	32
4-Complaint of Pain Injury	792	756	734	787	854	947	78



North County

Monterey County Active Transportation Plan

Existing Bikeways

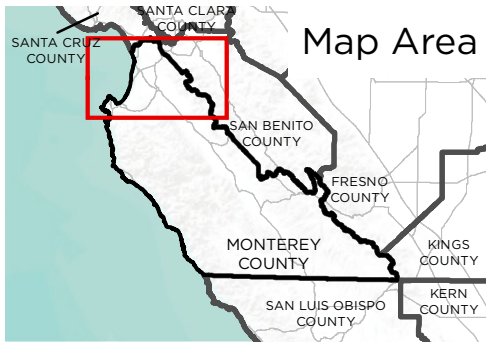
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

Pedestrian Collisions

1 2 3 - 5 6 - 8

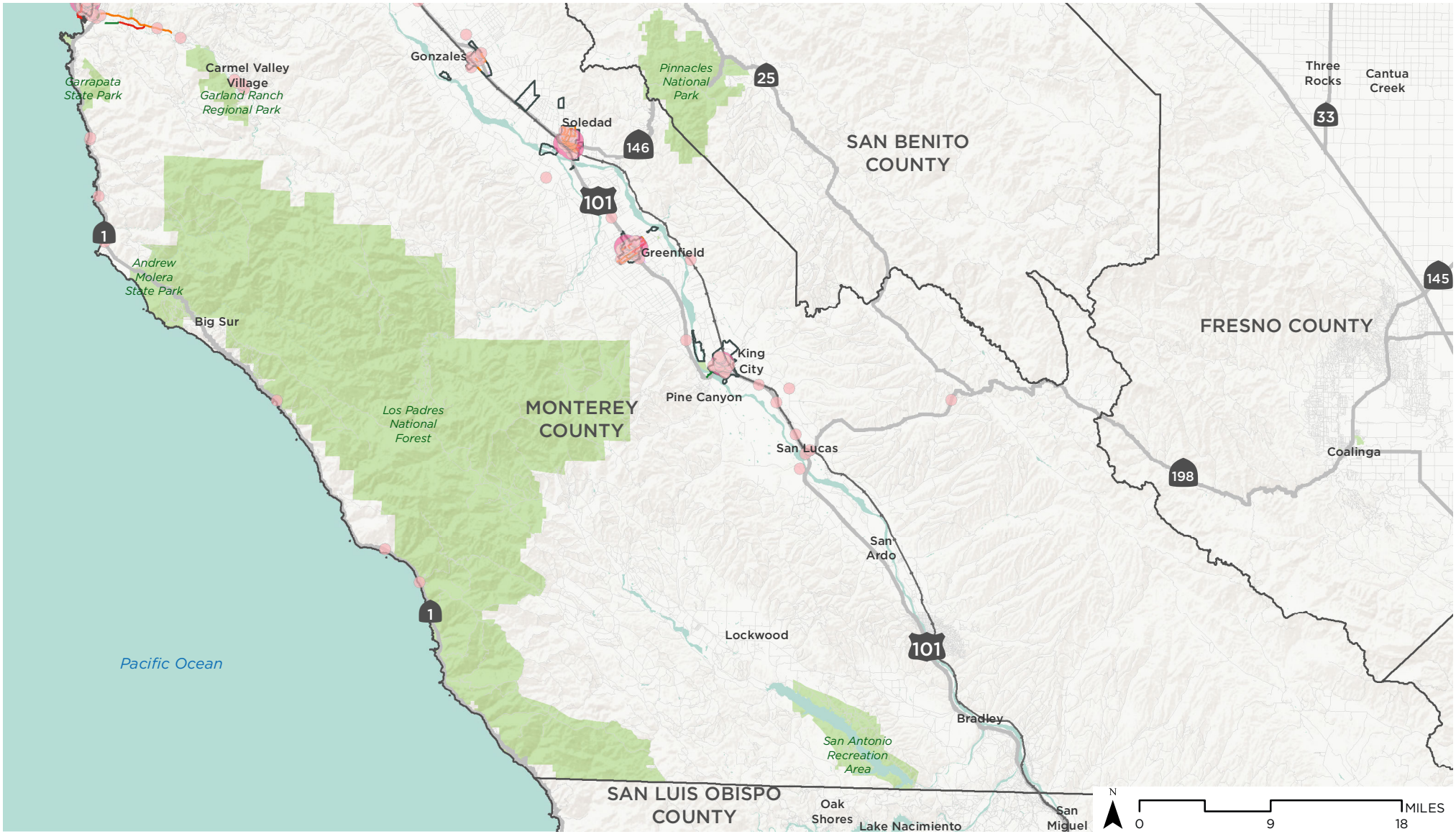
Land Use

City Boundary Commercial Area Park/Open Space



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

Map produced October 2017 by Alta Planning + Design.



South County

Monterey County Active Transportation Plan

Existing Bikeways

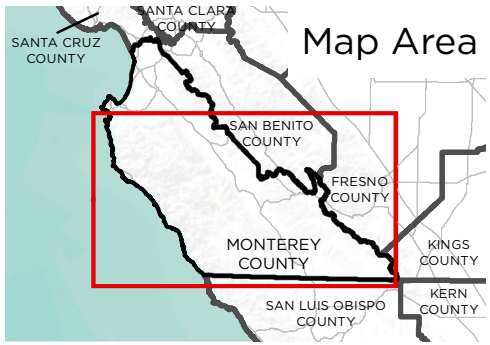
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

Pedestrian Collisions

1 2 3 - 5 6 - 8

Land Use

City Boundary Commercial Area Park/Open Space



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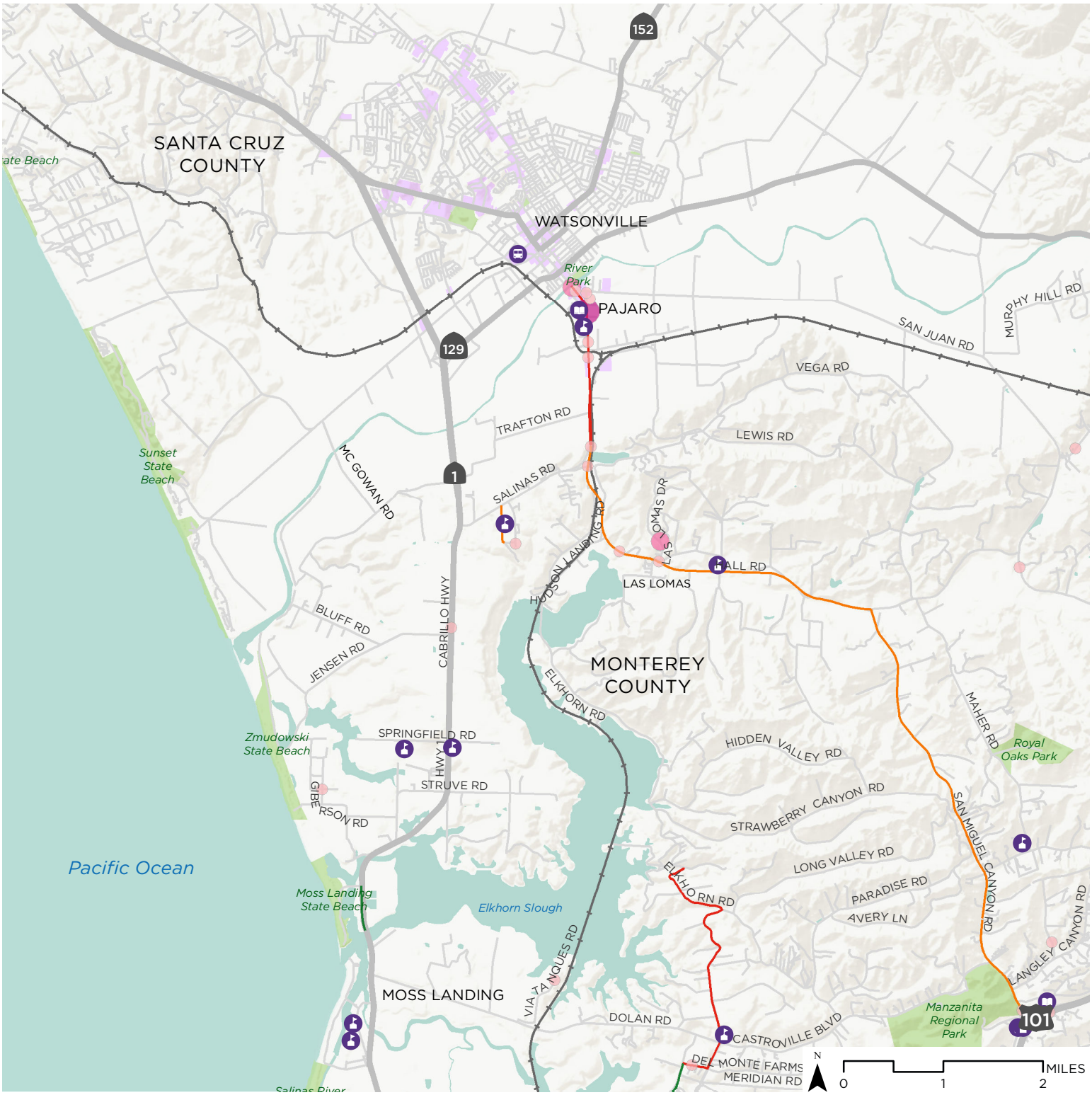


Moss Landing and Pajaro

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> Uphill bikeway (Slope > 4%)

Points of Interest

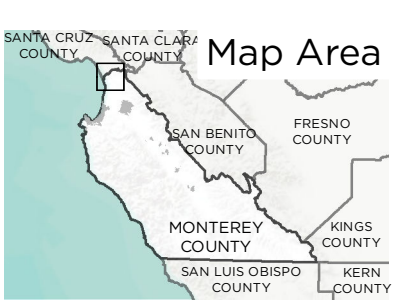
- K-12 School
- Transit Center
- Public Library

Land Use

- Park/Open Space
- Commercial Area

Pedestrian Collisions

- 1
- 2 - 3
- 4 - 6



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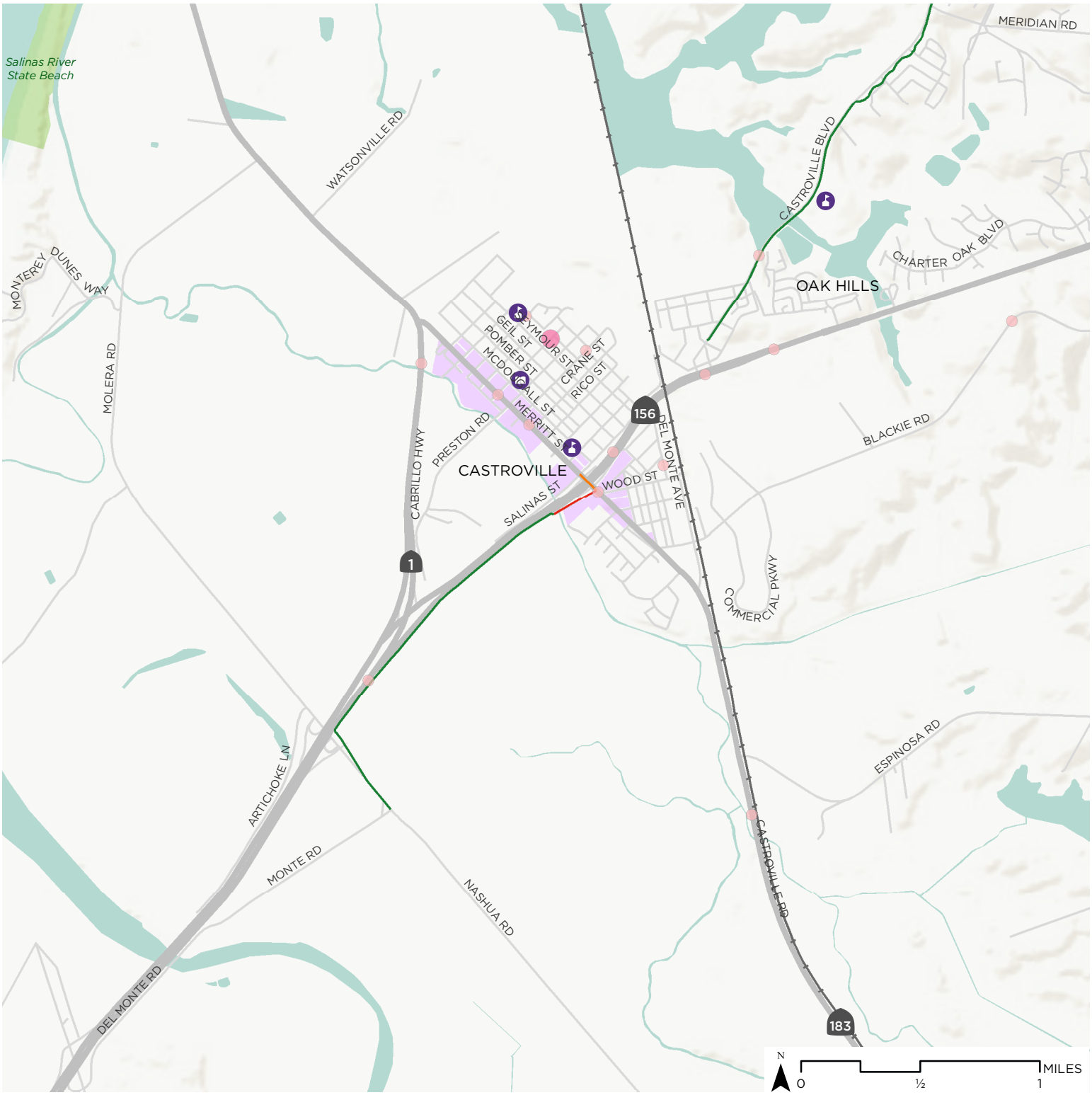


Castroville

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> Uphill bikeway (Slope > 4%)

Points of Interest

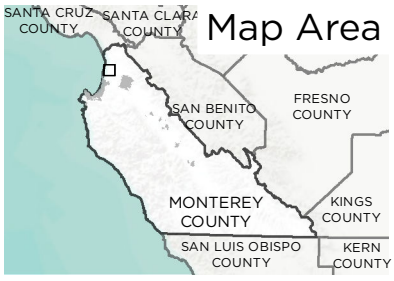
- K-12 School
- Public Library

Land Use

- Park/Open Space
- Commercial Area

Pedestrian Collisions

- 1
- 2 - 3



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

Map produced October 2017 by Alta Planning + Design.

Chualar

Monterey County Active Transportation Plan

Pedestrian Collisions

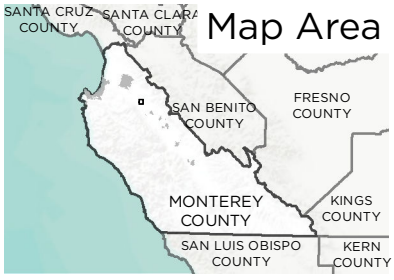
1

Points of Interest

K-12 School

Land Use

Commercial Area



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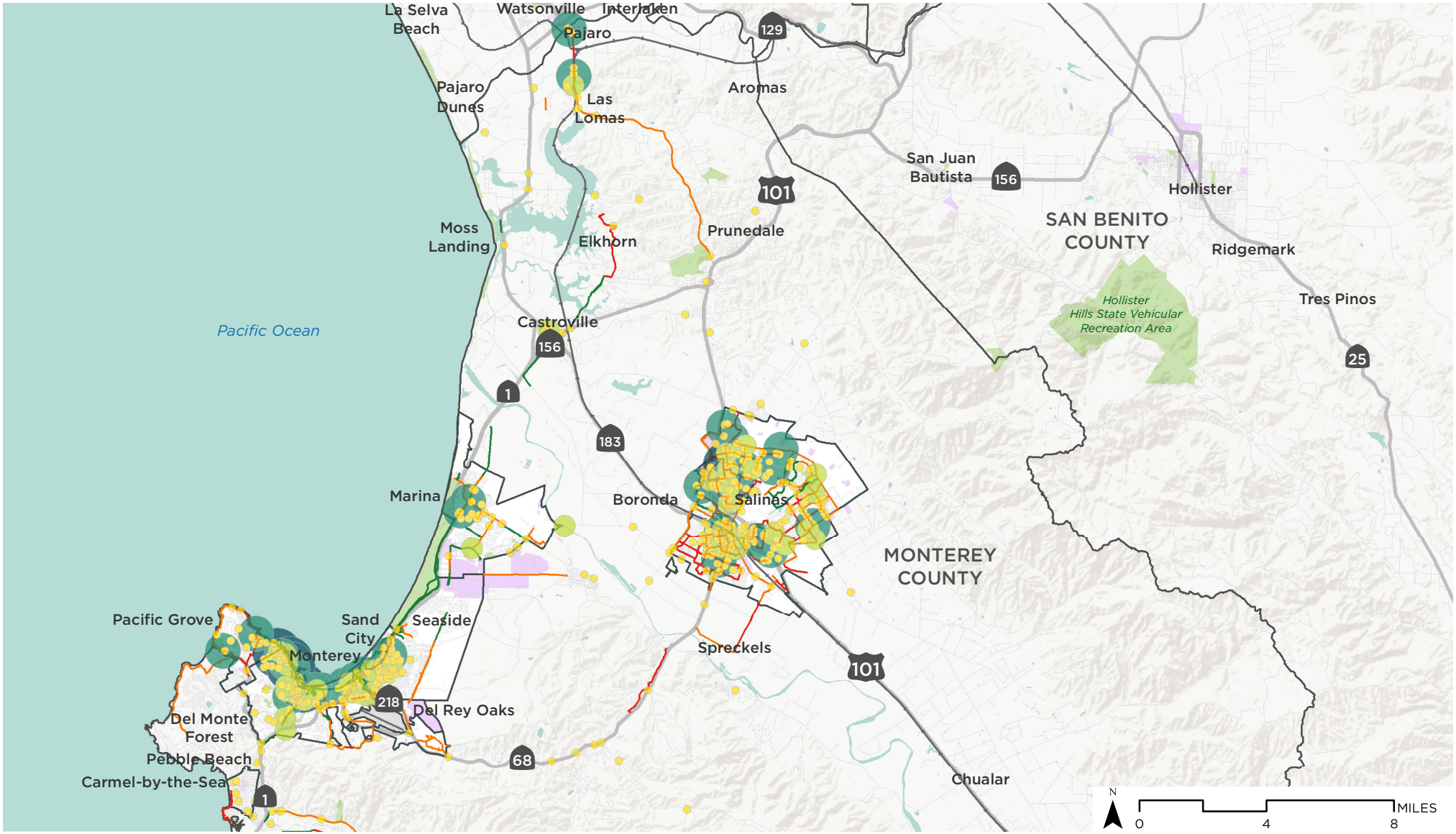


North County

Monterey County Active Transportation Plan

Existing Bikeways

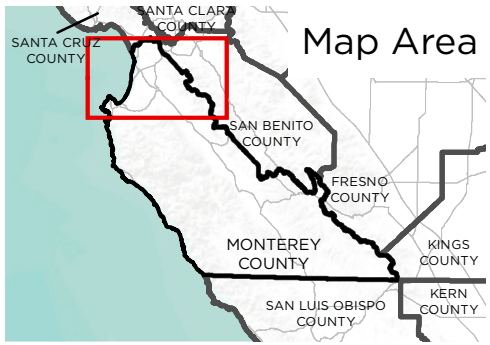
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

Bicycle Collisions

1 2 3 - 5 6 - 8

Land Use

City Boundary | Commercial Area | Park/Open Space



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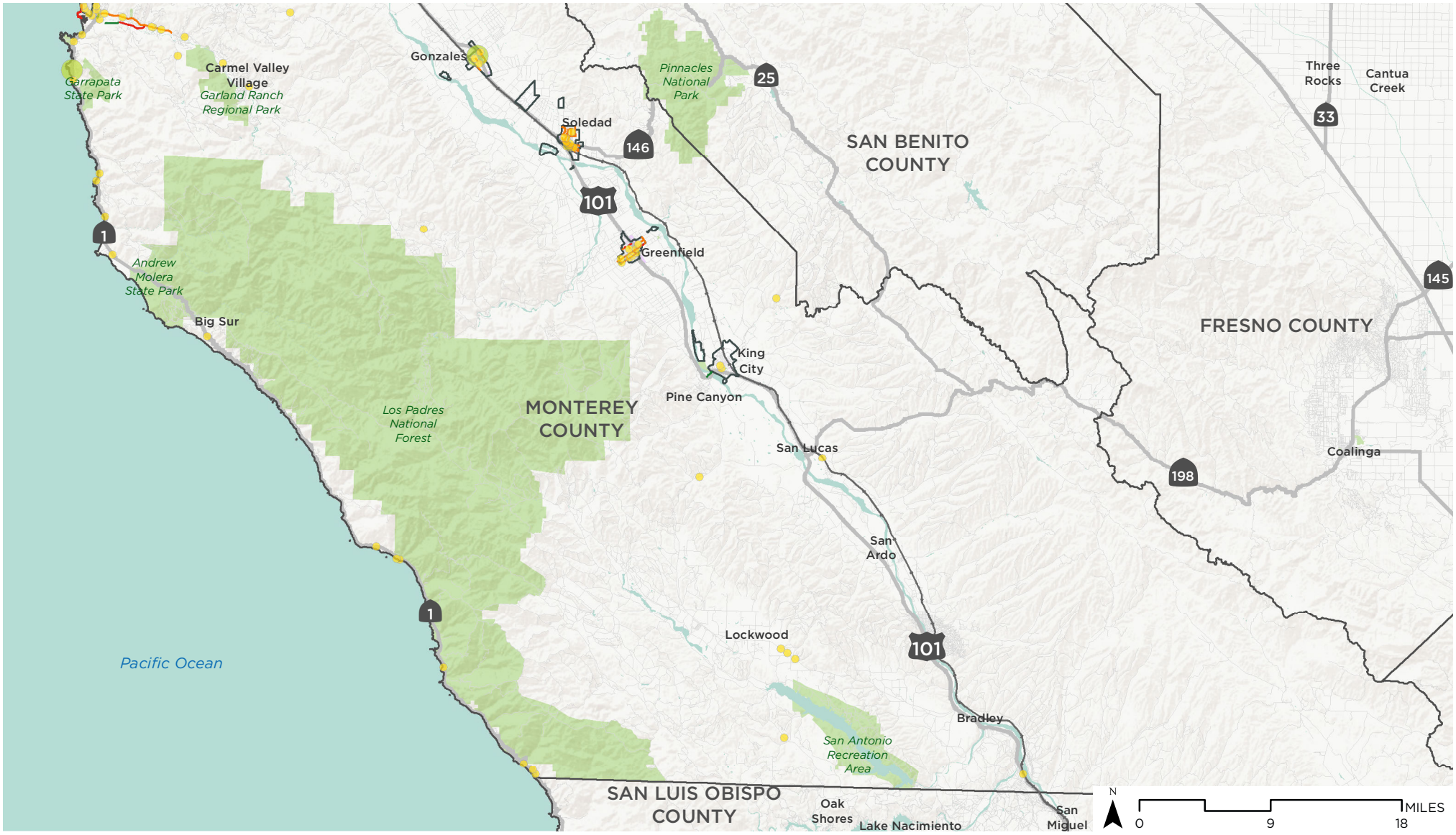


South County

Monterey County Active Transportation Plan

Existing Bikeways

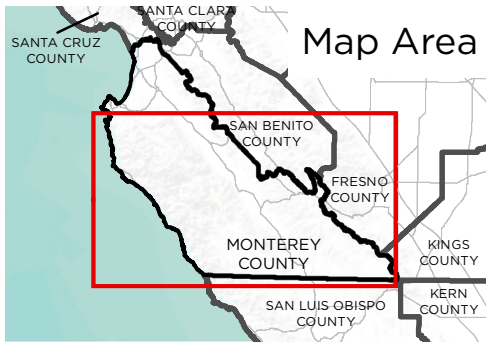
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

Bicycle Collisions

1 2 3 - 5 6 - 8

Land Use

City Boundary Commercial Area Park/Open Space



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Map produced October 2017 by Alta Planning + Design.

Castroville

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- >>> Uphill bikeway (Slope > 4%)

Points of Interest

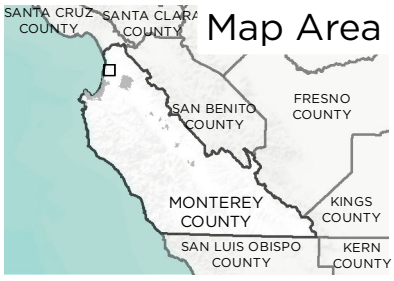
- K-12 School
- Public Library

Land Use

- Park/Open Space
- Commercial Area

Bicycle Collisions

- 1
- 2



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

Map produced October 2017 by Alta Planning + Design.

San Lucas

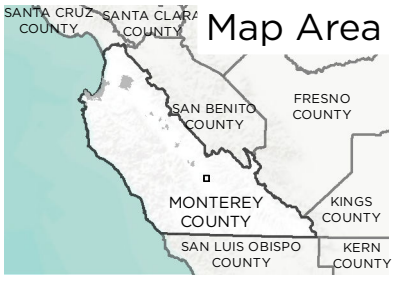
Monterey County Active Transportation Plan

Bicycle Collisions

1

Points of Interest

- K-12 School
- Public Library



Data provided by
Monterey County TAMC,
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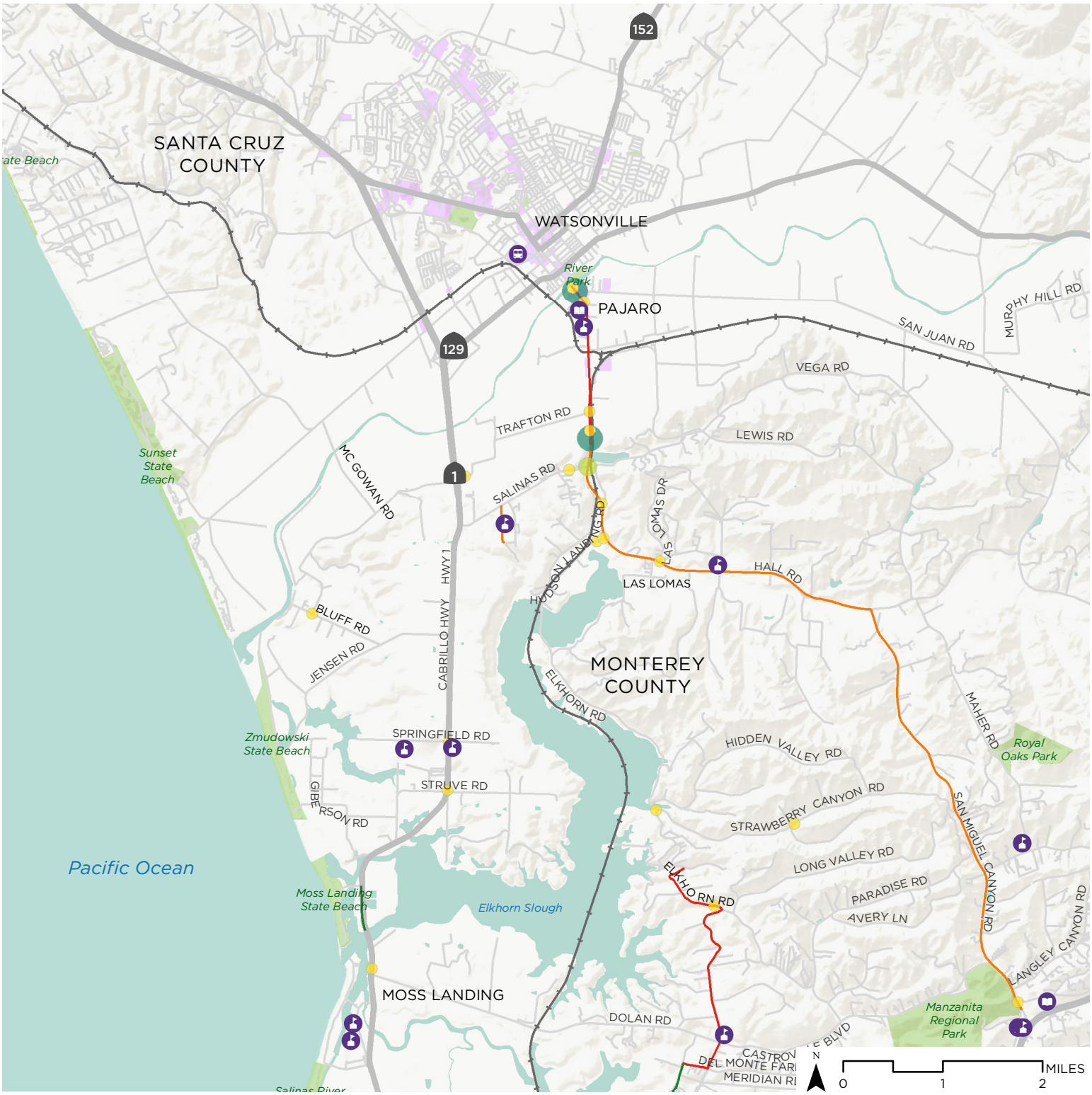


Moss Landing and Pajaro

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> Uphill bikeway (Slope > 4%)

Points of Interest

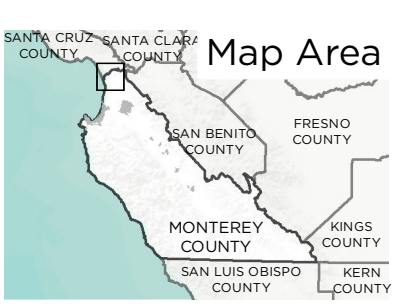
- K-12 School
- Transit Center
- Public Library

Land Use

- Park/Open Space
- Commercial Area

Bicycle Collisions

- 1
- 2
- 3 - 5



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

Map produced October 2017 by Alta Planning + Design.

Needs Analysis

Nationally, rural communities experience longer trip distances, higher crash rates and higher rates of physical inactivity[4]. Rural streets and roads generally lack pedestrian and bicycle facilities. Active transportation investments play a crucial role in improving the quality of life for the unincorporated communities of Monterey County, where residents tend to live in rural areas that are farther away from schools, parks, shopping and community centers. Other unincorporated communities, like Castroville, Chualar, San Lucas and San Ardo, are small towns with ample opportunities for improving bicycling and walking. The projects identified through this planning process seek to address these opportunities to create more active communities throughout Monterey County's unincorporated communities.

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Monterey County Plans. The bicycle and pedestrian improvements identified in the County's Plans are included in this Active Transportation Plan.

Monterey County General Plan

Monterey County adopted its most current General Plan in 2010. Circulation policies support active transportation improvements in the unincorporated communities of the County. The following bicycle and pedestrian goals and policies included in the General Plan that are relevant to this Plan:

Goal C-2: Optimize the County's transportation facilities:

- Policy C-2.4: A reduction of the number of vehicle miles traveled per person shall be encouraged.
- Policy C-2.6 Bicycle and automobile storage facilities shall be encouraged in conjunction with public transportation facilities.

Goal C-3: Minimize the negative impacts of transportation in the County:

- Policy C-3.5 Transportation alternatives such as bicycles, car pools, public transit, and compact vehicles shall be encouraged and accommodated within and outside the public right-of-way and may be included as part of an Area Plan and also in Policy OS1.10.

Goal C-4: Provide a public road and highway network for the safe movement of people and commodities:

- Policy C-4.3: The needs of bicyclists and pedestrians, as well as provisions for utilities and drainage, shall be considered and, where appropriate, provided in all public rights of-way in a manner that minimizes impacts to adjacent land uses.

[4] FHWA Small Town and Rural Design Guide: http://ruraldesignguide.com/

Goal C-6: Promote viable transportation alternatives

- Policy C-9: Promote a safe, convenient bicycle transportation system integrated as part of the public roadway system.

Additionally, this Plan supports the active transportation goals and policies of Monterey County Area, Master and Land Use Plans.

Active Transportation Support Programs

TAMC's Measure X Safe Routes to School Program supports education and infrastructure improvements in the County's unincorporated communities. The program works with Monterey County Health Department and local school districts to provide safe routes to school education and outreach activities in the County's unincorporated communities.

Over the next five years, the County will also be implementing three programs to improve safety for bicyclists and pedestrians:

1. Radar Feedback Sign Program
2. Traffic Calming Program
3. Community Street Repair Program

Public Comments

In addition to including projects identified in other Monterey County 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.

Pedestrian Improvements

Castroville:

- Intersection improvements in Castroville at:
  - Merritt St & Haro St
  - Merritt St & Wood St
- Address sidewalk gaps throughout Castroville
- Add guardrail between Hwy 156 & Monterey Bay Sanctuary Scenic Trail
- Address sidewalk gaps in Las Lomas
- Address sidewalk gaps in Oak Hills
- Striping/maintenance improvements on Del Monte Blvd north of Hwy 1

Carmel Area:

- Rio Rd and Hwy 1 intersection improvements to make cyclists and pedestrians more visible to cars

South County:

- Sidewalk gaps in San Lucas and San Ardo
- San Ardo: Cattleman Rd narrow bridge is an impediment to biking and walking
- Paving at MST's bus stops in San Ardo and San Lucas
- Bradley Salinas River trail connecting Bradley to San Miguel

Bicycling Improvements

Prunedale:

- Striping/maintenance improvements along San Juan Road, Elkhorn Rd, San Miguel Canyon Rd & Crazy Horse Canyon Rd

Oak Hills:

- Bike path between Oak Hills and North Monterey County High School

Castroville:

- Monte Rd bike lanes to connect the Monterey Bay Sanctuary Scenic Trail gap between Marina and Castroville
- Bike path between Castroville & Moss Landing via Molera Rd and/or via Hwy 1

Carmel Area:

- Bike Route (sharrow) on:
  - Carpenter St (Hwy 1 to 2nd Ave)
- Completion of the Hatton Canyon Trail

South County:

- Bike lanes along:
  - Bitterwater Rd
  - S. 1st St
  - Mesa Verde Rd (advisory bike lanes)
  - Wildhorse Rd
  - Cattleman Rd
  - New Pleyto Rd
- Bike routes along:
  - Lockwood San Lucas Rd
  - Paris Valley Rd
  - Martinez Rd & Lockwood San Ardo Rd

Proposed Projects

Bicycle Infrastructure Improvements

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the unincorporated Monterey County. The improvements presented here have a planning-level cost estimate of approximately $18.5 million for approximately 390 miles of bike path, bike lane and bike route improvements. This is comprised of approximately $6 million for 7 miles of new proposed Class 1 bike and pedestrian paths, and approximately $12.5 million for 383 miles of bike lane and bike route improvements. Many of the bike lane and route improvement projects can be implemented as part of street and road repavement projects.

Rank	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST
1	MC-77	Las Lomas Dr	Hall Rd	Clausen Rd	0.75	2	$39,363
2	MC-125	Reservation Rd	Blanco Rd	Hwy 68	5.51	2	$288,521
3	MC-136	Salinas Rd - Hall Rd - Tarpey Rd	Porter Dr	San Juan Rd	1.73	2	$90,691
3	MC-79	Salinas Rd	Salinas Rd	Werner Rd	0.02	2	$1,300
5	MC-122	Blanco	Luther Way	Abbott St	2.50	2	$130,768
6	MC-11	Collins Rd Path	Axtell St	Castroville Blvd	0.31	1	$241,781
7	MC-111	Hwy 183	Salinas MST Station (Lincoln Ave)	Hwy 156	8.05	2	$421,563
8	MC-27	Castroville Blvd - Dolan Rd	San Miguel Canyon Rd	Hwy 1	6.64	2	$347,688
8	MC-55	Prunedale North Rd	San Miguel Canyon Rd	300' S of Hwy 156 overpass	1.06	2	$55,731
10	MC-35	Davis Rd	Reservation Rd	Blanco Rd	2.10	2	$110,120
11	MC-107	Carmel Valley Rd	Loma del Rey	Via Contenta	6.47	2	$339,054
11	MC-31	Natividad Rd	Boronda Rd	Old Stage Rd	2.14	2	$112,111
11	MC-7	Blanco Rd	Research Dr	Luther Way	5.16	2	$270,603
14	MC-10	Hwy 68	Viejo Rd	Presidio Blvd	2.32	2	$121,327
14	MC-46	Salinas Rd	Hwy 1	Salinas Rd/County Rd 12	1.62	2	$84,671
14	MC-80	Pajaro Rail Line	Salinas Rd	Pajaro River Levee	0.69	1	$529,597
17	MC-49	Elkhorn Rd	Paradise Valley Rd	Hall Rd	4.52	2	$236,651
18	MC-25	Jolon Rd	Hwy 101	Nacimiento Lake Dr	39.29	2	$2,058,601

Rank	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST
18	MC-56	S Prunedale Rd	300' S of Hwy 156 overpass	Blackie Rd	0.95	2	$49,620
18	MC-81	Pajaro River Levee	Pajaro Rail Line	Drainage Pond/Miller Property	0.69	1	$530,251
18	MC-5	Orilla Del Agua	Orilla Del Agua	Castroville Blvd	0.06	1	$45,377
22	MC-128	Hwy 68	San Benancio Rd	Salinas Creek Bridge (S	4.40	2	$230,673
22	MC-129	Hatton Canyon MUP	Carmel Valley Rd	Hwy 1	2.60	1	$1,999,059
22	MC-21	Gonzales River Rd	River Rd	Alta St	2.52	2	$131,987
22	MC-44	Alisal - Old Stage Rd - San Juan Grade Rd	San Juan Grade Rd	Old Stage Rd Hwy 101 On Ramp	23.00	3	$278,353
22	MC-95	Arroyo Seco Rd	Fort Romie Rd	Elm Ave	8.04	3	$97,311
27	MC-130	River Rd	Hwy 68	Fort Romie Rd	23.39	3	$283,068
28	MC-26	Salinas St	Haight St	Merritt St	0.34	2	$17,713
28	MC-6	Oak Hills - North County High	Charter Oak Blvd	Castroville Blvd	0.84	1	$649,120
30	MC-13	Reservation Rd Path	Reservation Rd	Creekside Terrace	0.22	1	$166,039
30	MC-14	Metz Rd	Soledad City Limits	King City City Limits	18.47	3	$223,462
30	MC-43	Moss Landing Rd	Potrero Rd	end of Moss Landing Rd	0.74	2	$38,773
30	MC-65	San Juan Grade Rd	Russell Rd	Rogge Rd	0.40	3	$4,847
34	MC-102	Front Rd Extension	Camphora Gloria Rd	Encinal St	2.20	2	$115,424
34	MC-2	Harkins Rd	Nutting St	Spreckes Ave	1.79	2	$93,796
36	MC-119	Old Stage - San Juan Grade	Herbert Rd	Crazy Horse Canyon Rd	1.18	2	$61,836
36	MC-32	Espinosa Rd	Hwy 101	Hwy 183	4.93	2	$258,273
36	MC-33	Blackie Rd	Hwy 101	Hwy 183	4.81	2	$252,224
36	MC-37	Blackie Rd	Castro St	Merritt St	0.07	3	$810
36	MC-64	Harrison Rd	Damian Wy	Russell Rd (Salinas)	1.90	2	$99,566
36	MC-9	Laureles Grade	Hwy 68	Carmel Valley Rd	5.86	2	$306,856

Rank	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST
		Rd					
43	MC-105	York - Blue Larkspur Path	York Rd	Blue Larkspur Ln	0.87	1	$667,181
43	MC-108	Cattleman Rd	Wildhorse Canyon Rd	Paris Valley Rd	16.83	3	$203,688
43	MC-132	Hwy 68	Salinas Creek Bridge (N)	Salinas City Limit	1.45	2	$75,913
43	MC-133	Harkins Road	Nutting Street	5th Street	1.55	2	$81,335
43	MC-78	Werner Rd	Salinas Rd	Elkhorn Rd	0.22	2	$11,293
43	MC-92	Fort RoOmie Rd	River Rd	Arroyo Seco Rd	3.87	3	$46,779
43	MC-1	San Lorenzo Park Rd	San Antonio Dr	San Lorenzo Park Rd	0.83	1	$639,891
50	MC-126	Hwy 156	Prunedale Rd	Castroville Blvd	4.27	2	$223,947
51	MC-115	San Jaun Rd	Porter Dr	Florence Ave	0.11	2	$5,912
51	MC-123	Tafton Rd	Bluff Rd	2nd Bend in Trafton Rd	0.58	3	$7,070
51	MC-124	Tafton Rd - MBSST	Salinas Rd	Pajaro River Trails	1.00	3	$12,128
51	MC-135	Carmel River Bridge	Carmel River (N)	Carmel River (S)	0.08	1	$59,825
51	MC-45	Abbott St	Harkins Rd	Firestone Business Park	2.93	2	$153,739
51	MC-67	McCoy Road	Soledad Prioson Rd	Camphora Gloria Rd	2.01	2	$105,499
51	MC-68	Lanini Rd	Tavernetti Rd	Tavernetti Rd Hwy 101 On Ramp	0.67	2	$35,203
58	MC-106	York School Path	Blue Larkspur Ln	York School	0.24	1	$180,755
58	MC-18	San Juan Rd	Porter Dr	Hwy 101	8.87	2	$464,578
58	MC-76	El Camino Real	City Limits	Susan Ln	0.19	3	$2,335
61	MC-101	Tavernetti Rd	Lanini Rd	Soledad Prison Rd	2.20	2	$115,060
61	MC-103	York Rd	Trail Rd/York Rd	end of York	1.14	2	$59,951
61	MC-121	15th Ave	Bay View Ave	Rio Rd	0.80	2	$41,858
61	MC-29	San Juan Grade Rd	Herbert Rd	Rogge Rd	2.05	2	$107,647
61	MC-47	Tafton Rd	Salinas Rd	McGowan Rd	2.58	3	$31,169
61	MC-48	Bluff Rd	Hwy 1	Pajaro River	1.70	3	$20,629

Rank	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST
61	MC-87	Old Stage Rd	Associated Ln/101	Alta St	0.36	3	$4,360
68	MC-34	Intergarrison Rd	Reservation Rd	Old County Rd	0.61	2	$31,903
69	MC-131	Reese Cir - Country Meadows Rd	Blackie Rd	Damian Wy	1.09	3	$13,152
69	MC-51	Moro Rd	San Miguel Canyon Rd	Hwy 101	1.93	3	$23,413
71	MC-3	Rio Rd	SR 1	Val Verde Dr	0.46	2	$24,261
71	MC-110	Pesante Rd	Hwy 101	Cross Rd	0.68	3	$8,248
71	MC-30	Rogge Rd	San Juan Grade Rd	Natividad Rd	1.29	2	$67,716
71	MC-12	Meridian Rd Path	375' S of Meridian Rd	390' N of Meridian Rd	0.15	1	$112,715
75	MC-66	Chualar River Rd	River Rd	Grant St	2.56	3	$30,949
75	MC-74	McGowan Rd - MBSST	Trafton Rd	Santa Cruz Co Line	0.70	3	$8,523
75	MC-93	Arroyo SEco	Fort Romie	Hwy 101	1.69	3	$20,436
75	MC-120	Jonathan St	Salinas Rd	Florence St	0.14	2	$7,305
75	MC-138	Aguajito Rd	Hwy 1	Monhollan Rd	2.53	3	$30,573
75	MC-20	San Benancio - Corral de Tierra Rd Loop	Hwy 68	Hwy 68	12.34	2	$646,389
81	MC-52	Cross Rd	Reese Rd	Pesante Rd	0.71	2	$37,416
81	MC-84	Monte Rd - MBSST	Nashua Rd	Lapis Rd	1.88	2	$98,486
81	MC-94	Elm Ave	Metz Rd	3rd St (Greenfield)	2.15	3	$26,043
81	MC-83	Florence Ave	Pajaro River Levee	End of Florence Ave	0.29	2	$15,266
81	MC-96	Elm Ave	Arroyo Seco Rd	13th St	4.74	3	$57,407
81	MC-97	Thorne Rd	Arroyo Seco Rd	El Camino Real	3.50	3	$42,338
87	MC-117	Brooklyn St	San Juan Rd	Bishop St	0.19	3	$2,285
87	MC-50	Strawberry Rd	San Miguel Canyon Rd	Elkhorn Rd	3.32	3	$40,179
87	MC-60	Pajaro - Axtell - Benson Rte	Merritt St	Benson Rd	0.51	3	$6,226
90	MC-8	Canada de la Segunda	Hwy 68	Carmel Valley Rd	4.14	3	$50,126

Rank	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST
90	MC-86	Payson St - Chualar Rd	Grant St	Old Stage Rd	1.41	3	$17,050
90	MC-104	Blue Larkspur Ln	York Rd	end of Blue Larkspur	0.64	2	$33,315
90	MC-36	Cherry Ave	10th St	end of 10th St	0.36	2	$18,817
90	MC-61	Seymour St	Salinas St	~~Washongton~~ Washington St	0.76	3	$9,145
95	MC-82	Drainage Pond/Miller Property	Florence Extension	Levee	0.37	2	$19,639
95	MC-112	Mesa Verde	Wildhorse Canyon Rd/Hwy 101	1st St	2.56	3	$30,962
95	MC-41	Artichoke Ave	Merritt St/Poole St	Hwy1/Watsonville Rd	0.98	2	$51,300
95	MC-59	Mead St	Tembladera St	Gambetta Middle School	0.34	3	$4,149
99	MC-62	Wood St	Merritt St	Castro St	0.25	3	$2,969
99	MC-73	Foletta Rd	Chualar River Rd	Alta St/Old US Hwy 101	4.14	3	$50,042
99	MC-98	Espinosa Rd	Central Ave	Susan Ln (// to Hwy 101)	1.82	3	$22,014
99	MC-17	Copper - Nashua Rd	Blanco Rd	Monte Rd	4.89	3	$59,133
99	MC-42	Meade St (Extension)	Tembladera St	Artichoke Ave (Extension)	0.04	2	$2,161
99	MC-85	Williams Rd	Boronda Rd	Old Stage Rd	1.12	3	$13,547
105	MC-88	Alta St/Old US Hwy 101	Foletta Rd	10th St	1.23	3	$14,924
105	MC-89	Tavernetti Rd	Hwy 101 Overpass	Gloria Rd	0.18	3	$2,120
105	MC-99	Susan Ln	El Camino Real	Espinosa Rd	0.32	3	$3,897
105	MC-116	Bishop St	Salinas Rd	Florence Ave	0.12	3	$1,438
105	MC-40	Pine Canyon Rd	Jolon Rd	Pine Meadow Dr	1.35	2	$70,974
105	MC-54	Meridian Rd	Castroville Blvd	Hwy 156	2.74	3	$33,143
111	MC-69	Park Rd	Ryan Ranch Rd	end of Park Rd	0.07	2	$3,599
111	MC-90	Iverson Rd	5th St (from Gonzales City Limits)	Old Stage Rd	4.66	2	$244,215
111	MC-118	Fremont St	Salinas Rd	End of Fremont St	0.13	3	$1,525
111	MC-15	Old Stage - San	Crazy Horse	County Limit	4.25	3	$51,476

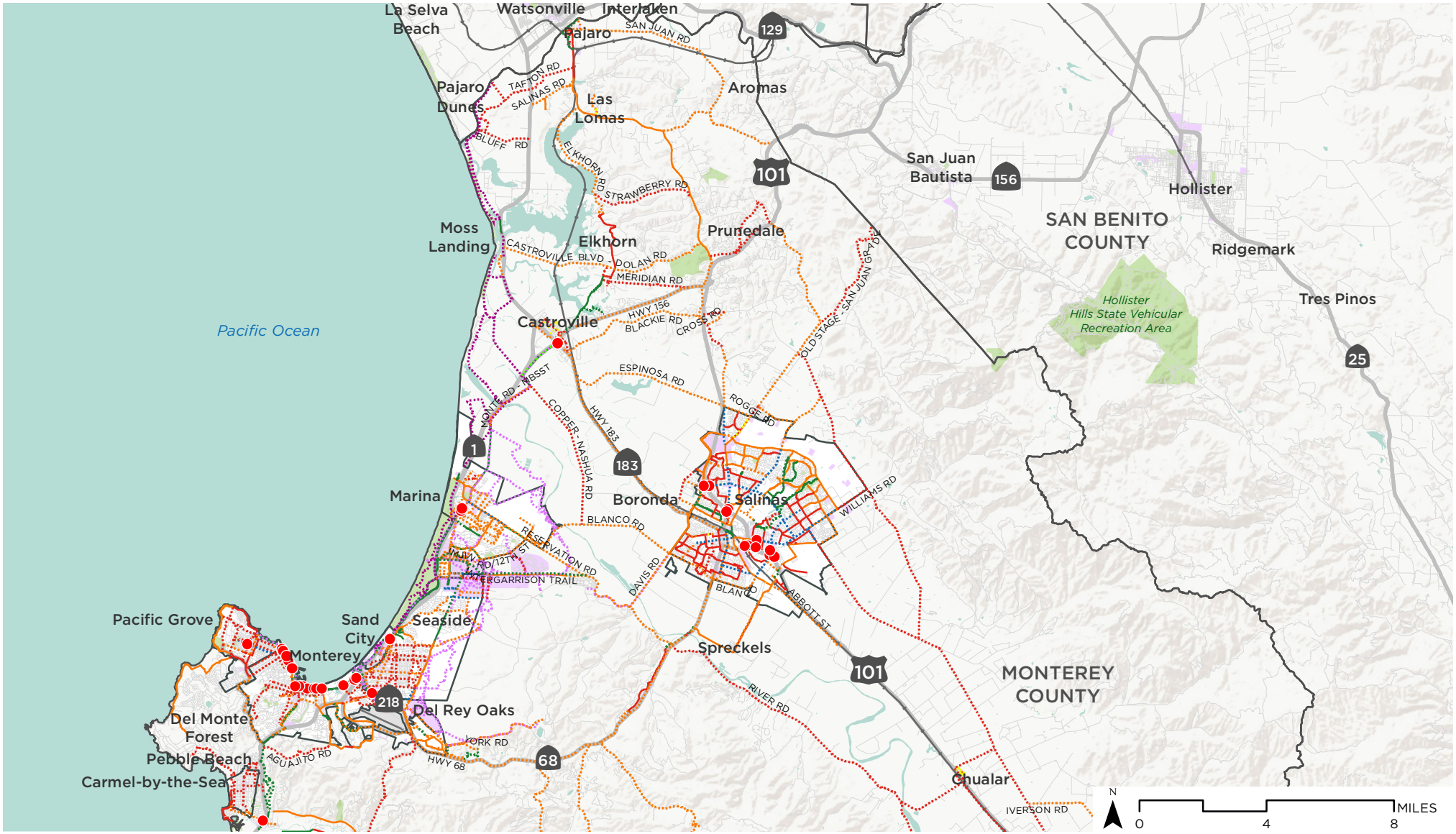
Rank	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST
		Juan Grade	Canyon Rd				
111	MC-4	Bitterwater Rd	Airport Rd	SR 25	13.70	3	$165,770
116	MC-38	Portola Dr	Torero Dr	Muleta Dr	0.38	2	$19,984
116	MC-100	Espinosa Rd	Patricia Ln	Elm Ave	2.73	3	$33,048
116	MC-24	Camphora Gloria Rd	Gloria Rd	Hwy 101	5.27	2	$276,368
119	MC-63	Castro St	Blackie Rd	Wood St	0.28	3	$3,417
120	MC-70	Geil St	Wood St	Hwy 156 Bike/Ped Overcrossing	0.19	3	$2,293
120	MC-19	South Boundary Rd	City Limit	Barloy Canyon Rd	3.32	2	$174,037
120	MC-39	Central Ave	Elm Ave	Hwy 101	7.21	3	$87,192
120	MC-114	Abrams Dr	Imjin Rd	Intergarrison Rd	0.91	3	$11,044
124	MC-127	Hwy 1	Ocean Ave	Carmel High School	0.23	3	$2,762
124	MC-23	Gloria Rd	Hwy 101	Camphora Gloria	3.77	2	$197,438
126	MC-75	5th St	Herold Pkwy	650' N of Herold Pkwy	0.13	3	$1,568
126	MC-109	Tustin Rd	Hwy 101	Echo Valey Rd	1.94	3	$23,473
128	MC-16	Johnson Canyon Rd	650' NE of Herold Pkwy	Iverson Rd	1.09	2	$57,266
129	MC-22	Iverson Rd	Johnson Canyon Rd	Gloria Rd	2.17	2	$113,928
129	MC-58	Valley/Willow Rd	Meridian Rd	Elkhorn School	0.19	3	$2,289
131	MC-57	Omart Rd	Del Monte Farms Rd	Meridian Rd	0.15	3	$1,857
131	MC-91	Teague Ave	Central Ave	Hwy 101	1.22	3	$14,723
133	MC-113	Wildhorse Canyon Rd	Cattlemen Rd	Mesa Verde Rd	0.15	3	$1,829
134	MC-28	Crazy Horse Canyon Rd	Hwy 101	San Juan Grade Rd	3.78	2	$198,176
135	MC-72	Grant St	Hwy 101	Payson St	0.60	3	$7,207
136	MC-71	Main St	Grant St	Lincoln St	0.14	2	$7,511
136	MC-53	Castroville Blvd	Del Monte Farms Rd	Dolan Rd	0.32	3	$3,905

Pedestrian Infrastructure Improvements

The pedestrian improvements listed here are unranked, and include sidewalk improvements in the communities of Castroville, Chualar, San Lucas and San Ardo. The pedestrian improvements presented here have a planning-level cost estimate of approximately $22 million for approximately 5.7 miles of sidewalk, curb and gutter improvements and pedestrian intersection improvements. Many of these pedestrian improvement projects can be implemented as part of street and road improvement projects.

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-139	San Ardo	Cattleman Rd	end of Main St	sidewalk	1291	$899,164
MC-140	San Ardo	Main St	Cattleman Rd	sidewalk	1525	$1,064,994
MC-141	San Ardo	Short St	College St	sidewalk	1351	$943,386
MC-142	San Ardo	Rico St	Railroad St	sidewalk		$1,378,227
MC-143	San Ardo	Annette St	Jolon Rd	sidewalk	1113	$773,871
MC-144	San Ardo	Rico St	Center St	sidewalk	1078	$751,760
MC-145	San Ardo	Annette St	Jolon Rd	sidewalk	1341	$936,015
MC-146	San Ardo	Cattleman Rd	Center St	sidewalk	925	$644,893
MC-147	San Ardo	Sargents Rd	Catholic Church	sidewalk	2217	$1,547,742
MC-148	San Ardo	Short St	Jolon Rd	sidewalk	1249	$873,369
MC-149	San Lucas	Monterey St	Mary St	sidewalk	2640	$1,842,550
MC-150	San Lucas	Main St	San Benito St	sidewalk	366	$255,444
MC-151	San Lucas	Mary St	Monterey St	sidewalk	2692	$1,879,401
MC-152	San Lucas	Main St	San Benito St	sidewalk	326	$228,476
MC-153	San Lucas	Main St	San Benito St	sidewalk	331	$232,161
MC-154	San Lucas	Main St	San Benito St	sidewalk	337	$235,846
MC-155	San Lucas	Main St	San Benito St	sidewalk	329	$228,476
MC-156	San Lucas	Main St	San Benito St	sidewalk	316	$221,106
MC-157	Chualar	South St	Clay St	sidewalk	318	$7,370
MC-158	Chualar	Lincoln St	Washington St	sidewalk	315	$219,850
MC-159	Chualar	Lincoln St	Washington St	sidewalk	317	$221,106
MC-160	Chualar	Clay St	Main St	sidewalk	297	$207,287
MC-161	Chualar	Lincoln St	Grant St	sidewalk	721	$504,859
MC-162	Chualar	South St	Chualar Rd	sidewalk	1990	$1,389,283

ATP ID#:	community	start:	end:	description:	feet:	CONSTRUCTION COST
MC-163	Chualar	Lincoln St	Grant St	sidewalk	696	$482,748
MC-164	Chualar	Grant St	Lincoln St	sidewalk	725	$504,859
MC-165	Chualar	Payson St	24204 Lincoln St	sidewalk	106	$73,702
MC-166	Castroville	Merritt St	Wood St	pedestrian intersection improvement3 curb ramps 1 ped button		$71,600
MC-167	Castroville	Merritt St	Haro St	2 curb ramps only		$71,600
MC-168	Castroville	Seymour St	Geil St	sidewalk	298	$207,985
MC-169	Castroville	Geil St	Pomber St	sidewalk	293	$204,495
MC-170	Castroville	Merritt St	Mead St	sidewalk	260	$181,463
MC-171	Castroville	Seymor St	Pomber St	sidewalk	635	$443,189
MC-172	Castroville	Davis St	Axtell St	sidewalk	302	$210,777
MC-173	Castroville	Preston St	Axtell St	sidewalk	281	$196,120
MC-174	Castroville	Preston St	Rico St	sidewalk	327	$228,225
MC-175	Castroville	Davis St	Rico St	sidewalk	290	$202,401
MC-176	Castroville	Axtell St	Davis St	sidewalk	168	$117,253
MC-177	Castroville	Geil St	Seymour St	sidewalk	142	$99,107
MC-178	Castroville	USPS Castroville	McDougall St	sidewalk	161	$112,368
MC-179	Castroville	Rico St	Axtell St	sidewalk	99	$69,096
MC-180	Castroville	Rico St	Haight St	sidewalk	232	$161,921
MC-181	Castroville	Haight St	Seymour St	sidewalk	163	$113,764
MC-182	Castroville	Rico St	Seymour St	sidewalk	217	$151,452
MC-183	Castroville	Geil St	Merritt St	sidewalk	1022	$713,290
MC-184	Castroville	Poole St	Haight St	sidewalk	265	$184,953
MC-185	Castroville	Seymour St	Haight St	sidewalk	356	$248,465



North County

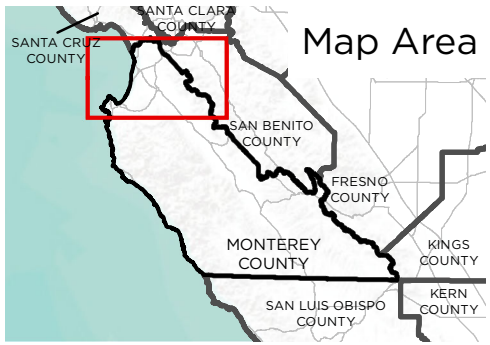
Monterey County Active Transportation Plan

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

Proposed Pedestrian Improvements
- Guardrail
- Sidewalk
- Intersection

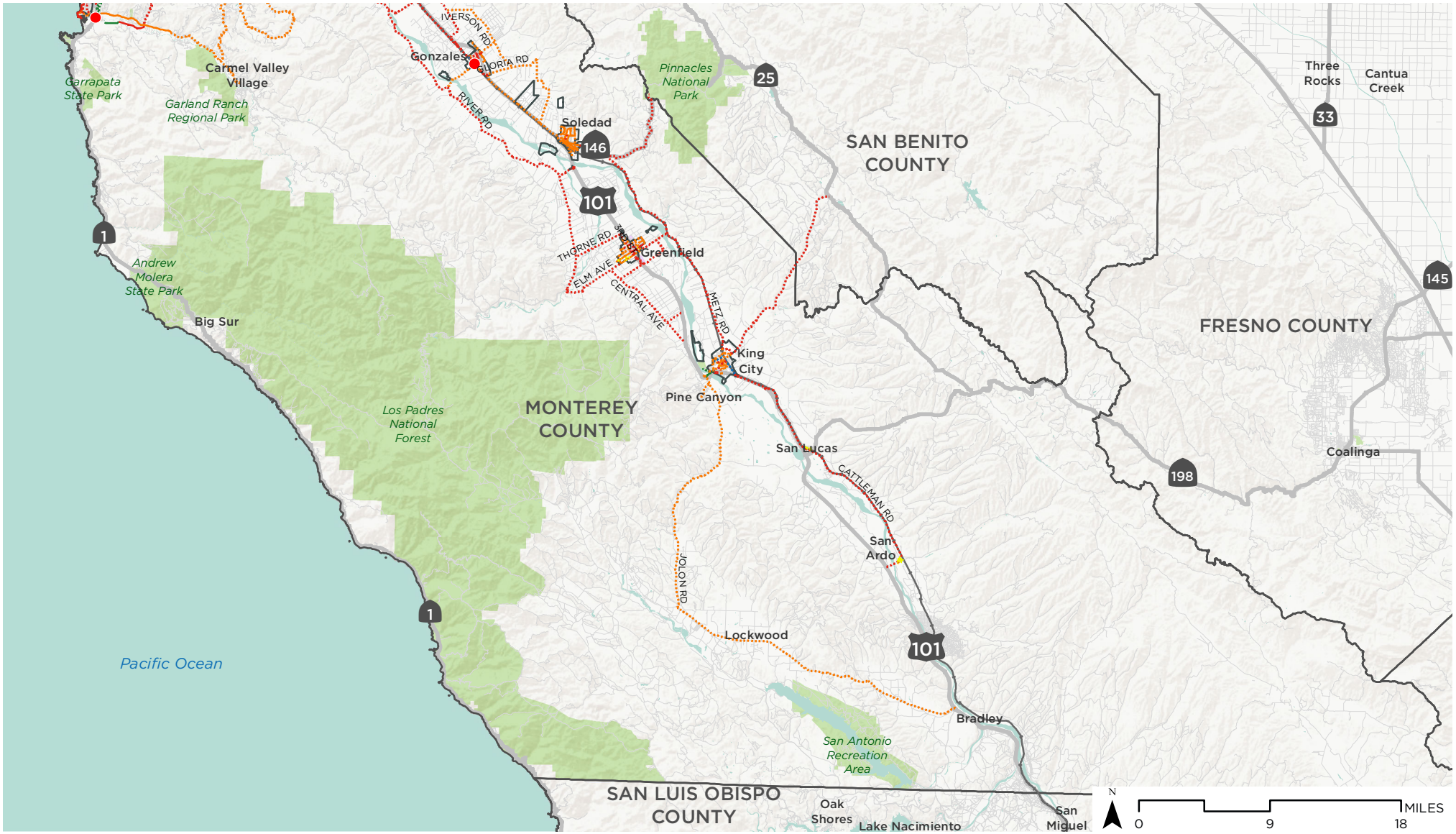
Proposed Bikeway Improvements
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- Fort Ord Rec Trail and Greenway
- Monterey Bay Sanctuary Scenic Trail

Land Use
- City Boundary
- Commercial Area
- Park/Open Space



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

Map produced October 2017 by Alta Planning + Design.



South County

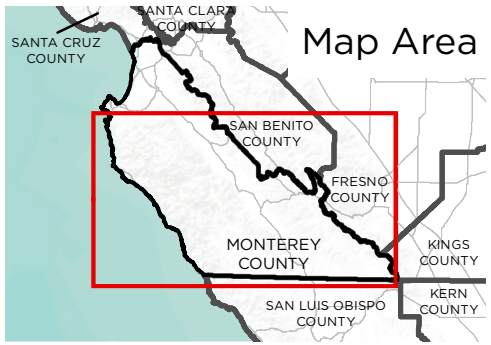
Monterey County Active Transportation Plan

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

Proposed Pedestrian Improvements
- Guardrail
- Sidewalk
- Intersection

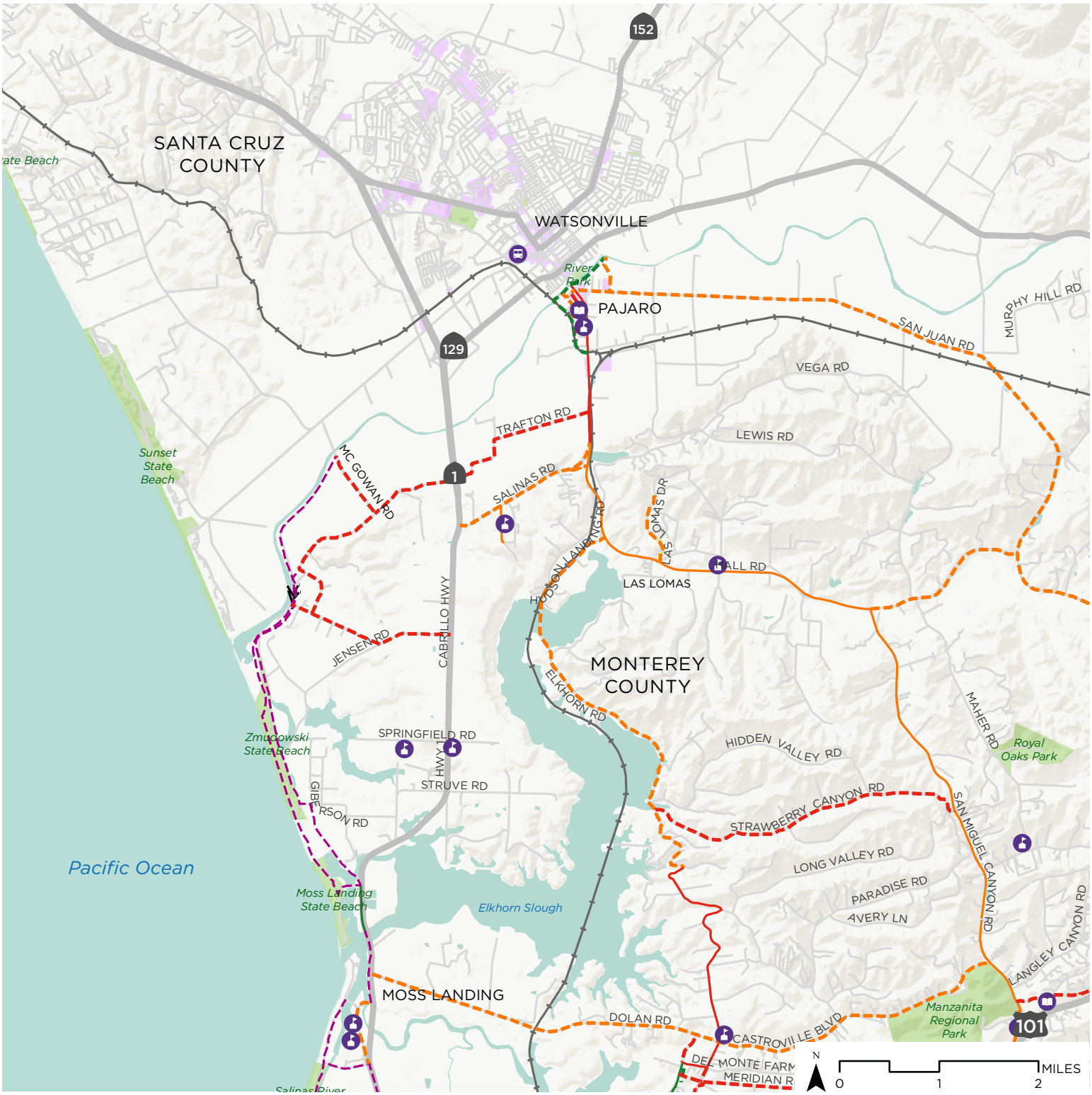
Proposed Bikeway Improvements
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- Fort Ord Rec Trail and Greenway
- Monterey Bay Sanctuary Scenic Trail

Land Use
- City Boundary
- Commercial Area
- Park/Open Space



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

Map produced October 2017 by Alta Planning + Design.



Moss Landing and Pajaro

Monterey County Active Transportation Plan

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

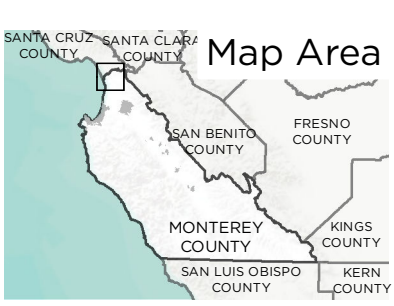
Proposed Pedestrian Improvements
- Sidewalk

Proposed Bikeway Improvements
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Monterey Bay Sanctuary Scenic Trail

Points of Interest
- K-12 School
- Transit Center
- Public Library

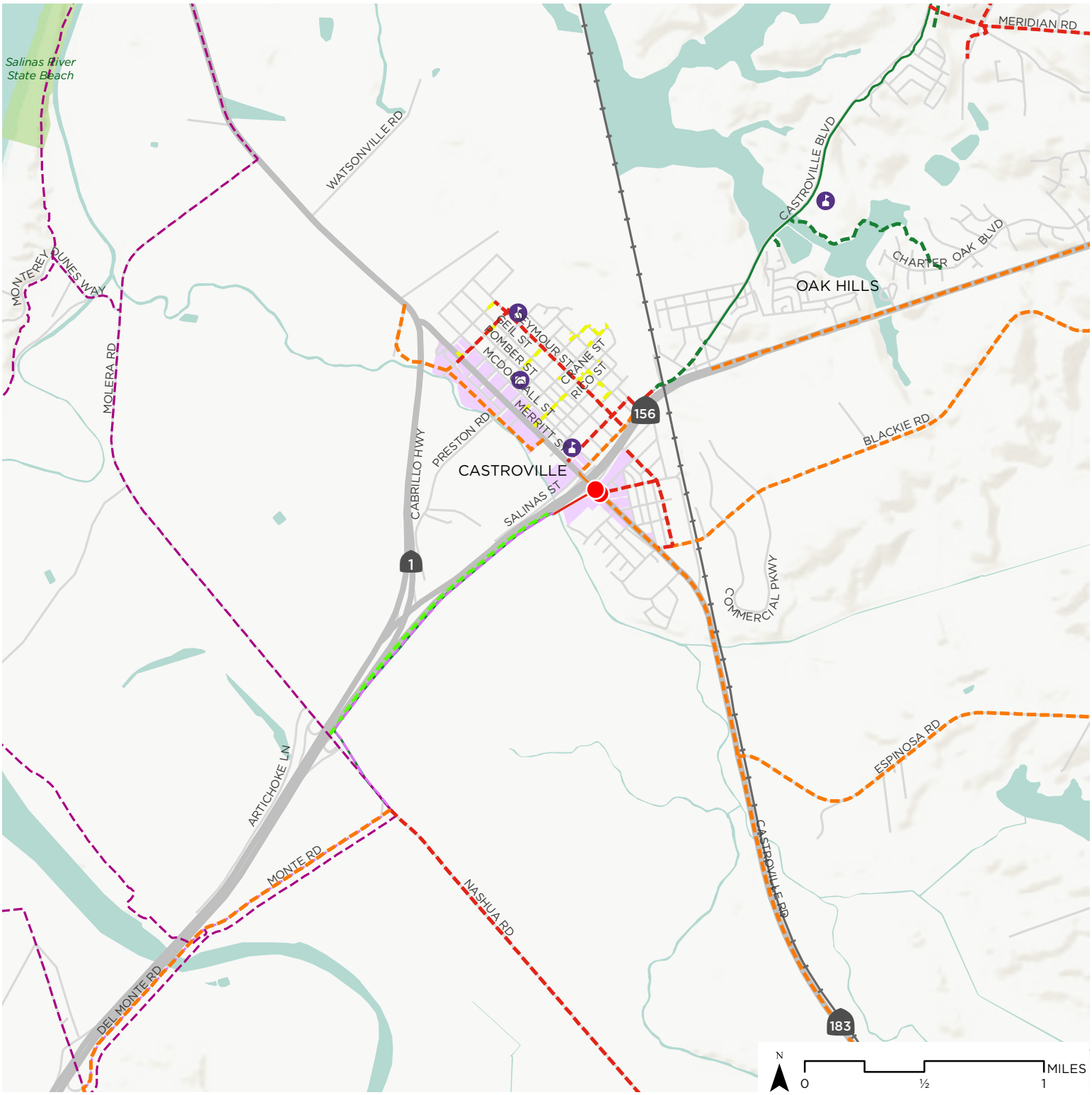
Land Use
- Park/Open Space
- Commercial Area

>>> Uphill bikeway (Slope > 4%)



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

Map produced October 2017 by Alta Planning + Design.



Castroville

Monterey County Active Transportation Plan

Existing Bikeways

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

Points of Interest

- K-12 School
- Public Library

Proposed Pedestrian Improvements

- Guardrail
- Sidewalk
- Intersection

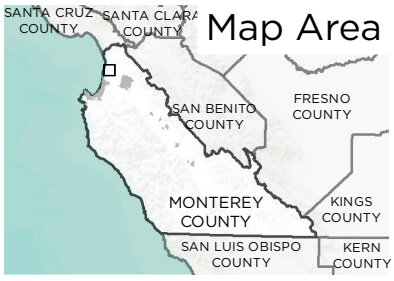
Land Use

- Park/Open Space
- Commercial Area

Proposed Bikeway Improvements

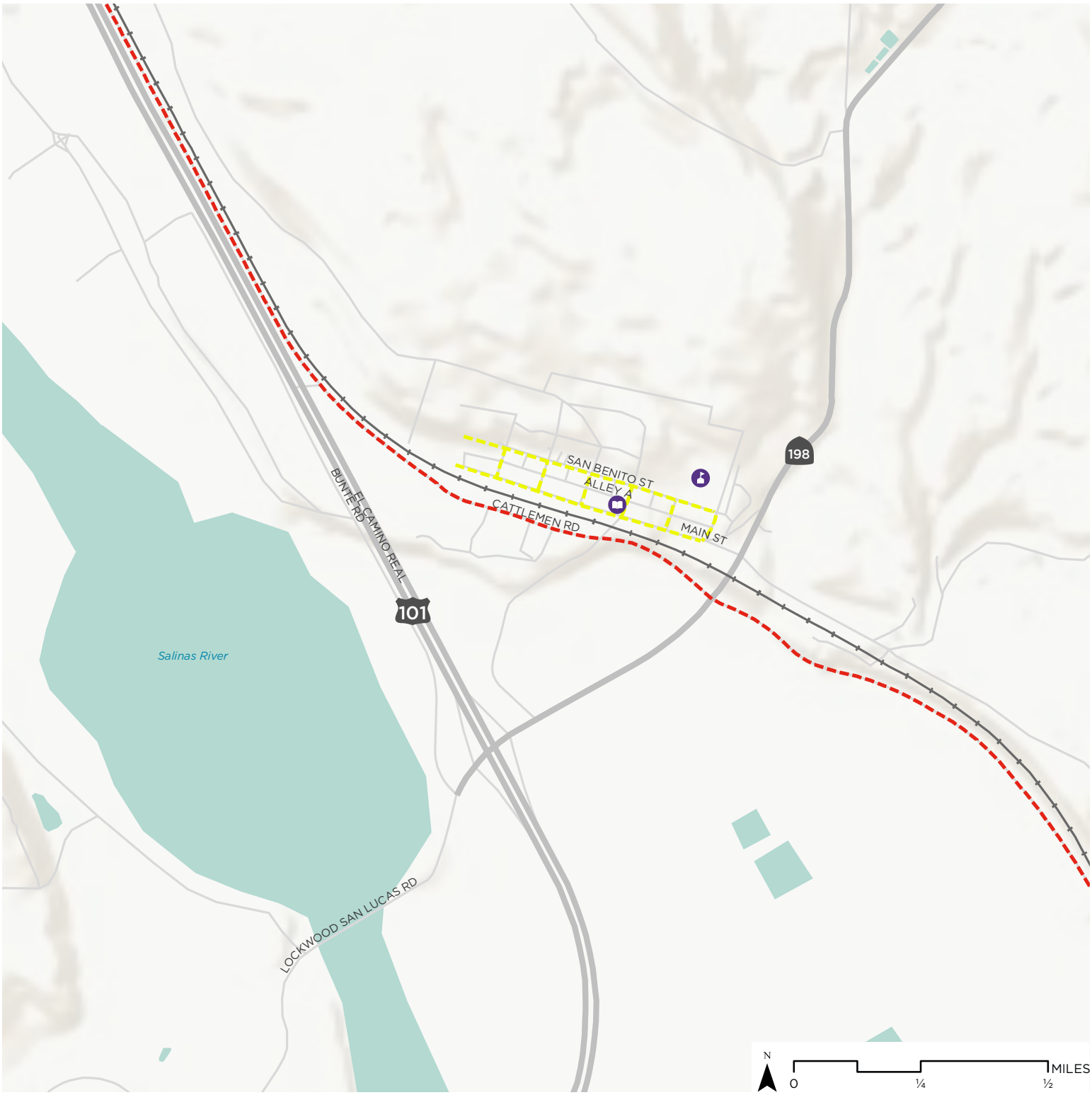
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Fort Ord Rec Trail and Greenway
- Monterey Bay Sanctuary Scenic Trail

>>> Uphill bikeway (Slope > 4%)



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

Map produced October 2017 by Alta Planning + Design.



San Lucas

Monterey County Active Transportation Plan

Proposed Pedestrian Improvements

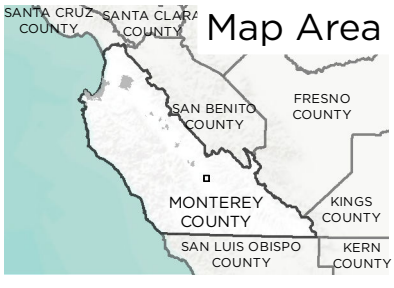
- Sidewalk

Proposed Bikeway Improvements

- Class III Bike Route

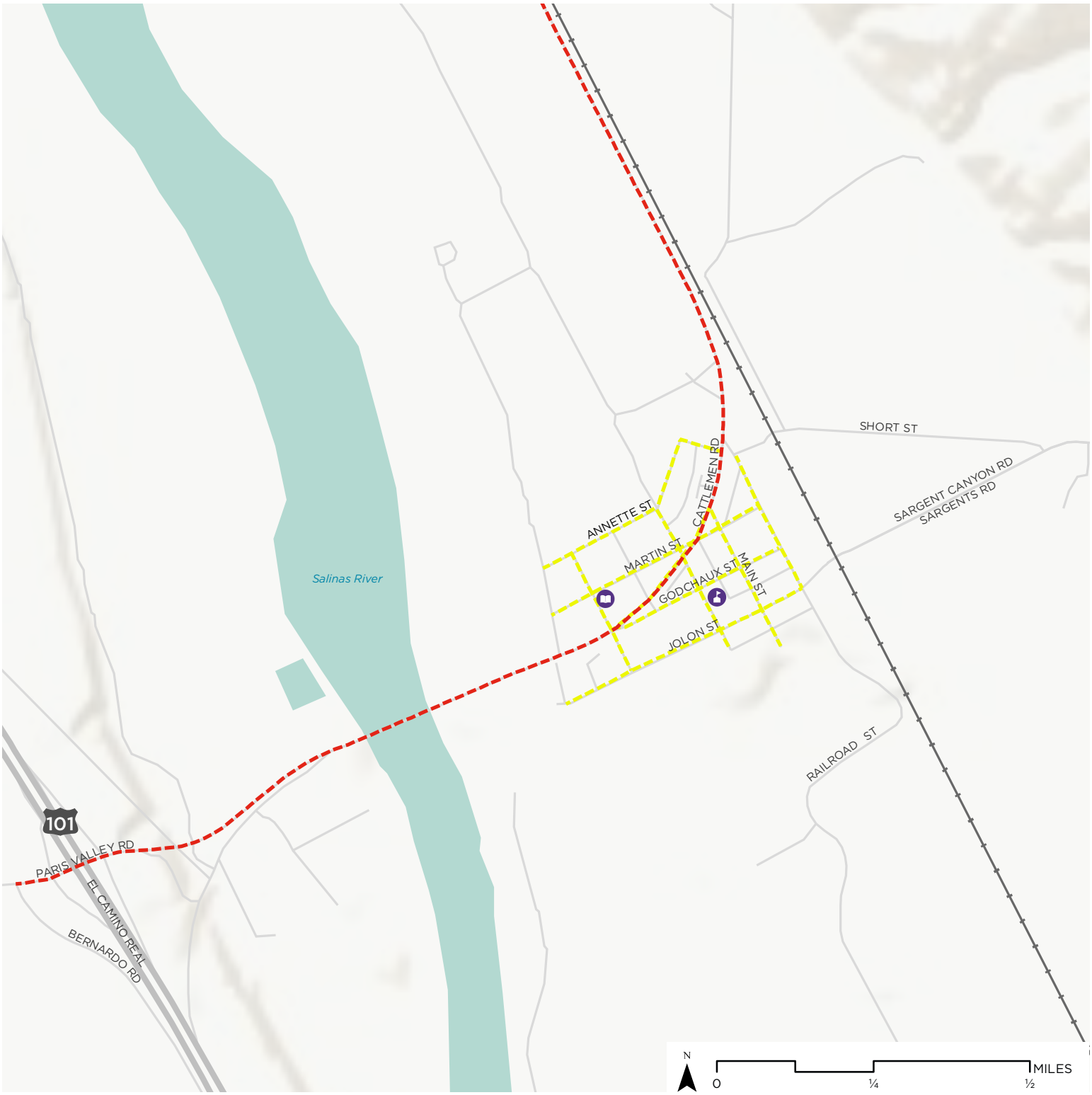
Points of Interest

- K-12 School
- Public Library



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

Map produced October 2017 by Alta Planning + Design.



San Ardo

Monterey County Active Transportation Plan

Proposed Pedestrian Improvements

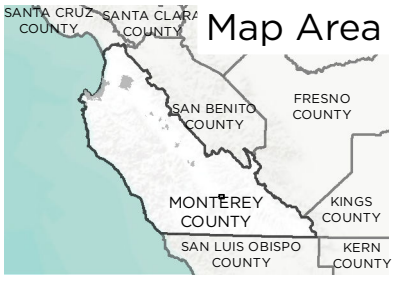
- Sidewalk

Proposed Bikeway Improvements

- Class III Bike Route

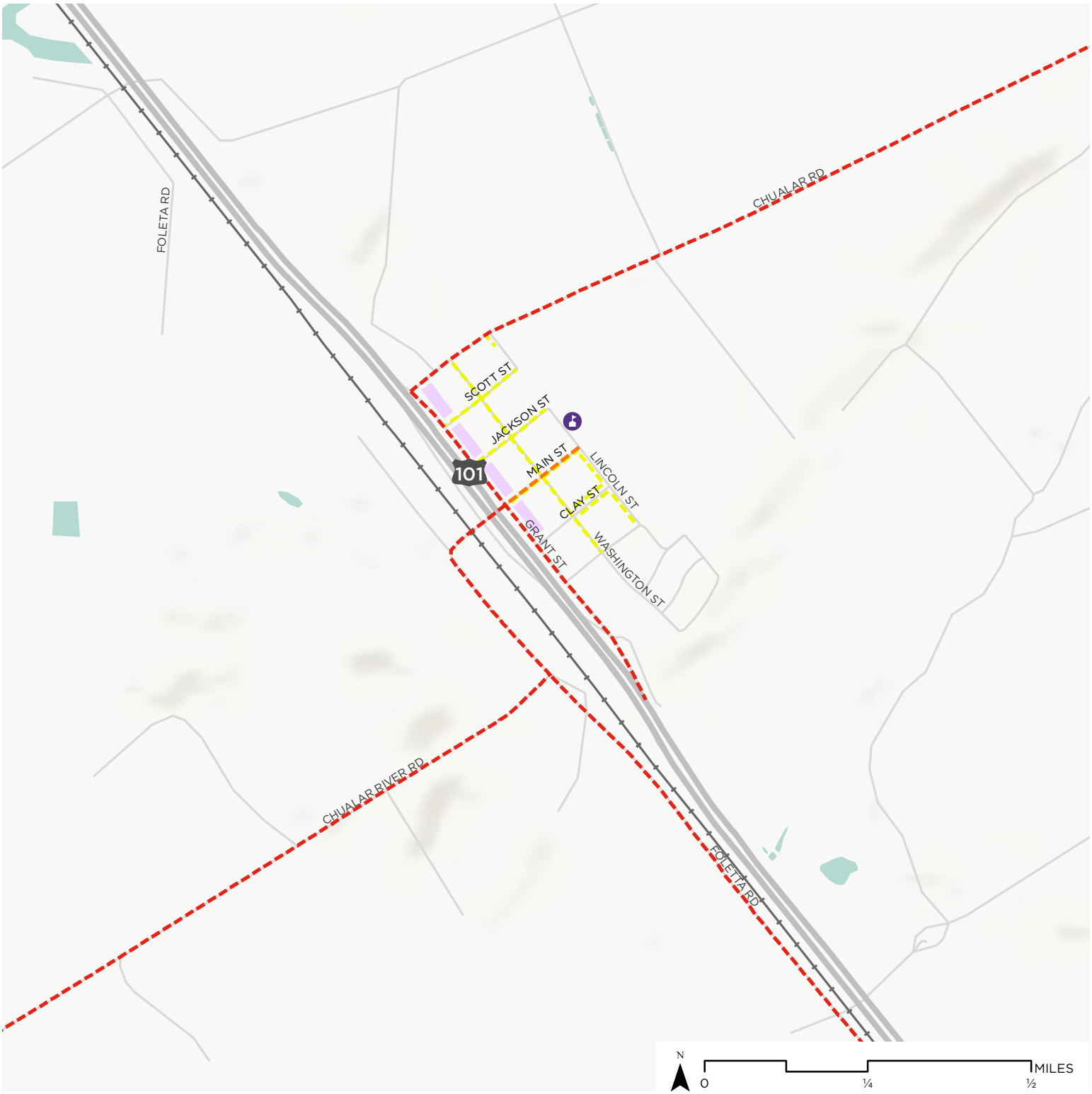
Points of Interest

- K-12 School
- Public Library



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

Map produced October 2017 by Alta Planning + Design.



Chualar

Monterey County Active Transportation Plan

Proposed Pedestrian Improvements

- Sidewalk

Proposed Bikeway Improvements

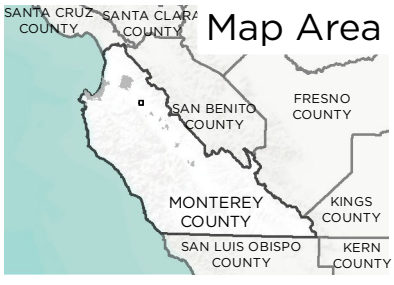
- Class II Bike Lane
- Class III Bike Route

Points of Interest

- K-12 School

Land Use

- Commercial Area



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

Map produced October 2017 by Alta Planning + Design.

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 33[1] countywide. Approximately 9.9% of the City's population is 80 years of age of older and 16% are younger than 19[2]. 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 bicyclists[3]. 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.

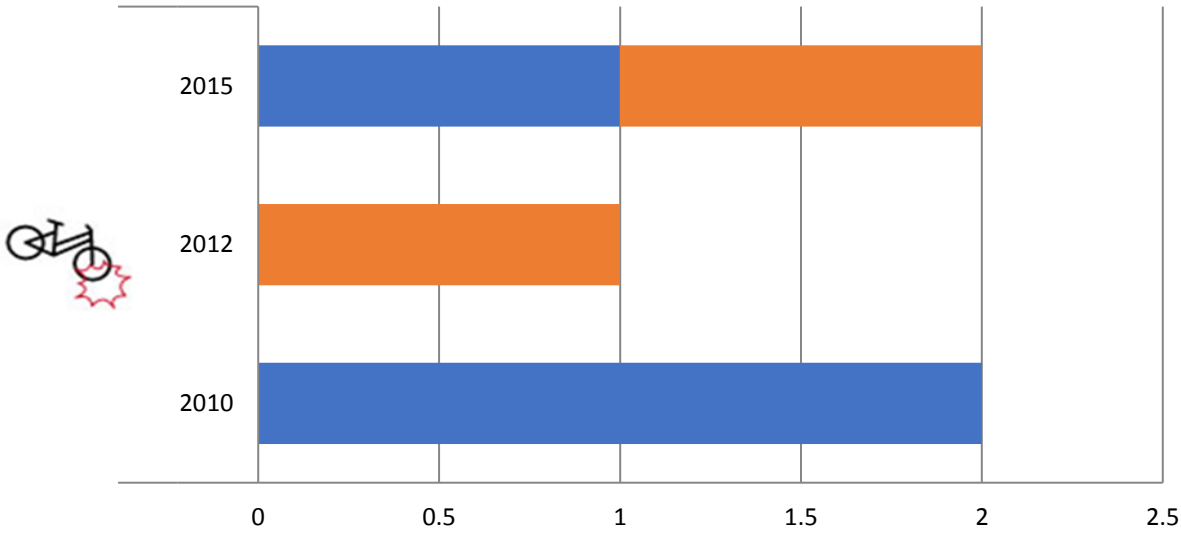
Bicyclists and pedestrians are vulnerable users of the road. Based on California Office of Traffic Safety rankings, which compare traffic safety statistics among similar sized cities, Carmel ranks:

- 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

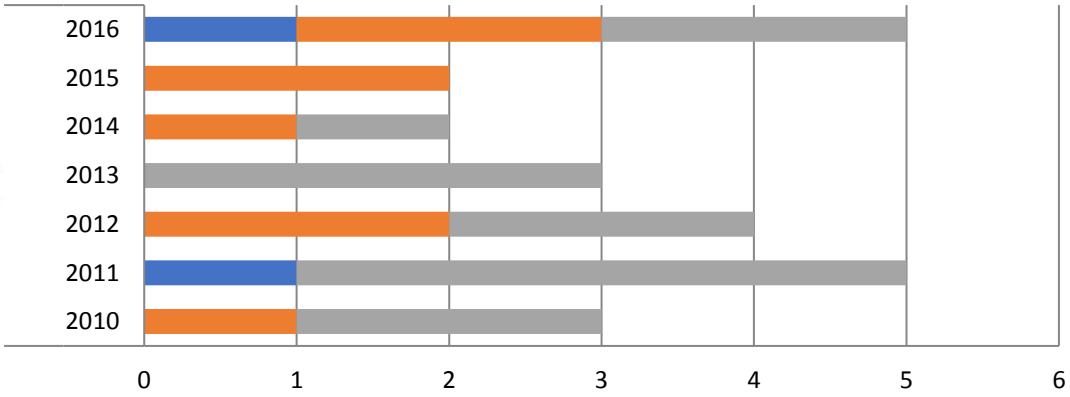
[1] Census 2012-2016 American Community Survey estimates, Table S0101
[2] Ibid.
[3] UC Berkeley Traffic Injury Mapping System data https://tims.berkeley.edu/

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.



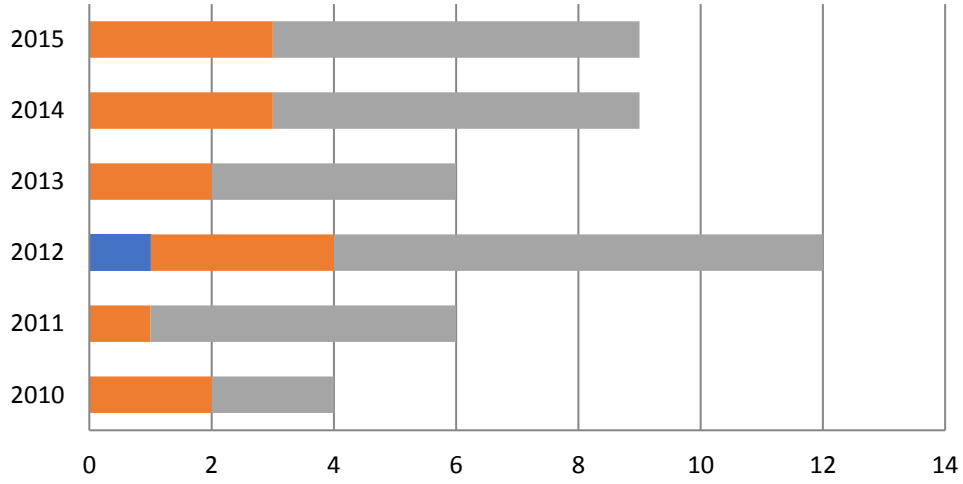
	Y		
	2010	2012	2015
3-Complaint of Pain	2		1
4-Other Visible Injury		1	1

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

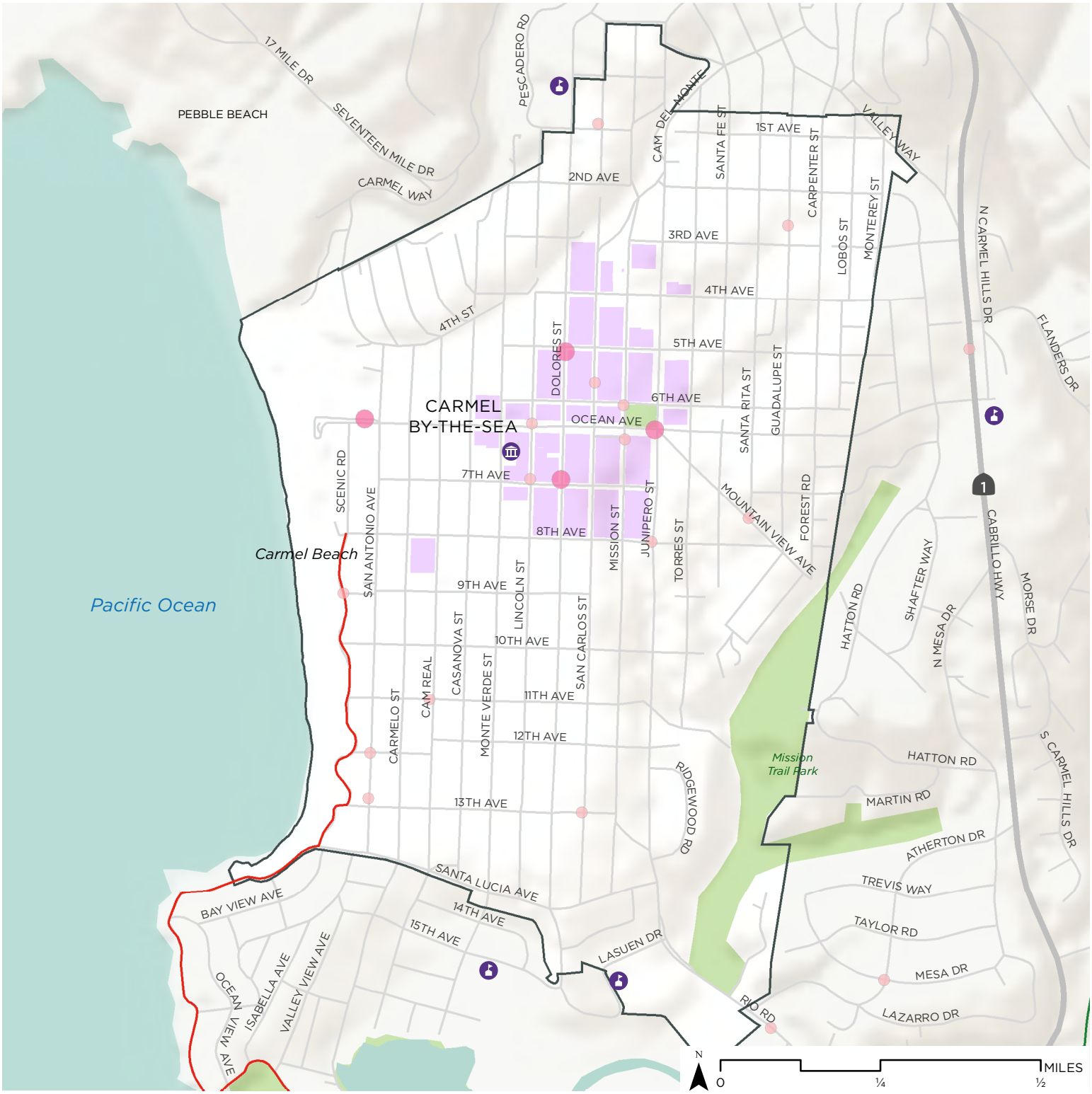


	Y						
	2010	2011	2012	2013	2014	2015	2016
2-Severe Injury		1					1
3-Other Visible Injury	1		2		1	2	2
4-Complaint of Pain	2	4	2	3	1		2

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

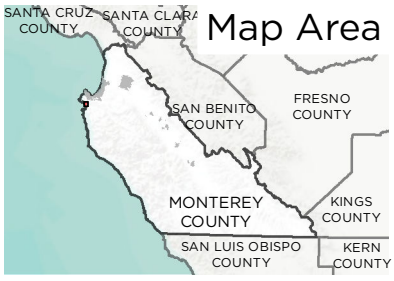
- K-12 School
- City Hall

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

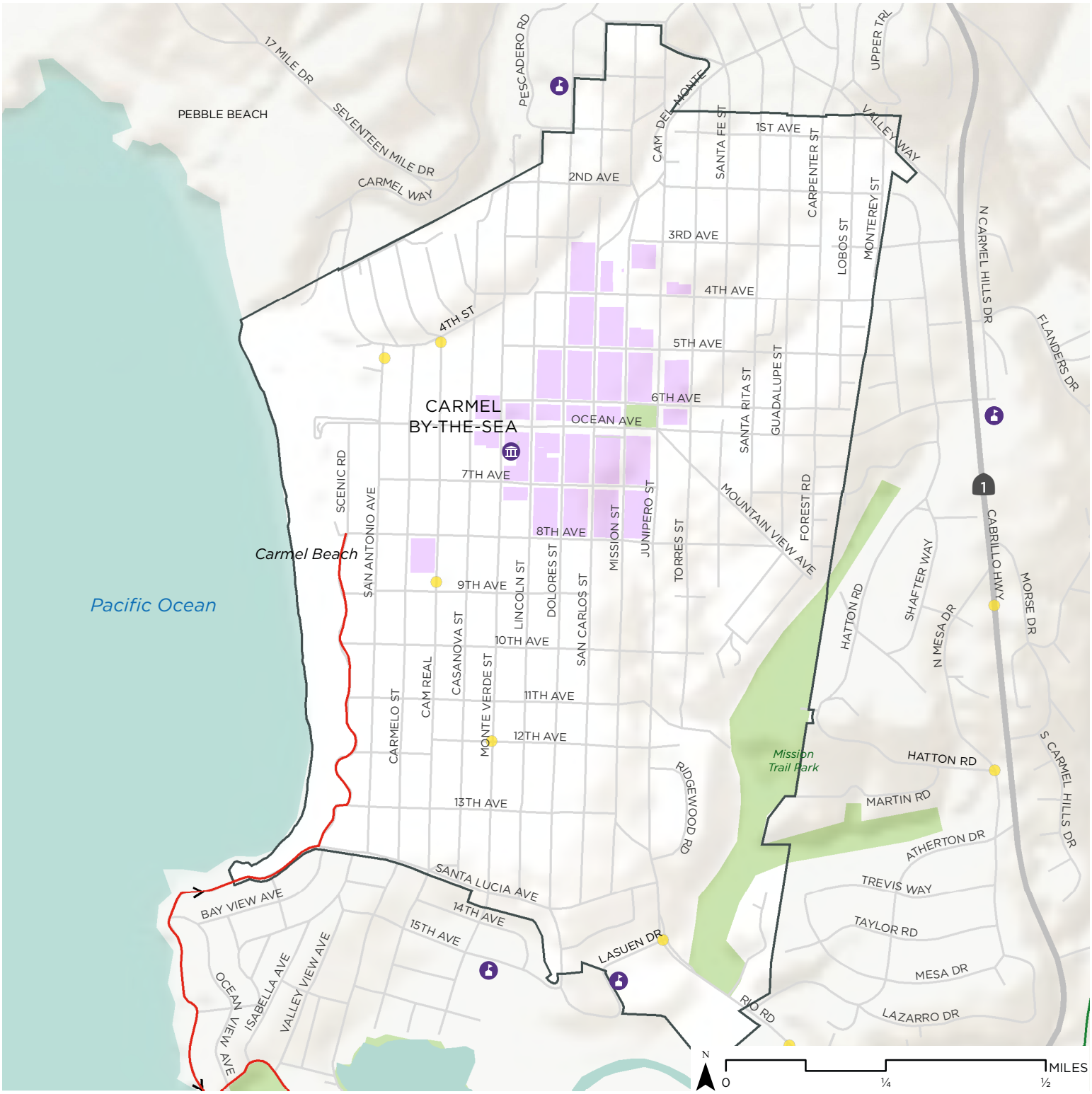
Pedestrian Collisions

- 1
- 2 - 3



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

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class III Bike Route

>>> Uphill bikeway (Slope > 4%)

Bicycle Collisions

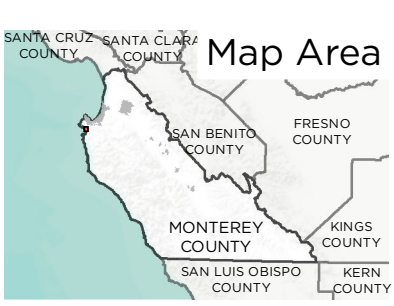
1

Points of Interest

- K-12 School
- City Hall

Land Use

- Park/Open Space
- Commercial Area
- City Boundary



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

Map produced October 2017 by Alta Planning + Design.

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**
• Rio Rd and Hwy 1 intersection improvements to make cyclists and pedestrians more visible to cars
 **Bicycling Improvements**

• Bike Route (sharrow) on:
  ○ 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

Proposed Projects

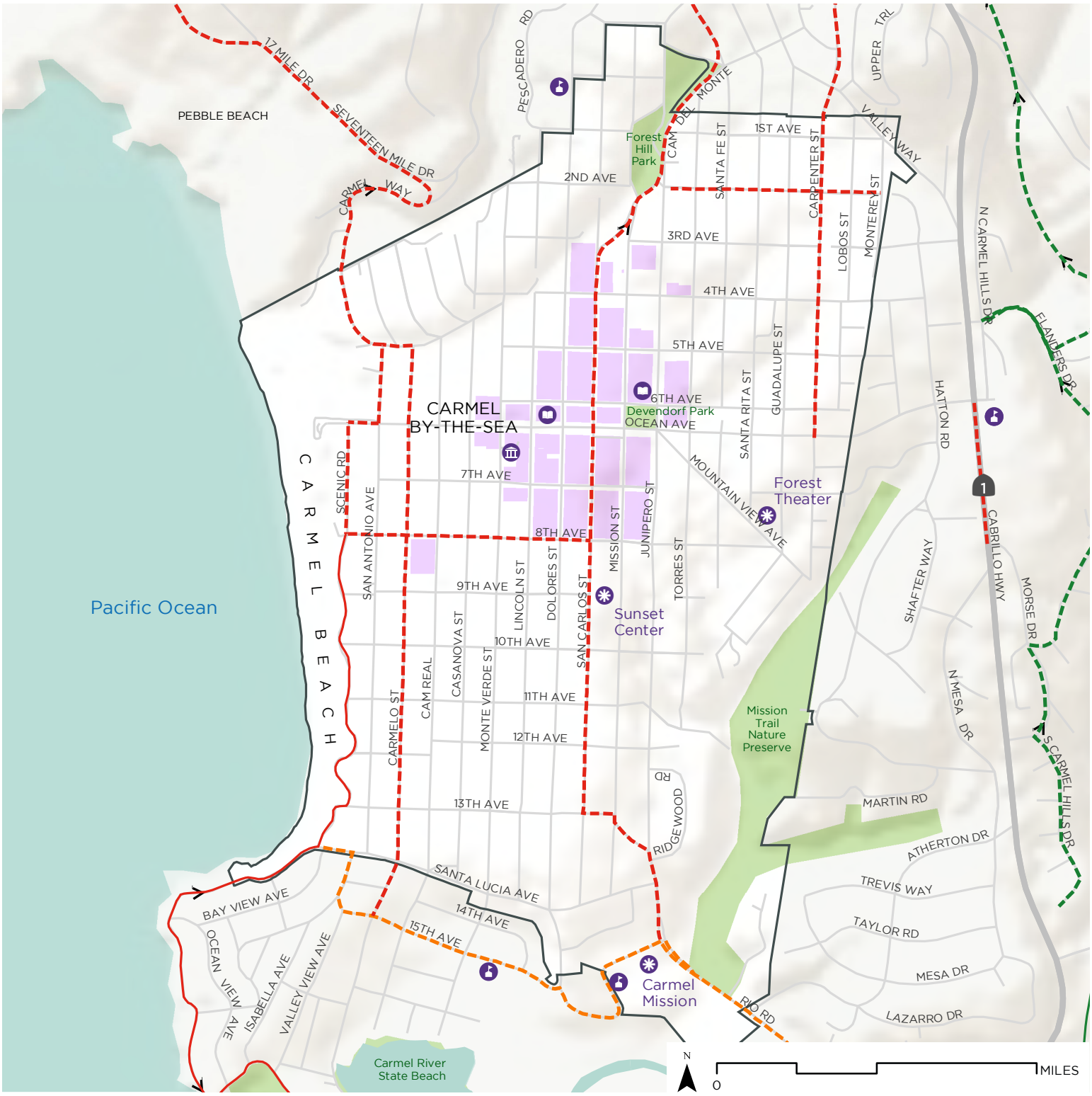
The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Carmel-by-the-Sea.

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

Monterey County Active Transportation Plan

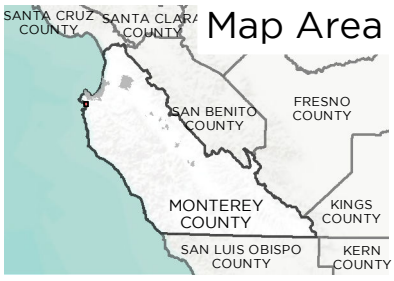
Existing Bikeways
- Class I Shared Use Path
- Class III Bike Route

Proposed Pedestrian Improvements

Proposed Bikeway Improvements
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route

Points of Interest
- K-12 School
- City Hall
- Public Library
- Other Key Destination

Land Use
- Park/Open Space
- Commercial Area
- City Boundary



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

Map produced October 2017 by Alta Planning + Design.

5.3 Del Rey Oaks

Demographic Profile

The City of Del Rey Oaks is a small community in the Monterey Peninsula, with a population of 1,681 based on the California Department of Finance 2017 estimates. Del Rey Oaks is bordered by Seaside to the north and Monterey to the South. Del Rey Oaks is primarily a bedroom community in the Monterey Peninsula, with residents traveling outside for work. The median age in Del Rey Oaks is 46, which is slightly older than the median age of 33 countywide. Approximately 5% of the City's population is 80 years of age of older and 21.4% are younger than 19. 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.

Del Rey Oaks is bisected by Canyon Del Rey Boulevard (State Route 218), but surrounded by a mix of residential, employment, commercial, government and park land uses that support multimodal transportation, such as: residential neighborhoods; Frog Pond Wetland Preserve; Work Memorial Park; City Hall; the Stonecreek Village Shopping Center and Safeway Shopping Center.

Safety Profile

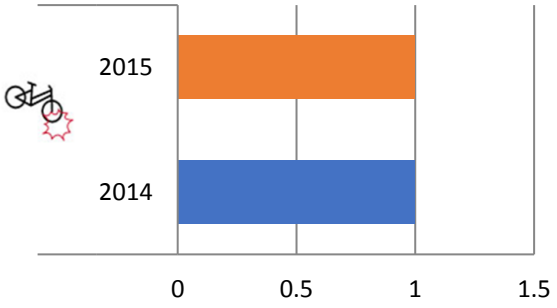
In the City of Del Rey Oaks, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 19 collisions in Del Rey Oaks during this time, there were 4 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for approximately 21% or nearly 1 out of every 5 collisions.

Bicyclists and pedestrians are vulnerable users of the road. Based on California Office of Traffic Safety rankings, which compare traffic safety statistics among 12 other similar sized cities, Del Rey Oaks ranks:

- 2nd for collisions involving pedestrians over 65 years old
- 3rd for collisions involving bicyclists

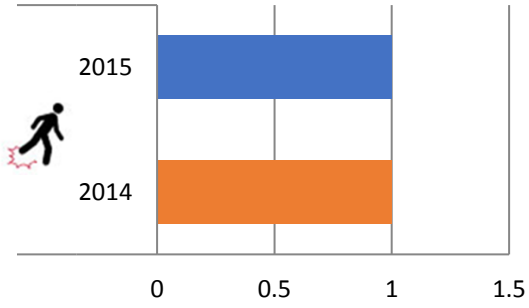
The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time period.

Fatal & Injury Bicycle Collisions: 2010 - 2016



	Y	
	2014	2015
3-Complaint of Pain	1	
4-Other Visible Injury		1

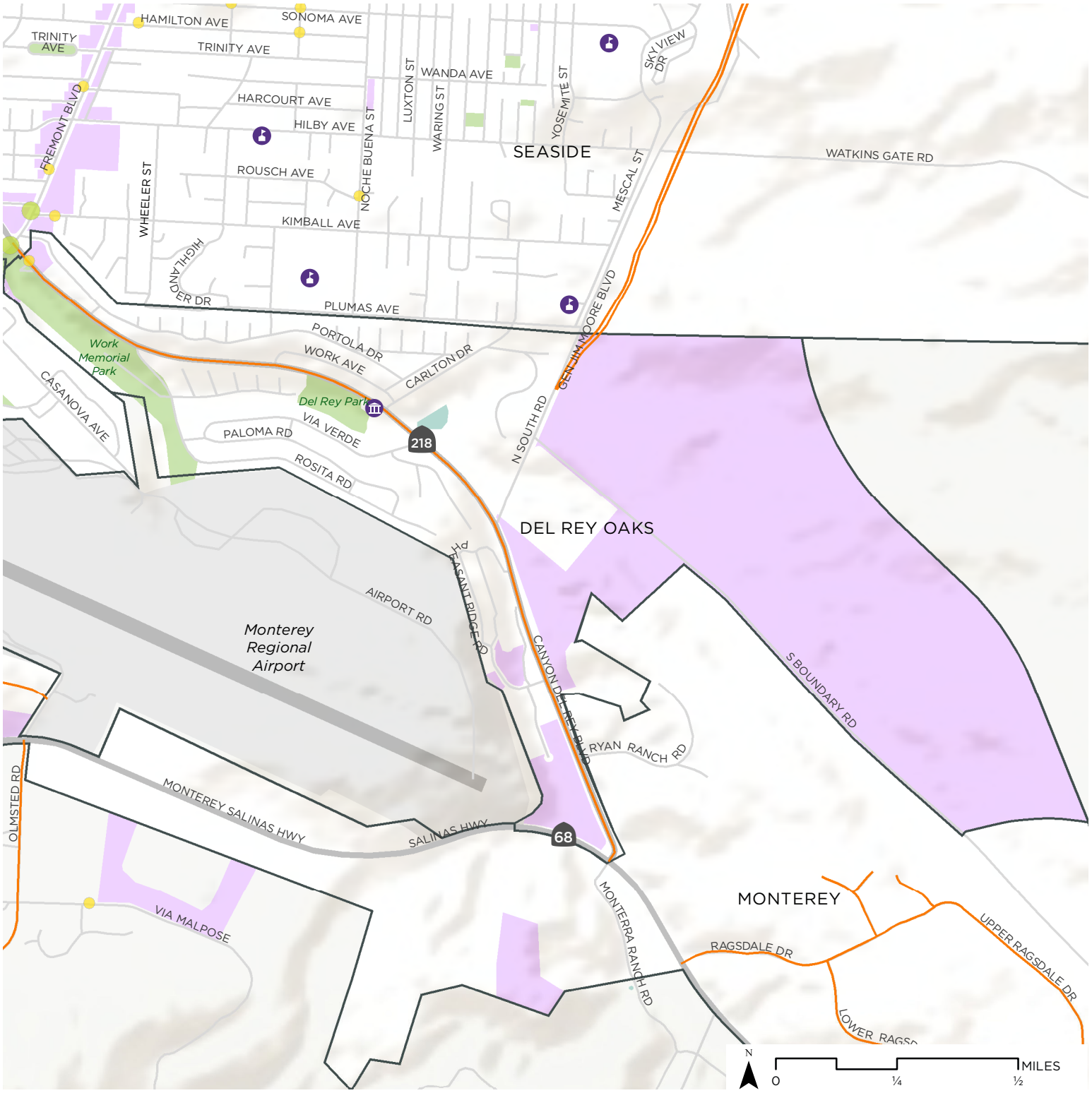
Fatal and Injury Pedestrian Collisions: 2010 - 2016



	Y	
	2014	2015
3-Other Visible Injury		1
4-Complaint of Pain	1	

Fatal and Injury Vehicle Collisions: 2010 - 2016

	2010	2013	2014	2015
2-Severe Injury			1	
3-Other Visible Injury		1	1	1
4-Complaint of Pain Injury	1		7	3



Del Rey Oaks

Monterey County Active Transportation Plan

Existing Bikeways

Class II Bike Lane

>>> Uphill bikeway (Slope > 4%)

Points of Interest

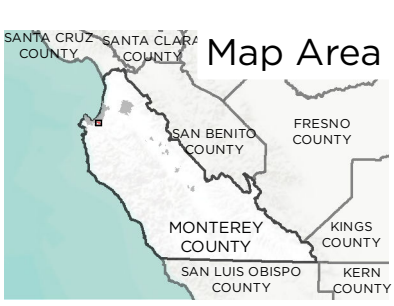
- K-12 School
- City Hall

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

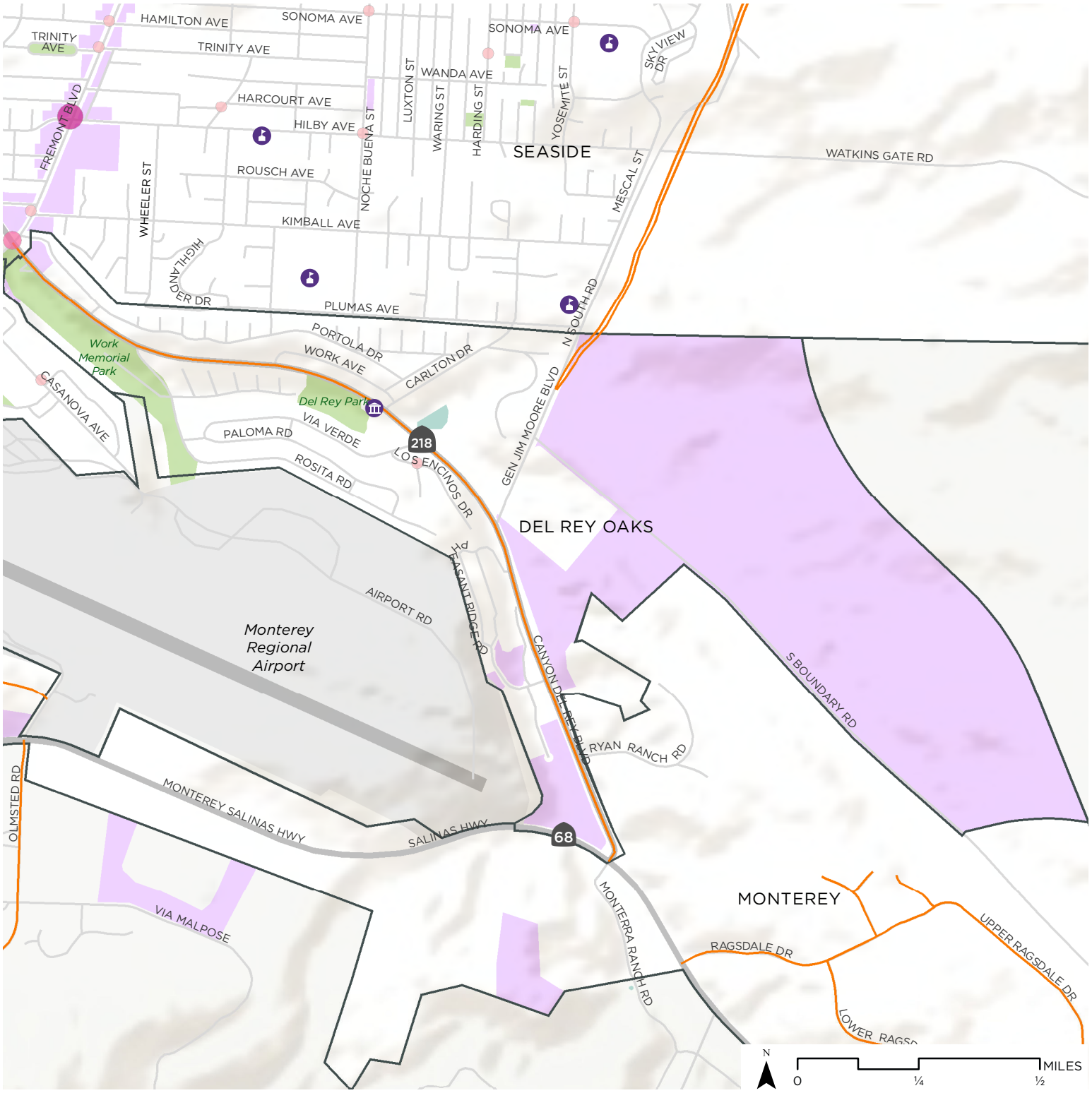
Bicycle Collisions

- 1
- 2



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

Map produced October 2017 by Alta Planning + Design.



Del Rey Oaks

Monterey County Active Transportation Plan

Existing Bikeways

Class II Bike Lane

>>> Uphill bikeway (Slope > 4%)

Points of Interest

- K-12 School
- City Hall

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

Pedestrian Collisions

- 1
- 2 - 3
- 4 - 6

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

Map produced October 2017 by Alta Planning + Design.

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Del Rey Oaks city plans. The bicycle and pedestrian improvements identified in the City's Plans are included in this Active Transportation Plan.

Del Rey Oaks General Plan

Del Rey Oaks adopted its most current General Plan in 1997. The General Plan goals support enhancing the quality of life for Del Rey Oaks residents, and creating a "village" atmosphere within the City. The following circulation goals that support the projects in this Plan include:

- 2. Provide or promote travel by means other than the single-occupant vehicle
- 4. Improve and maintain a transportation network of streets, transit, pedestrian paths and bikeways

Canyon Del Rey Boulevard (State Route 218) Corridor Study

Del Rey Oaks is partnering with the City of Seaside, TAMC and Caltrans to conduct a corridor study of Canyon Del Rey Boulevard from Hwy 68 to Hwy 1. The goal of the Corridor Study is to engage the community, identify bike and pedestrian improvements to the corridor, analyze the impacts of relinquishment, and conduct technical traffic modeling analysis necessary to identify short and long-term improvements for the corridor.

Because this Corridor Study is under development, additional complete street improvements beyond those listed here may be planned and implemented.

Multi-jurisdictional Coordination

Del Rey Oaks' proximity to the cities of Seaside, Monterey, and the former Fort Ord lands make coordination with these jurisdictions and other special districts crucial to the success of implementing the improvements identified here.

Public Comments

In addition to including projects identified in other City of Del Rey Oaks 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.

 **Pedestrian Improvements**
• Fremont Blvd & Canyon Del Rey Blvd intersection improvements to make cyclists and pedestrians more visible to cars
 **Bicycling Improvements**
• Canyon Del Rey Blvd No bike lane or berm on Hwy 218 between Gen Jim Moore and Hwy 68 heading NW (about 150 meter section). No good way to turn off 68 onto ragsdale (no ped signal, bike must cross two lanes of high speed traffic to get in left hand turn lane).

Proposed Projects

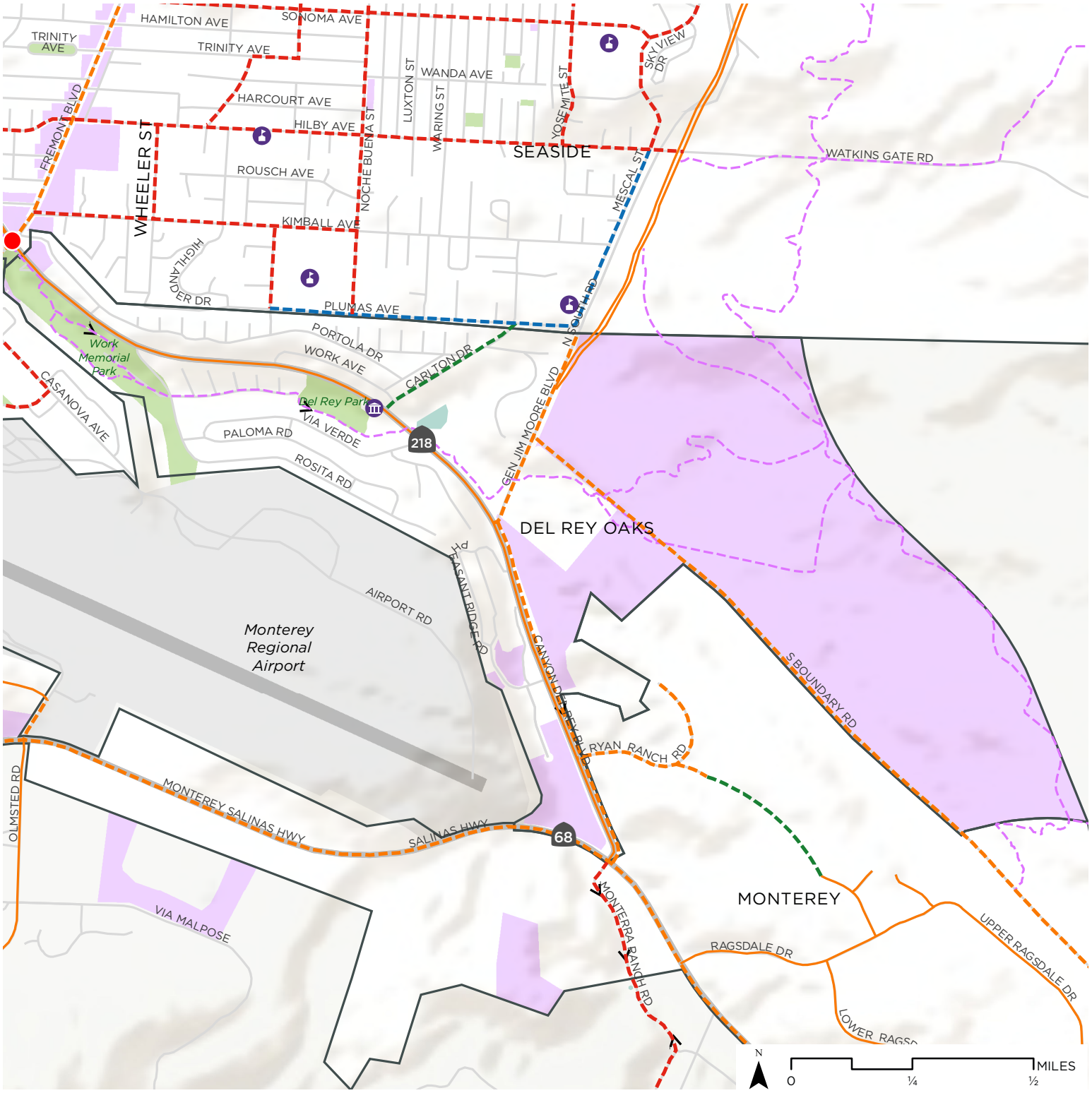
The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Del Rey Oaks.

Bicycle Infrastructure Improvements

Rank	ATP ID #	Name	Location		Type	Length (miles)	Cost Estimate	Notes
1	DRO-5	Carlton Dr	Canyon Del Rey	Plumas Ave	1	0.33	$253,803	
2	DRO-1	Canyon del Rey Blvd	General Jim Moore Blvd	Hwy 68	2	0.76	$39,660	
3	DRO-2	South Boundary Rd	Gen Jim Moore Blvd	York Rd	2	1.73	$90,424	
4	DRO-4	Ryan Ranch Rd	Canyon del Rey Blvd	end of Ryan Ranch	2	0.42	$21,878	
5	DRO-3	General Jim Moore	Canyon del Rey Blvd	City Limits	2	0.43	$22,361	

Pedestrian Infrastructure Improvements

ATP ID#	Location		Type	Cost Estimate	Notes
SEA-41	Canyon Del Rey Boulevard	Fremont Blvd	pedestrian intersection improvement	$71,600.00	*This will require a partnership with Seaside, Monterey and Caltrans



Del Rey Oaks

Monterey County Active Transportation Plan

Existing Bikeways
- Class II Bike Lane

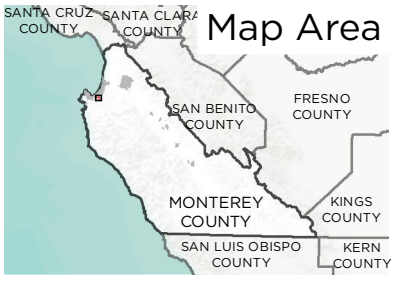
Proposed Pedestrian Improvements
- Intersection

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

Points of Interest
- K-12 School
- City Hall

Land Use
- Park/Open Space
- Commercial Area
- City Boundary

>>> Uphill bikeway (Slope > 4%)



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

Map produced October 2017 by Alta Planning + Design.

5.4 Gonzales

Demographic Profile

The City of Gonzales is a small town in the Salinas Valley with 8,549 people, as reported by the California Department of Finance 2017 data. Gonzales is a young and minority-majority city. The median age in Gonzales is 27, which is slightly younger than the median age of 33 countywide. Approximately 26.9% of Gonzales' population is younger than 18 years old[1]. Approximately 93.7% of Gonzales' population is Latino.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 5,000 Gonzales residents that live on the east side of US 101 are in a disadvantaged neighborhood where 42% of households live in poverty, 2.9% of households do not have access to a car, and 39.2% have no high school education[2]. Additionally, these residents have a high housing burden ranking in the 87th percentile statewide, which indicates that Gonzales households with lower incomes spend a larger proportion of their income on housing and suffer from housing-induced poverty.[3]

[1] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101
[2] California Health Disadvantage Index: http://phasocal.org/ca-hdi/
[3] CalEnviroScreen 3.0: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30

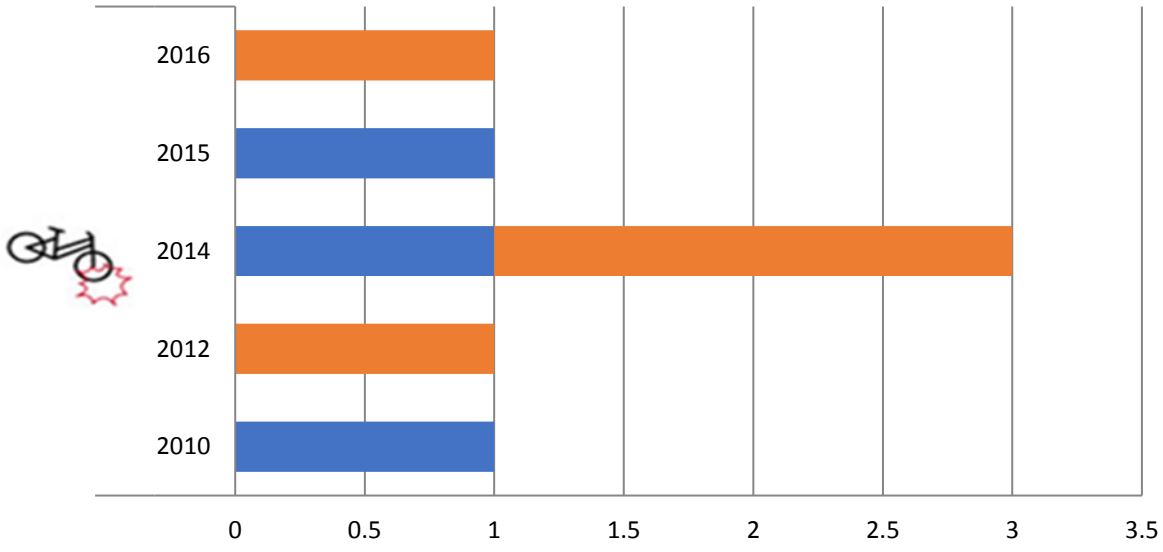
Safety Profile

In the City of Gonzales, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 40 collisions in the Gonzales between 2010 and 2016 there were 16 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 40% or nearly 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Gonzales are approximately 2.8% and 0% respectively[4].

The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.

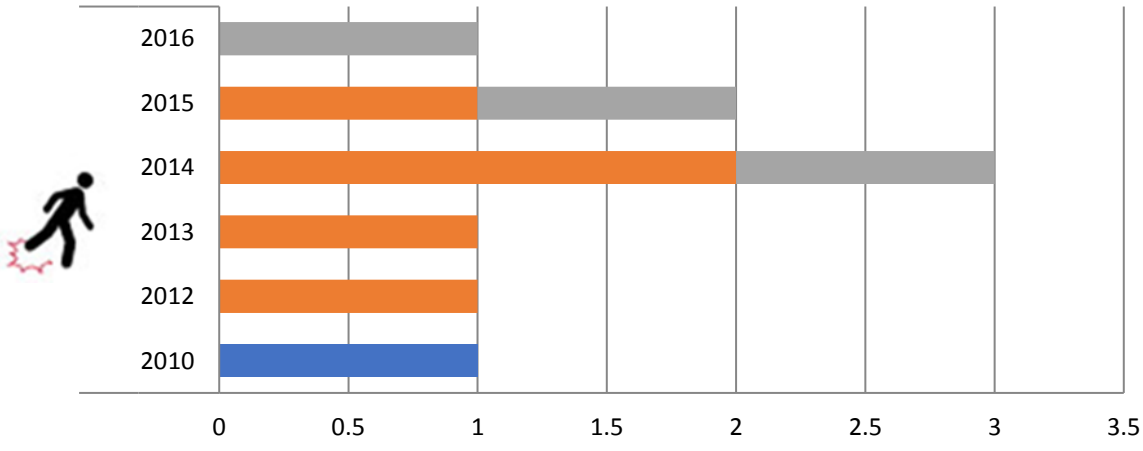
[4] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801

Bicycle Collisions by Injury Severity: 2010 - 2016



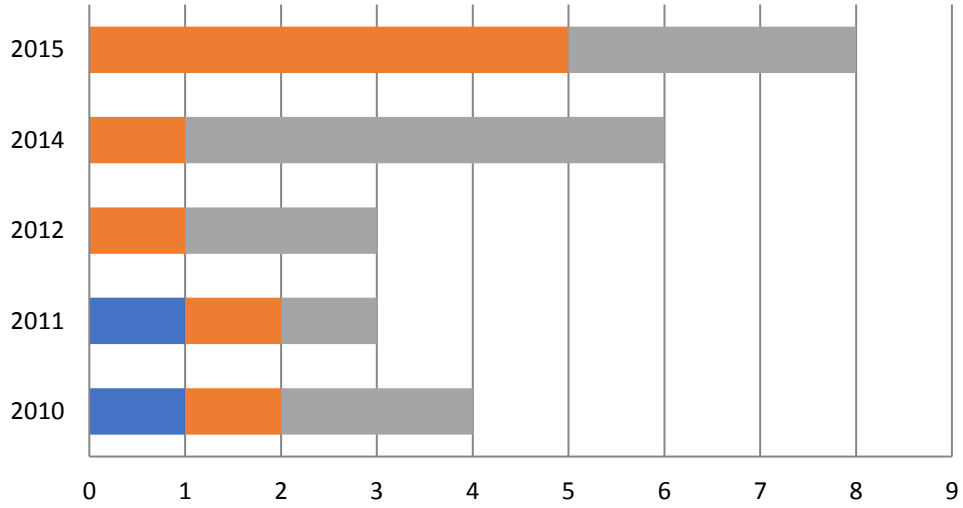
	Y				
	2010	2012	2014	2015	2016
3-Complaint of Pain	1		1	1	
4-Other Visible Injury		1	2		1

Pedestrian Collisions by Injury Severity: 2010 - 2016



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

Vehicle Collisions by Injury Severity: 2010 - 2016



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

Gonzales

Monterey County Active Transportation Plan

Existing Bikeways

- Class II Bike Lane

Points of Interest

- K-12 School
- City Hall
- Public Library

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

Pedestrian Collisions

- 1

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

Map produced October 2017 by Alta Planning + Design.

Gonzales

Monterey County Active Transportation Plan

Existing Bikeways

- Class II Bike Lane

Points of Interest

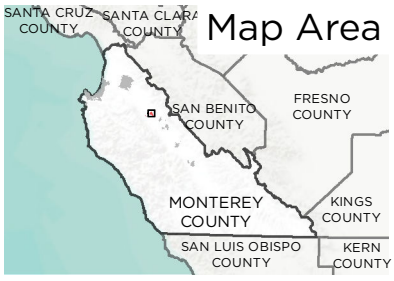
- K-12 School
- City Hall
- Public Library

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

Bicycle Collisions

- 1
- 2



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

Map produced October 2017 by Alta Planning + Design.

Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Gonzales Plans. The bicycle and pedestrian improvements identified in the Gonzales' Plans are included in this Active Transportation Plan.

Gonzales General Plan

Gonzales adopted its most recent General Plan in 2010. Circulation policies and implementation actions that support the projects in this Plan include:

- Policy CIR-2.3 Connectivity within Neighborhoods: Require a high level of connectivity within neighborhoods to reduce the need for vehicular trips and encourage walking and biking.
- Policy CIR-8.1 Increase Opportunities for Biking and Walking: Require new development to address global warming through the design of transportation/circulation systems that facilitate and encourage bicycle and pedestrian travel.
- Implementing Action CIR-5.1.10 - Design Streets for Pedestrians and Bicyclists. Ensure that street designs provide adequate safety provisions for bicycles and pedestrians.

City of Gonzales Community to School Pedestrian Plan.

Gonzales was awarded a 2010 Caltrans planning grant to develop a Community to School Pedestrian Plan. The City worked with the Gonzales Unified School District to identify routes to and from school and engage the community. The Pedestrian Plan identified sidewalk and curb cut improvements, intersection crossing improvements and encouragement programs to increase biking and walking to school.

Gonzales improved several sidewalks and curb ramps that were identified in this Community to School Pedestrian Plan using Active Transportation Program Cycle 1 funds.

Public Comments

In addition to including projects identified in other Gonzales 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.

Pedestrian Improvements

- Need for pedestrian lighting
- Improvements for pedestrians at:
  - 5th St to Gonzales industrial park; 5th St along library
  - S. Alta St near Taylor Farms Retail
  - Elko St & possible slough trail connection to the schools
  - Johnson Canyon Rd

Bicycling Improvements

- Improvements at US 101 and 5th St
- Need for bike racks throughout Gonzales
- Bike lanes at:
  - Fanoe Rd
  - Center St
  - Belden St
  - Alta St & S. Alta St
  - Gonzales River Rd

Proposed Projects

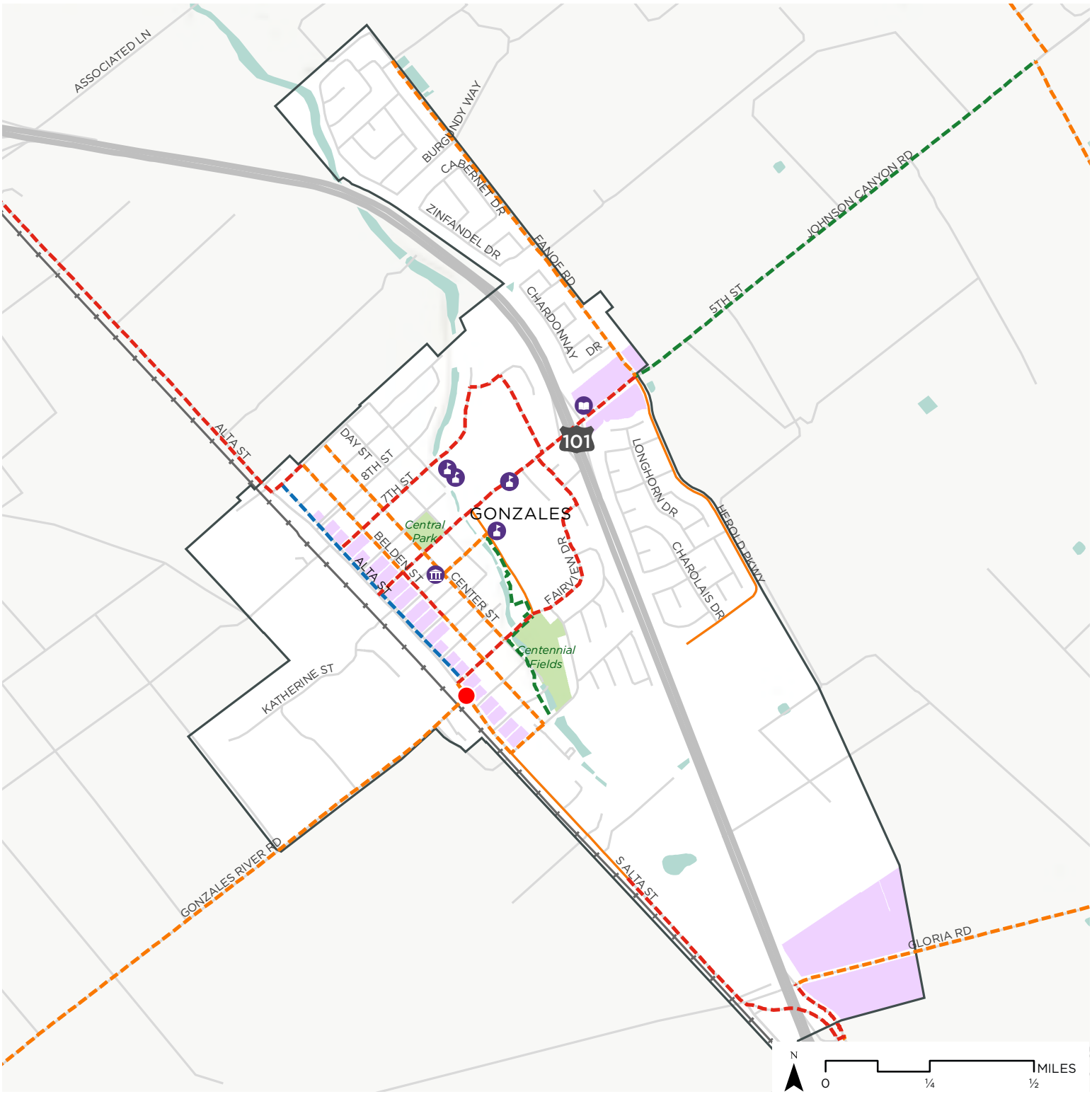
The following table represents recommended active transportation projects. The bicycle projects are ranked based on their priority within the City of Gonzales, while pedestrian improvement projects are unranked.

Bicycle Infrastructure Improvements

Rank	Name	Location		Type	Length (miles)	Cost Estimate	Notes
1	Alta St	10th St	1St St	protected bike lane/cycletrack	0.64	$762,219	
2	Alta St	1st St	C St	bike lane	0.21	$11,023	
3	5th St	Alta St	Herold Pkwy	bike route	0.81	$9,810	
4	Alta St	Existing BL on Alta St	Hwy 101 Overpass	bike route	0.42	$5,040	
5	Gonzales Slough Trail	Centennial Dr	Fairview Dr	bike path	0.30	$226,885	
6	Gonzales Slough Trail	Fairview Dr	4th St	bike path	0.23	$179,969	
7	Belden St	10th St	5th St	bike lanes	0.35	$18,445	
8	7th St	Alta St	Del Monte Cir	bike route	0.52	$6,280	
9	Center St	10th St	Fairview Dr	bike lane	0.64	$33,326	
10	Belden St	5th St	3rd St	bike route	0.14	$1,722	
11	4th St	Center St	Gonzales High School	bike lane	0.14	$7,428	
12	Belden St	3rd St	C St	bike lane	0.36	$18,602	
13	1st St	Alta St	Elko St	bike route	0.25	$2,981	
14	C St	Belden St	Alta St	bike lane	0.10	$5,466	
15	Fairview Dr	Elko St	5th St	bike route	0.50	$6,040	
16	Fanoe Rd	Rhone Rd	5th St	bike lane	0.96	$50,139	
17	10th St	Alta St/Old US Hwy 101	Belden St	bike route	0.10	$1,206	
18	Rincon Rd	Del Monte Rd	5th St	bike route	0.21	$2,574	
19	Del Monte Cir	7th St	Rincon Rd	bike route	0.08	$973	

Pedestrian Infrastructure Improvements

Location		Type	Length	Cost Estimate
S Alta St	Gonzales River Rd	pedestrian intersection improvement	1	$71,600.00



Gonzales

Monterey County Active Transportation Plan

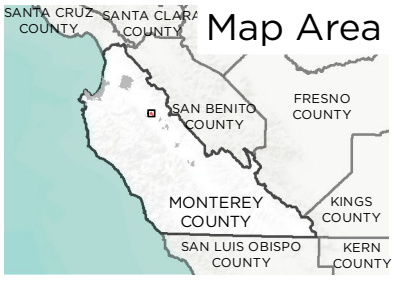
Existing Bikeways
- Class II Bike Lane

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

Points of Interest
- K-12 School
- City Hall
- Public Library

Land Use
- Park/Open Space
- Commercial Area
- City Boundary



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

Map produced October 2017 by Alta Planning + Design.

5.5 Greenfield

The City of Greenfield is a small town in the Salinas Valley with 17,886 people, as reported by the California Department of Finance 2017 data. Greenfield is a young and minority-majority city. The median age in Greenfield is 25.6, which is much younger than the median age of 33 countywide. Approximately 25.1% of Greenfield' population is younger than 18 years old[1]. Approximately 90.2% of Greenfield' population is Latino.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 7,000 Greenfield residents that live on the east side of US 101 are in a disadvantaged neighborhood scoring in the 78.9 percentile of communities statewide where 60% of households live in poverty, 3.5% of households do not have access to a car, and 58% have no high school education[2]. Additionally, these residents have a high housing burden ranking in the 61st percentile statewide, which indicates that Greenfield households with lower incomes spend a larger proportion of their income on housing and suffer from housing-induced poverty.[3]

[1] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101
[2] California Health Disadvantage Index: http://phasocal.org/ca-hdi/
[3] CalEnviroScreen 3.0: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30

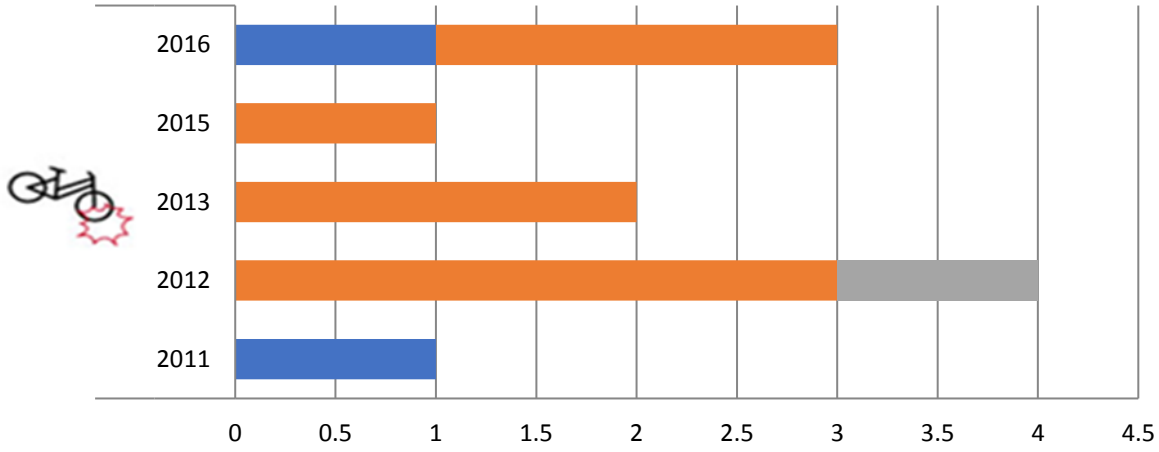
Safety Profile

In the City of Greenfield, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 101 collisions in Greenfield between 2010 and 2016 there were 37 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 36.6% or nearly 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Gonzales are approximately 1.5% and 0% respectively[4].

The following charts and maps provide a detailed statistical profile of bike and pedestrian based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.

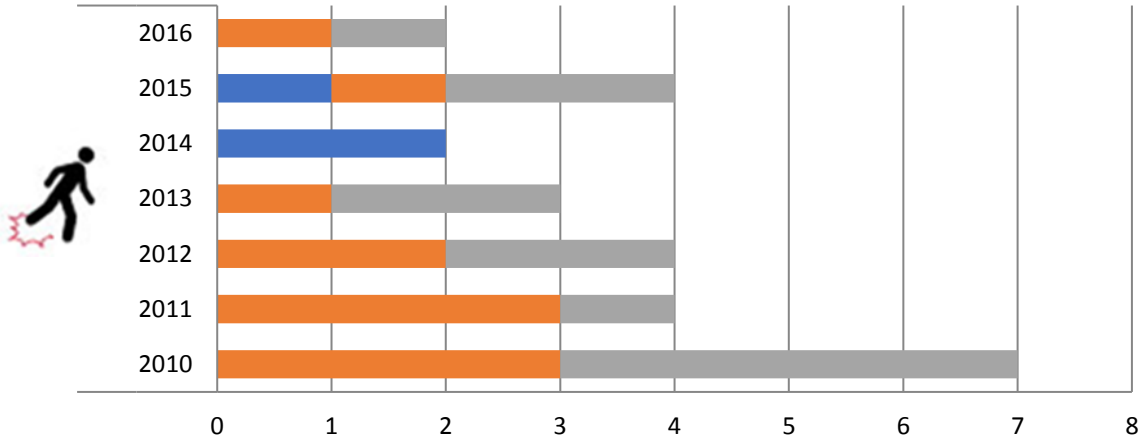
[4] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801

Bicycle Collisions by Injury Severity: 2010 - 2016

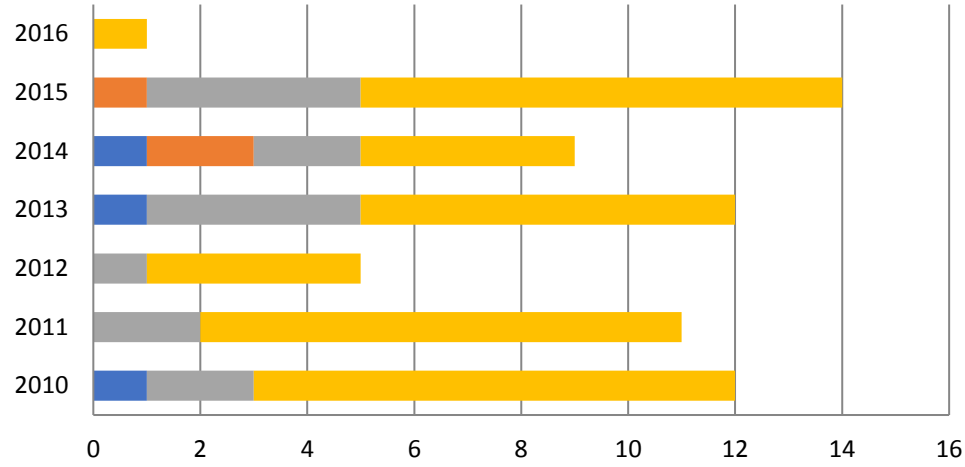


	Y				
	2011	2012	2013	2015	2016
2-Severe Injury	1				1
3-Complaint of Pain		3	2	1	2
4-Other Visible Injury		1			

Pedestrian Collisions by Injury Severity: 2010 - 2016



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



	2010	2011	2012	2013	2014	2015	2016
1- Fatality	1			1	1		
2-Severe Injury					2	1	
3-Other Visible Injury	2	2	1	4	2	4	
4-Complaint of Pain Injury	9	9	4	7	4	9	1

Gonzales

Monterey County Active Transportation Plan

Existing Bikeways

- Class II Bike Lane

Points of Interest

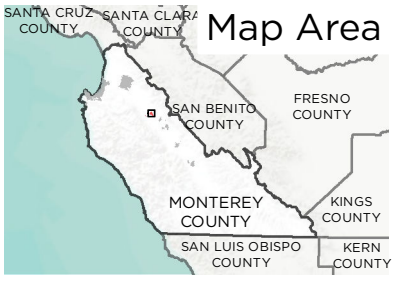
- K-12 School
- City Hall
- Public Library

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

Bicycle Collisions

- 1
- 2



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

Map produced October 2017 by Alta Planning + Design.

Gonzales

Monterey County Active Transportation Plan

Existing Bikeways

- Class II Bike Lane

Points of Interest

- K-12 School
- City Hall
- Public Library

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

Pedestrian Collisions

- 1

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

Map produced October 2017 by Alta Planning + Design.

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Greenfield plans. The bicycle and pedestrian improvements identified in the City's plans are included in this Active Transportation Plan.

Greenfield General Plan

Greenfield adopted its most current General Plan in 2005. Circulation goals and policies that support the projects in this Plan include:

- Goal 3.1: Provide a safe, efficient, and balanced transportation system that accommodates the circulation of vehicles, bicycles, and pedestrians.
- Goal 3.3: Promote walking and bicycling for recreation and transportation by residents and visitors to Greenfield.
    - Policy 3.3.1 Provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities.
    - Policy 3.3.2 Incorporate convenient bicycle and pedestrian access and facilities in new public and private development projects where appropriate.
    - Policy 3.3.3 Create a bicycle and pedestrian system that provides connections throughout Greenfield and within the region designed to serve both recreational and commuter users.
- Goal 3.5 Monitor, improve, and enhance traffic and pedestrian safety by reducing the risk of vehicle conflicts with pedestrians and other vehicles.

Public Comments

In addition to including projects identified in other Greenfield 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.

Pedestrian Improvements

- Need for pedestrian lighting
- Better bike and pedestrian access to Patriot Park
- Sidewalk gaps along Oak Ave

Bicycling Improvements

- Bike lanes on:
    - Walnut Ave
    - Oak Ave
    - Elm Ave

Proposed Projects

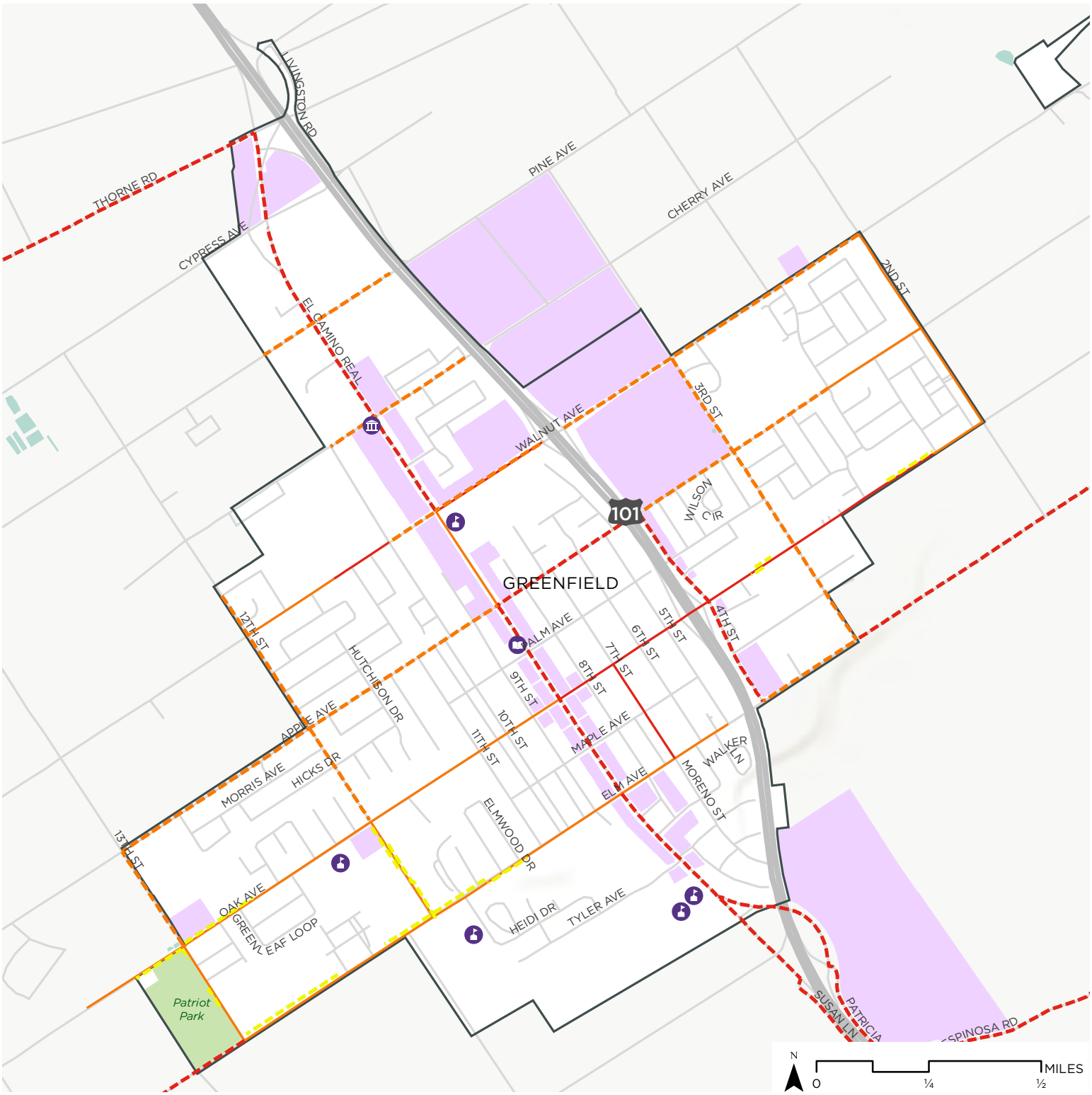
The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Greenfield. Pedestrian improvements are unranked.

Bicycle Infrastructure Improvements

Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate
1	GR-1	El Camino Real	Thorne Rd	Walnut Ave	bike route	0.93	$11,288
2	GR-2	El Camino Real	Apple Ave	Hwy 101 Ramp	bike route	0.89	$10,775
3	GR-9	Elm Ave	4th St	3rd St	bike lane	0.25	$13,044
3	GR-10	3rd St	Walnut Ave	Elm Ave	bike lane	0.75	$39,345
4	GR-14	12th St	Elm Ave	550' N of Walnut Ave	bike lane	0.86	$44,822
5	GR-6	Walnut Ave	10th St	El Camino Real	bike lane	0.13	$6,575
6	GR-13	Apple Ave	Thorp Ave	4th St	bike lane	0.51	$26,488
7	GR-11	Apple Ave	El Camino Real	end of Apple	bike route	0.33	$3,984
8	GR-3	Walnut Ave	Hwy 101	2nd St	bike lane	0.79	$41,236
9	GR-4	4th St	Elm Ave	Apple Ave	bike route	0.50	$6,109
10	GR-5	PIne Ave	690' W of El Camino Real	end of Pine Ave	bike lane	0.34	$17,613
11	GR-8	Apple Ave	13th St	El Camino Real	bike lane	1.00	$52,399
12	GR-7	13th St	Oak Ave	Apple Ave	bike lane	0.25	$13,144

Pedestrian Infrastructure Improvements

Location		Type	Length	Cost Estimate
Alves Ln	655 feet west	sidewalk	655	$457,147.82
3rd St	230 feet west	sidewalk	230	$160,525.19
4th St	192 feet east	sidewalk	192	$134,003.64



Greenfield

Monterey County Active Transportation Plan

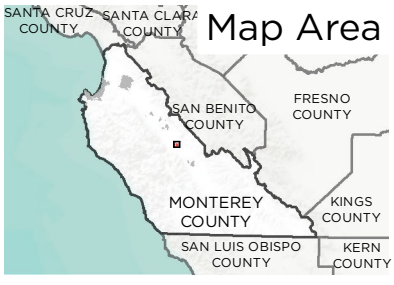
Existing Bikeways
- Class II Bike Lane
- Class III Bike Route

Proposed Pedestrian Improvements
- Sidewalk

Proposed Bikeway Improvements
- Class II Bike Lane
- Class III Bike Route

Points of Interest
- K-12 School
- City Hall
- Public Library

Land Use
- Park/Open Space
- Commercial Area
- City Boundary



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

Map produced October 2017 by Alta Planning + Design.

5.6 King City

The City of King City is the southern-most small town in the Salinas Valley with 14,480 people, as reported by the California Department of Finance 2017 data. King City is a young and minority-majority city. The median age in King City is 27, which is slightly younger than the median age of 33 countywide. Approximately 25.1% of King City' population is younger than 18 years old[1]. Approximately 89.6% of King City' population is Latino.

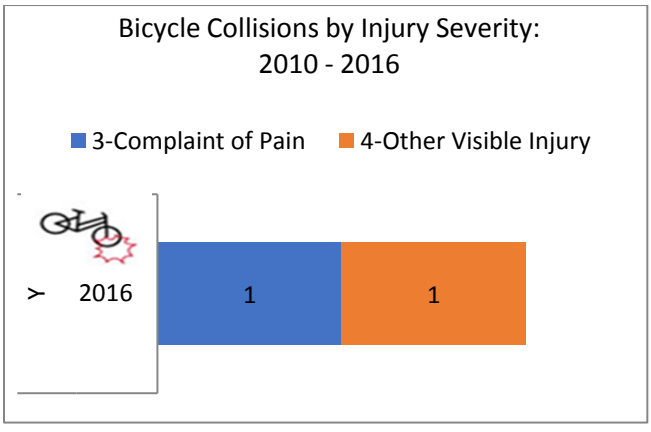
Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 5,800 King City residents that live in the downtown area are in a disadvantaged neighborhood where 73% of households live in poverty, 15.2% of households do not have access to a car, and 66% have no high school education[2].

Safety Profile

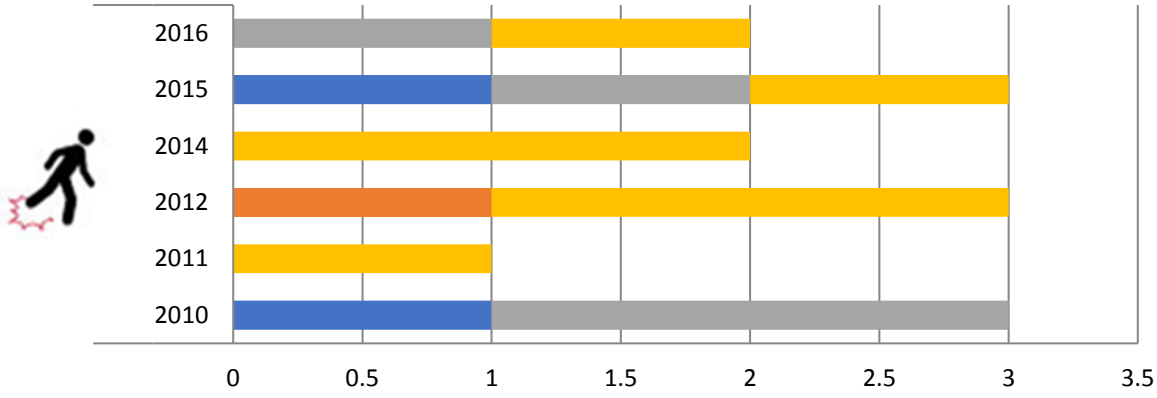
In the City of King City, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 62 collisions in King City between 2010 and 2016 there were 16 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 25% or nearly 1 out of every 4 collisions. This is alarming given the fact that bicycling and walking mode shares in King City are approximately 3.5% and 0.4% respectively[3].

The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.



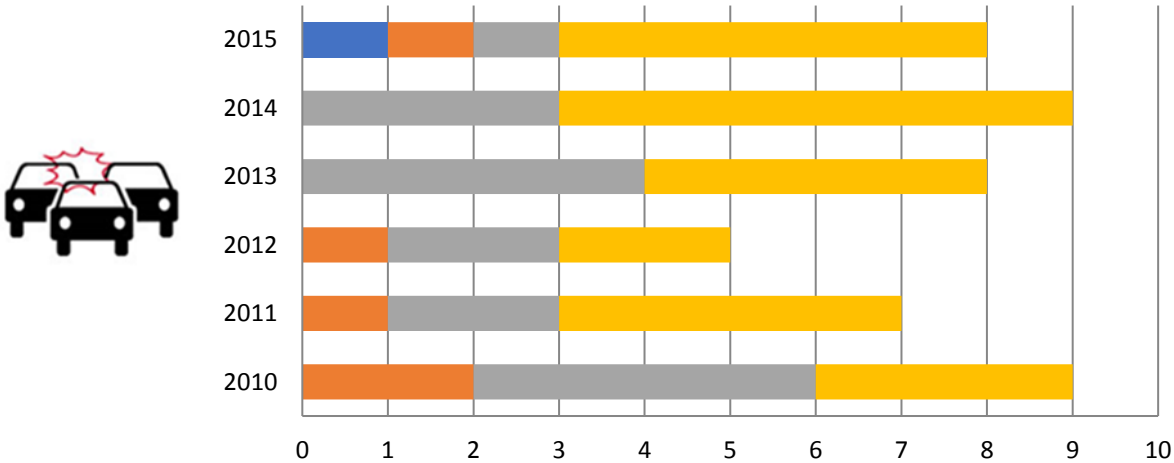
[1] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101
[2] California Health Disadvantage Index: http://phasocal.org/ca-hdi/
[3] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801

Pedestrian Collisions by Injury Severity: 2010 - 2016

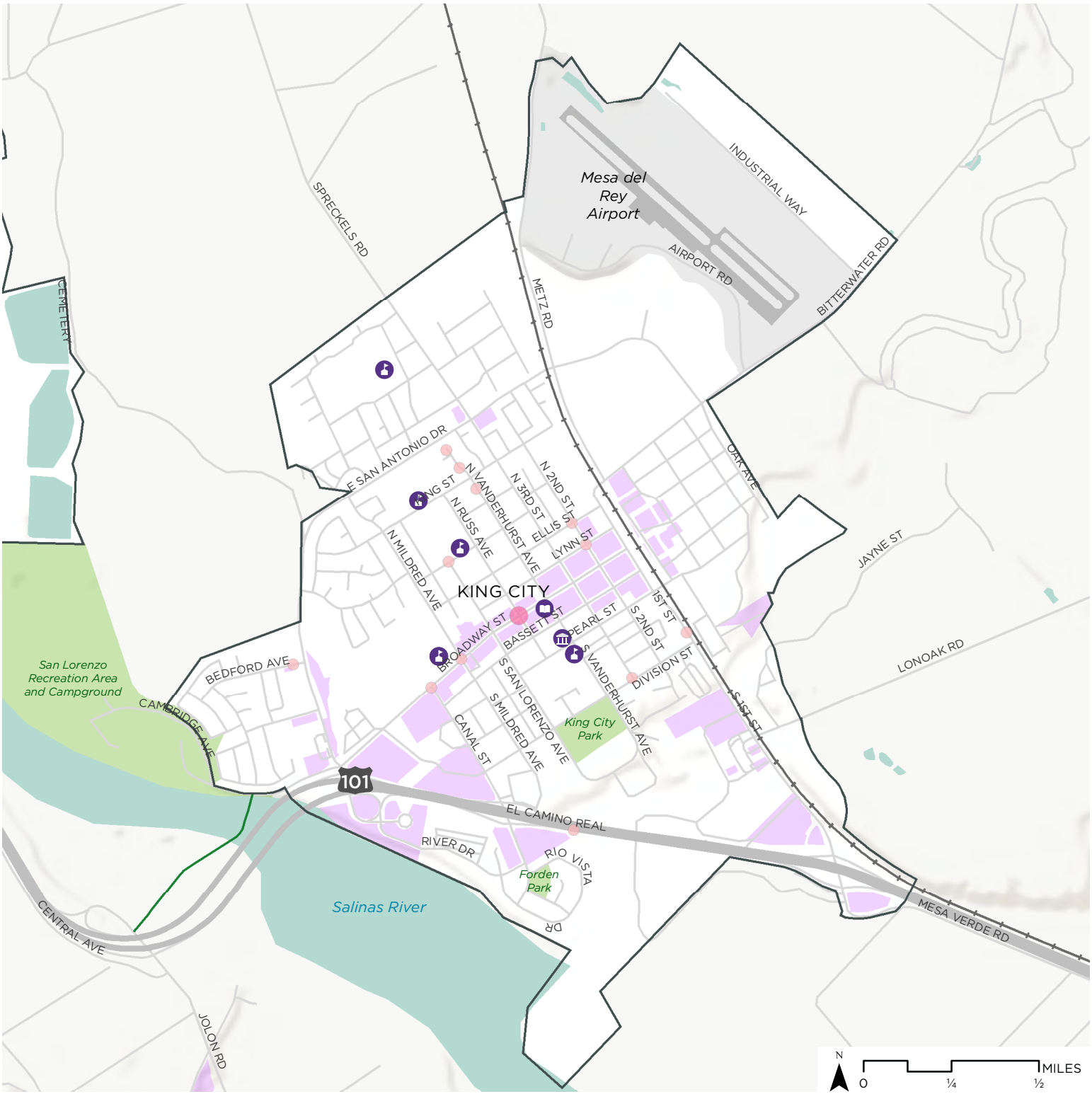


	Y					
	2010	2011	2012	2014	2015	2016
1-Fatality	1				1	
2-Severe Injury			1			
3-Other Visible Injury	2				1	1
4-Complaint of Pain		1	2	2	1	1

Vehicle Collisions by Injury Severity: 2010 - 2016



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



King City

Monterey County Active Transportation Plan

Existing Bikeways

Class I Shared Use Path

Points of Interest

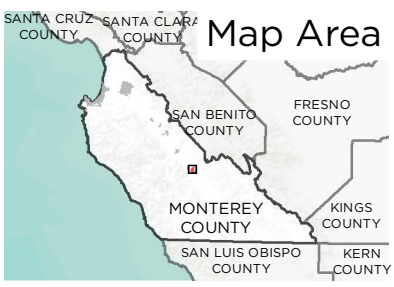
- K-12 School
- City Hall
- Public Library

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

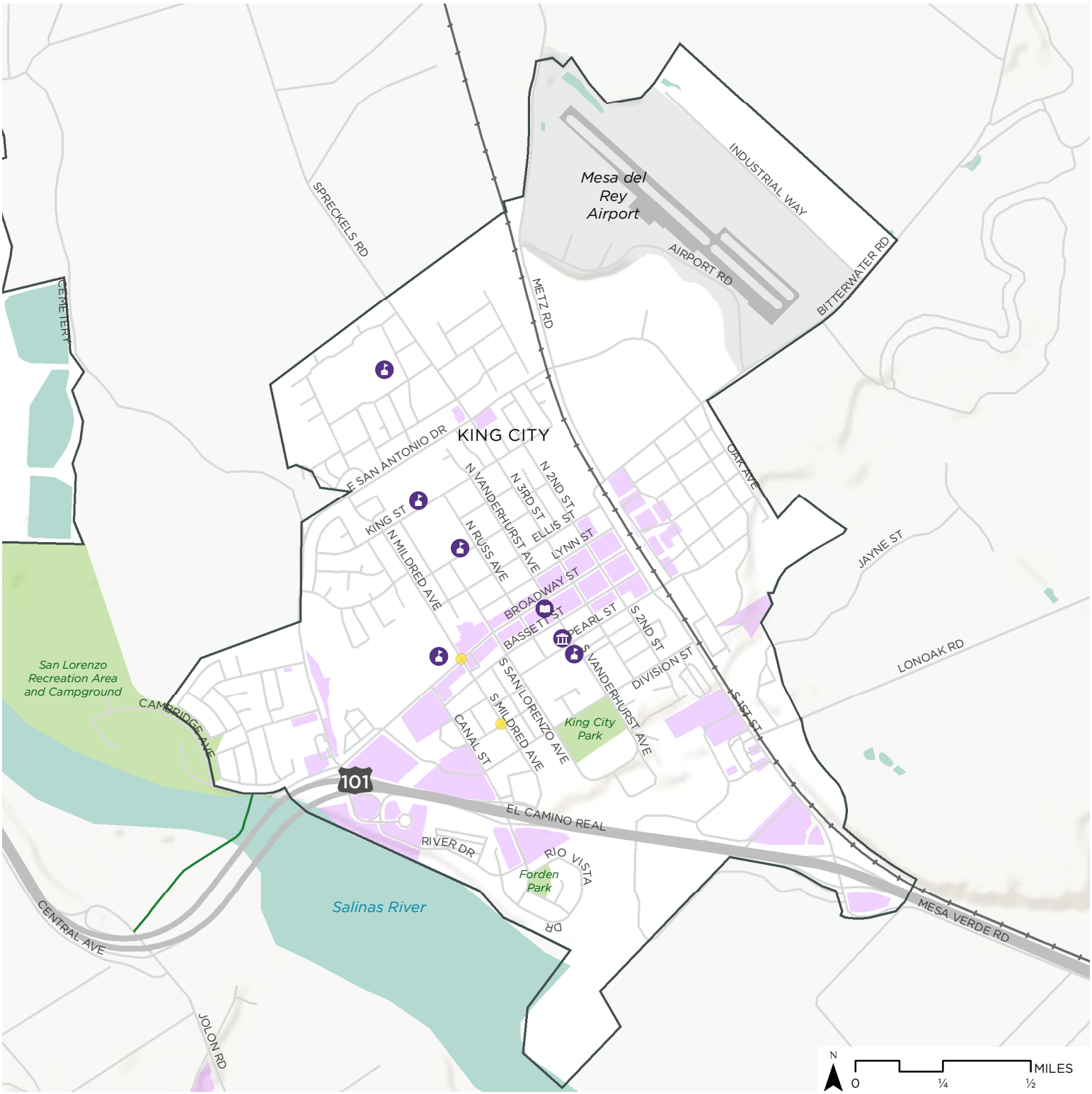
Pedestrian Collisions

- 1
- 2 - 3



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

Map produced October 2017 by Alta Planning + Design.



King City

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path

Bicycle Collisions

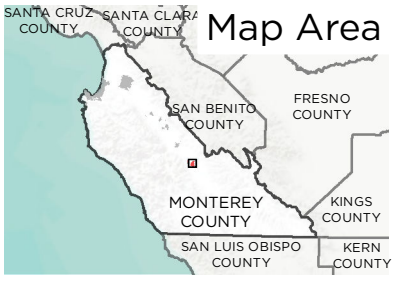
- 1

Points of Interest

- K-12 School
- City Hall
- Public Library

Land Use

- Park/Open Space
- Commercial Area
- City Boundary



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

Map produced October 2017 by Alta Planning + Design.

Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other King City Plans. The bicycle and pedestrian improvements identified in the City's plans are included in this Active Transportation Plan.

King City General Plan

King City adopted its most current General Plan in 1998. Circulation policies that support the projects in this Plan include:

- Policy 1,1: The City shall identify, within its annual budget, capital improvements and operating expenses necessary to provide safe and adequate streets, sidewalks, and other transportation infrastructure.
- Policy 1.4: The City shall coordinate its transportation planning efforts with the Transportation Agency for Monterey County…
- Policy 3.2: The City shall maintain its basic gridded street system within the core area, providing easy pedestrian and vehicular access between residential neighborhoods, commercial shopping areas, and industrial districts.

First Street Corridor Master Plan

King City adopted the First Street Corridor Master Plan in 2013. This Master Plan includes refined circulation and land use policies on First Street and strategic strategies for a multimodal transit center to reestablish rail service in King City. The Master Plan identified bike and pedestrian infrastructure improvements to enhance connectivity.

Downtown Streetscapes Plan

In 2016, King City initiated the Downtown Streetscapes Plan to lead to private investment and revitalization of downtown businesses. The Streetscapes Plan includes sidewalk, bicycle infrastructure and pedestrian intersection crossing improvements.

Public Comments

In addition to including projects identified in other King City 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.

Pedestrian Improvements

- Need for pedestrian lighting
- Shared bike and pedestrian paths:
  - Division St to S. Vanderhurst Ave
  - "Health Loop" around King City connection along the San Lorenzo Park trail, Salinas River, San Lorenzo Creek, San Lorenzo Ave, and San Antonio Dr

Bicycling Improvements

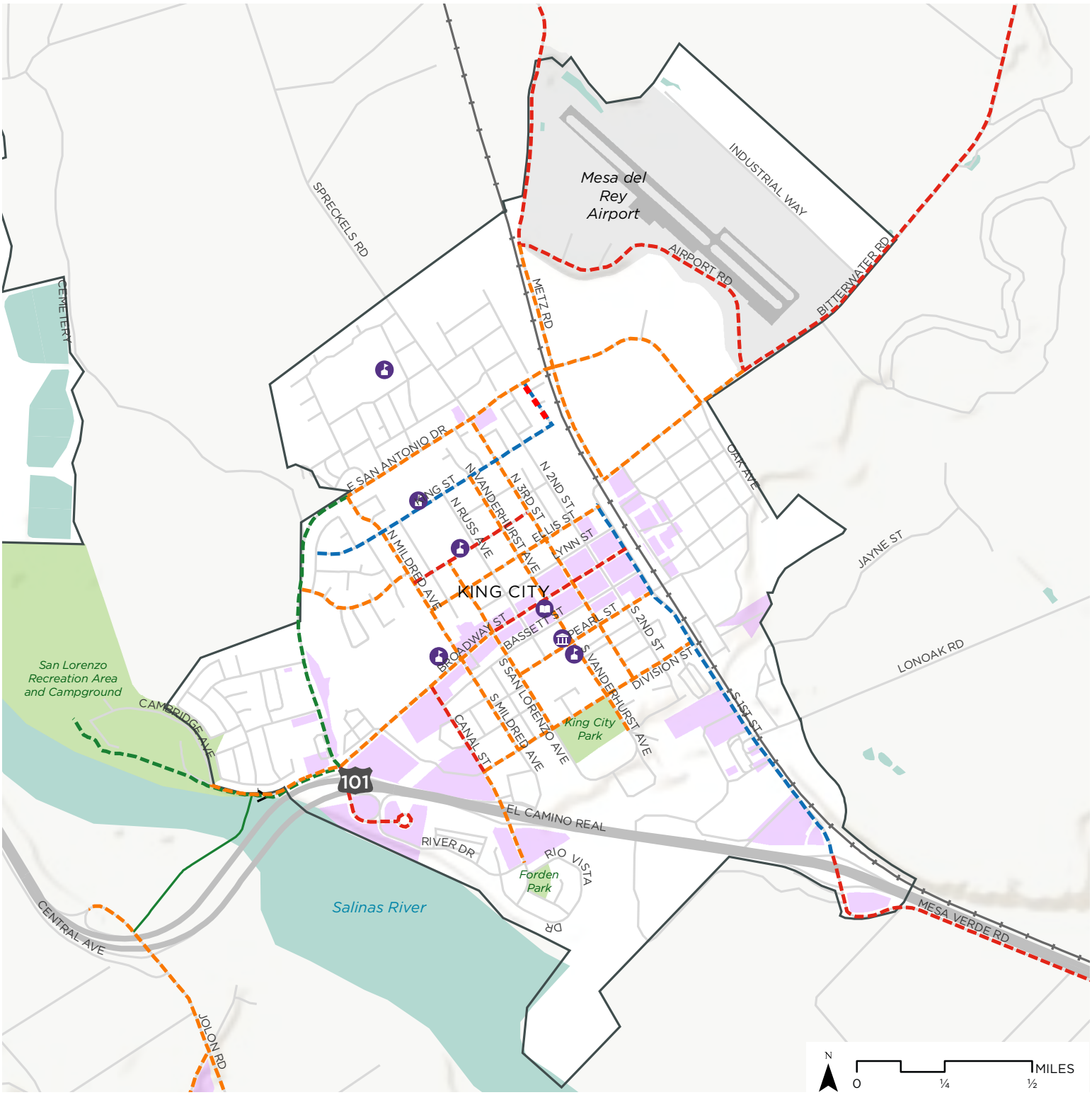
- Bike lanes along:
  - 3rd St
  - Pearl St
  - Mildred Ave
  - San Lorenzo Ave
  - N. Vanderhurst Ave
- Cycletracks along:
  - King St
- Beech St

Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within King City.

Bicycle Infrastructure Improvements

Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate
1	KC-16	San Antonio Dr	Metz Rd	Broadway St	1 mile of Bike path/ 0.5 miles of bike lane	1.55	$795,300
2	KC-2	King St	Sandringraham St	Beech St	protected bike lane	0.77	$919,919
3	KC-3	Beech St	San Antonio Dr	King St	protected bike lane	0.15	$178,010
4	KC-4	Broadway	Mildred Ave	San Lorenzo St	Bike Lane	0.12	$6,157
5	KC-5	Division St	1st St	Canal St	Bike Lane	0.70	$36,523
6	KC-6	Broadway	San Lorezno St	1st St	Bike Route	0.45	$5,448
7	KC-7	Broadway St	San Lorenzo Rd	N San Lorenzo St	Bike Lane	0.85	$44,436
8	KC-8	Mildred Ave	San Antonio Dr	Division St	Bike Lane	0.90	$46,217
9	KC-9	Vanderhurst Ave	King St	Villa Dr	Bike Lane	0.86	$44,996
10	KC-10	N Vanderhurst Ave	Queen St	Broadway St	Bike Lane	0.50	$26,200
11	KC-11	3rd St	Broadway St	Division St	Bike Lane	0.88	$45,902
12	KC-12	Canal St	Division St	River Dr	Bike Lane	0.29	$3,476
13	KC-13	Pearl St	San Lorenzo Ave	1st St	Bike Lane	0.44	$14,956
14	KC-14	Ellis St	1st St	Mildred Ave	Bike Lane	0.57	$29,706
15	KC-15	3rd	San Antonio Dr	Division St	Bike Lane	0.90	$47,160
16	KC-17	Broadway Cir	San Antonio Dr	River Dr	Bike Route	0.39	$4,721
17	KC-18	Metz Rd	Airport Rd	1st St	Bike Lane	0.72	$37,540
18	KC-19	San Lorenzo Ave	Collins St	Division St	Bike Lane	0.40	$29,292
19	KC-20	Bitterwater Rd	Airport Dr	1st St	Bike Lane	0.51	$26,501
20	KC-21	San Antonio Dr	Metz Rd	Bitterwater Rd	Bike Lane	0.52	$27,428
21	KC-22	Willow St	San Antonio Dr	N Mildred Ave	Bike Lane	0.34	$17,816
22	KC-23	Airport Rd	Metz Rd	Bitterwater Rd	Bike Route	0.91	$11,001



King City

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path

Proposed Bikeway Improvements

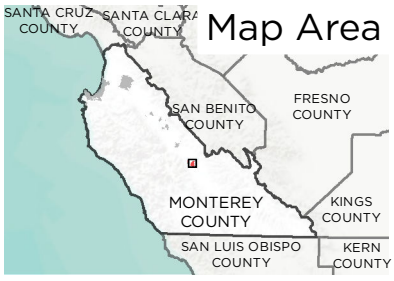
- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane

Points of Interest

- K-12 School
- City Hall
- Public Library

Land Use

- Park/Open Space
- Commercial Area
- City Boundary



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

Map produced October 2017 by Alta Planning + Design.

5.7 Marina

Demographic Profile

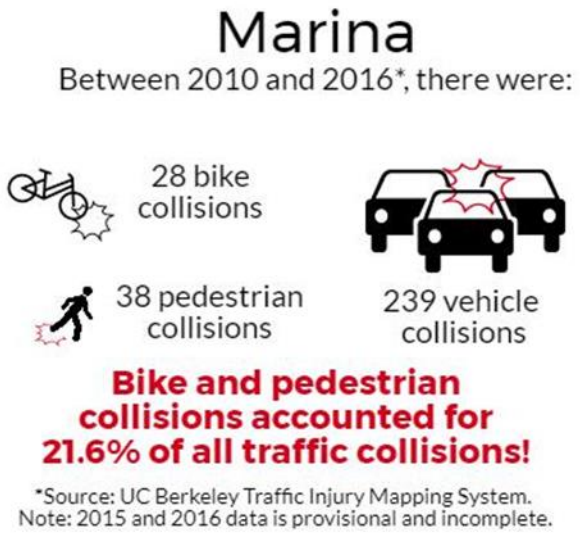
The City of Marina is in the Monterey Peninsula with 21,528 people, as reported by the California Department of Finance 2017 data. The median age in Marina is 36, which is slightly older than the median age of 33 countywide. Approximately 13.6% of Marina's population is younger than 18 years old. Marina was home to the former Fort Ord, and currently is home to the most ethnically diverse population in the County: 45% are white, 27% Latino, 13% Pacific Islander, 10% Asian, 8% African American.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. In Marina, approximately 2,200 residents live in a disadvantaged neighborhood where 53% of households live in poverty, 16% do not have access to a car, and nearly 30% have no high school education[1]. In addition, Marina is home to disadvantaged populations as defined by the California Health Disadvantaged Index and the CalEnviroScreen 3.0.

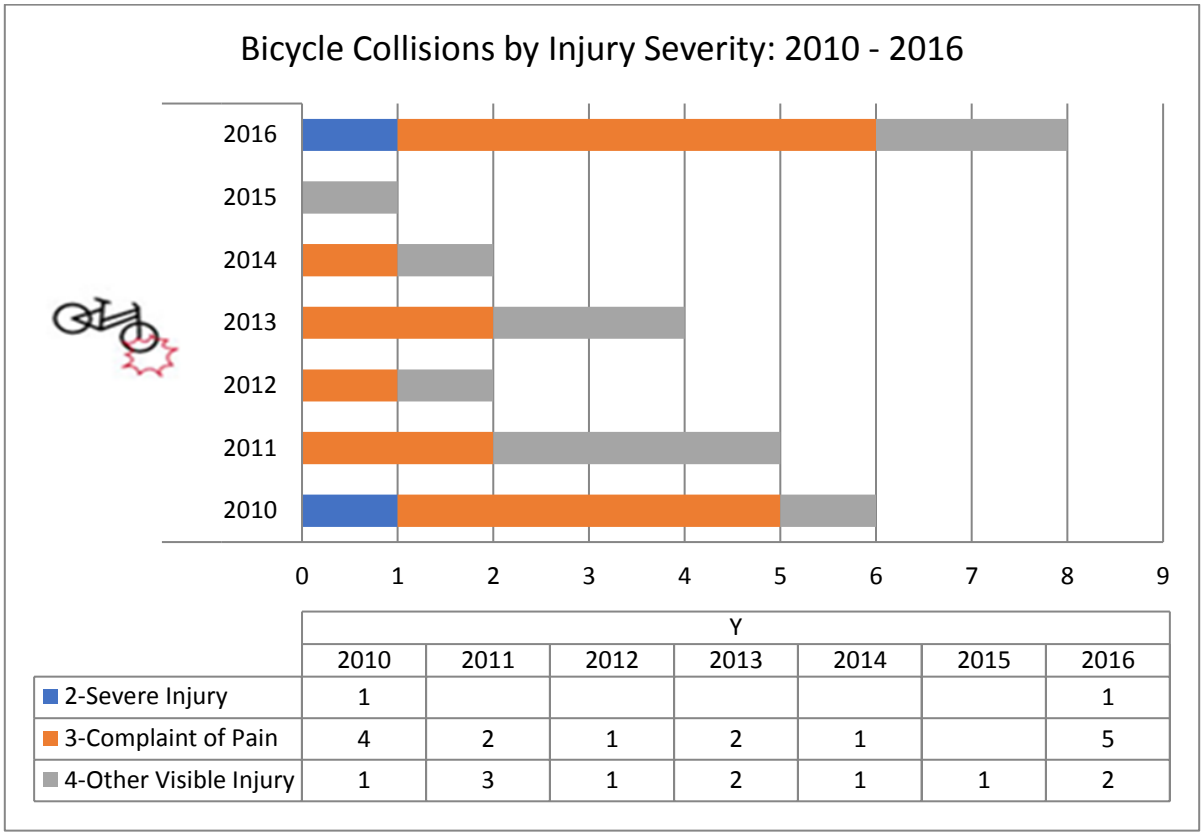
Safety Profile

In the City of Marina, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 305 collisions in Marina between 2010 and 2016 there were 66 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 21.6% or 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Marina are approximately 2.6% and 1.1% respectively.

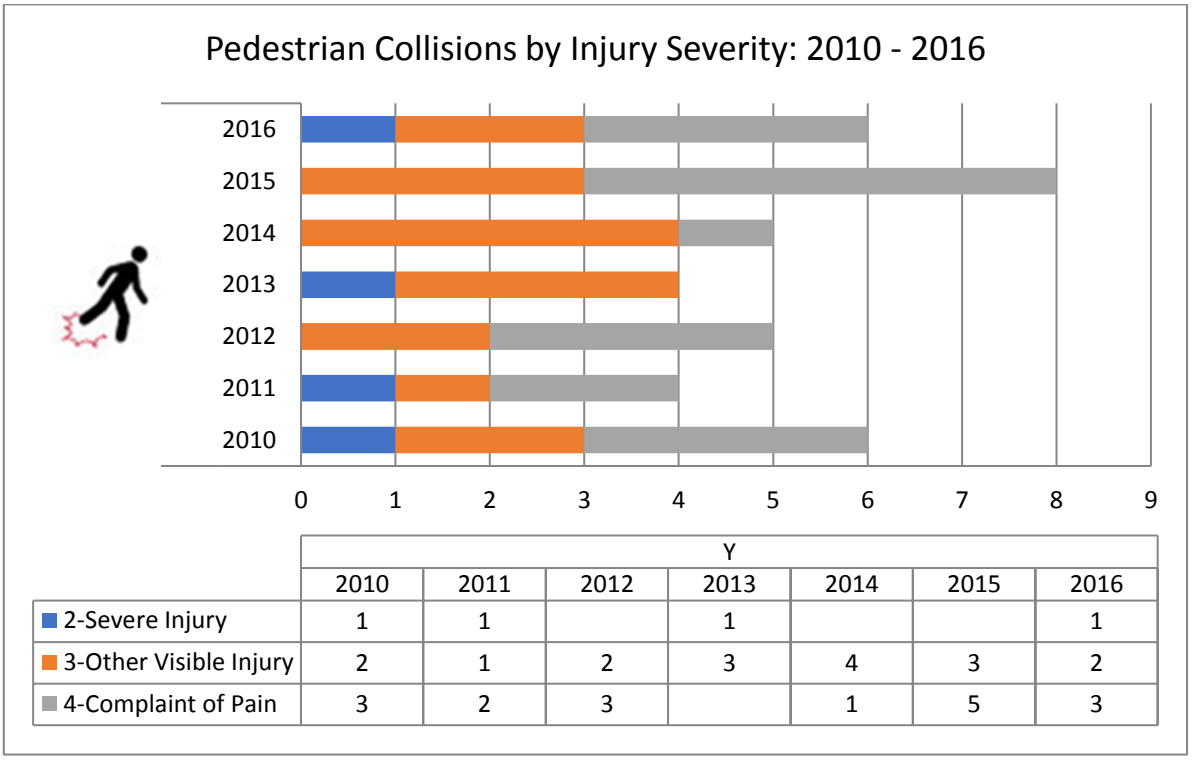


The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.

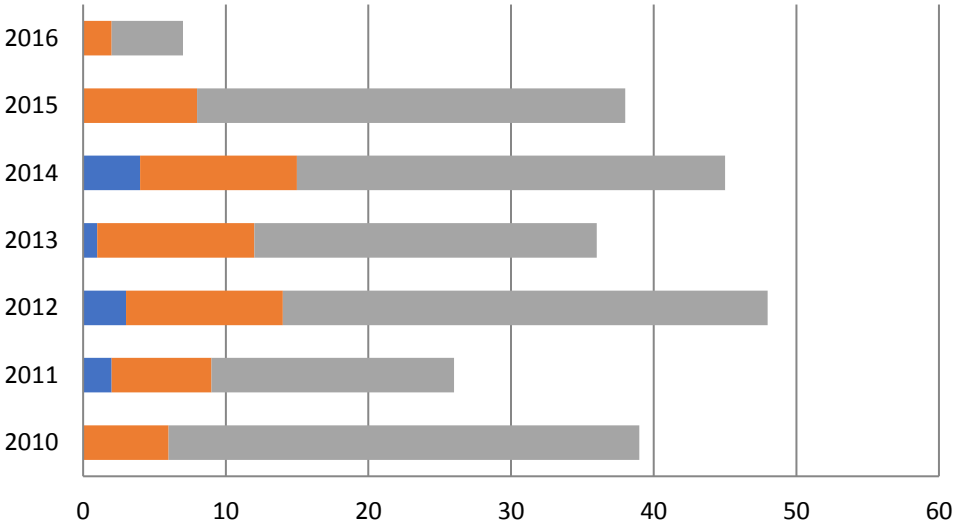
[1] Health Disadvantage Index for California: http://phasocal.org/ca-hdi/



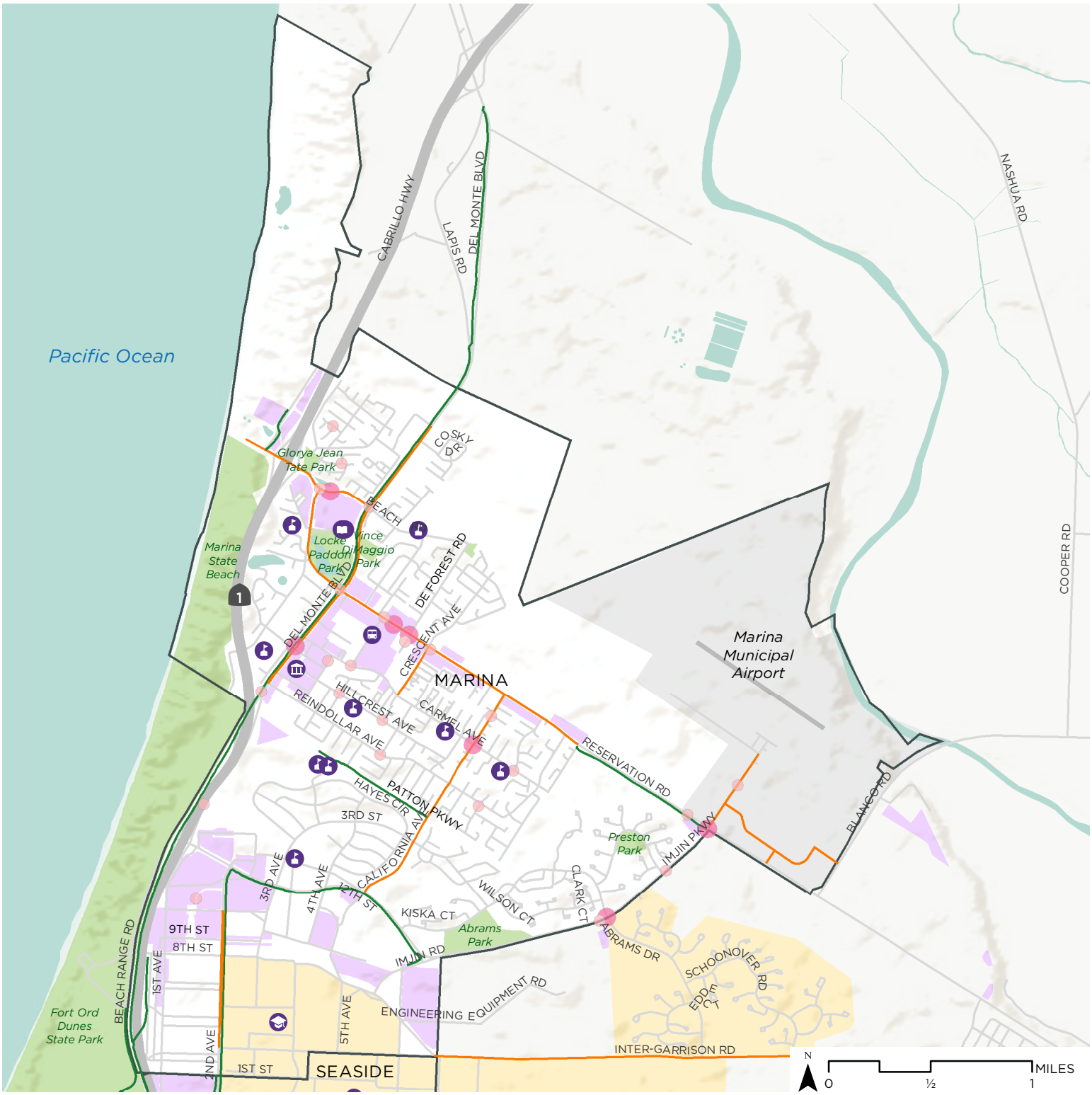
	Y						
	2010	2011	2012	2013	2014	2015	2016
2-Severe Injury	1						1
3-Complaint of Pain	4	2	1	2	1		5
4-Other Visible Injury	1	3	1	2	1	1	2



	Y						
	2010	2011	2012	2013	2014	2015	2016
2-Severe Injury	1	1		1			1
3-Other Visible Injury	2	1	2	3	4	3	2
4-Complaint of Pain	3	2	3		1	5	3



	2010	2011	2012	2013	2014	2015	2016
2-Severe Injury		2	3	1	4		
3-Other Visible Injury	6	7	11	11	11	8	2
4-Complaint of Pain Injury	33	17	34	24	30	30	5



Marina

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane

>>> Uphill bikeway (Slope > 4%)

Points of Interest

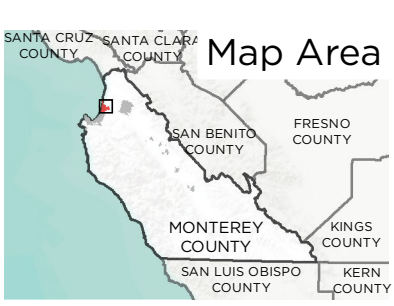
- K-12 School
- College/University
- City Hall
- Transit Center
- Public Library

Land Use

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

Pedestrian Collisions

- 1
- 2 - 3



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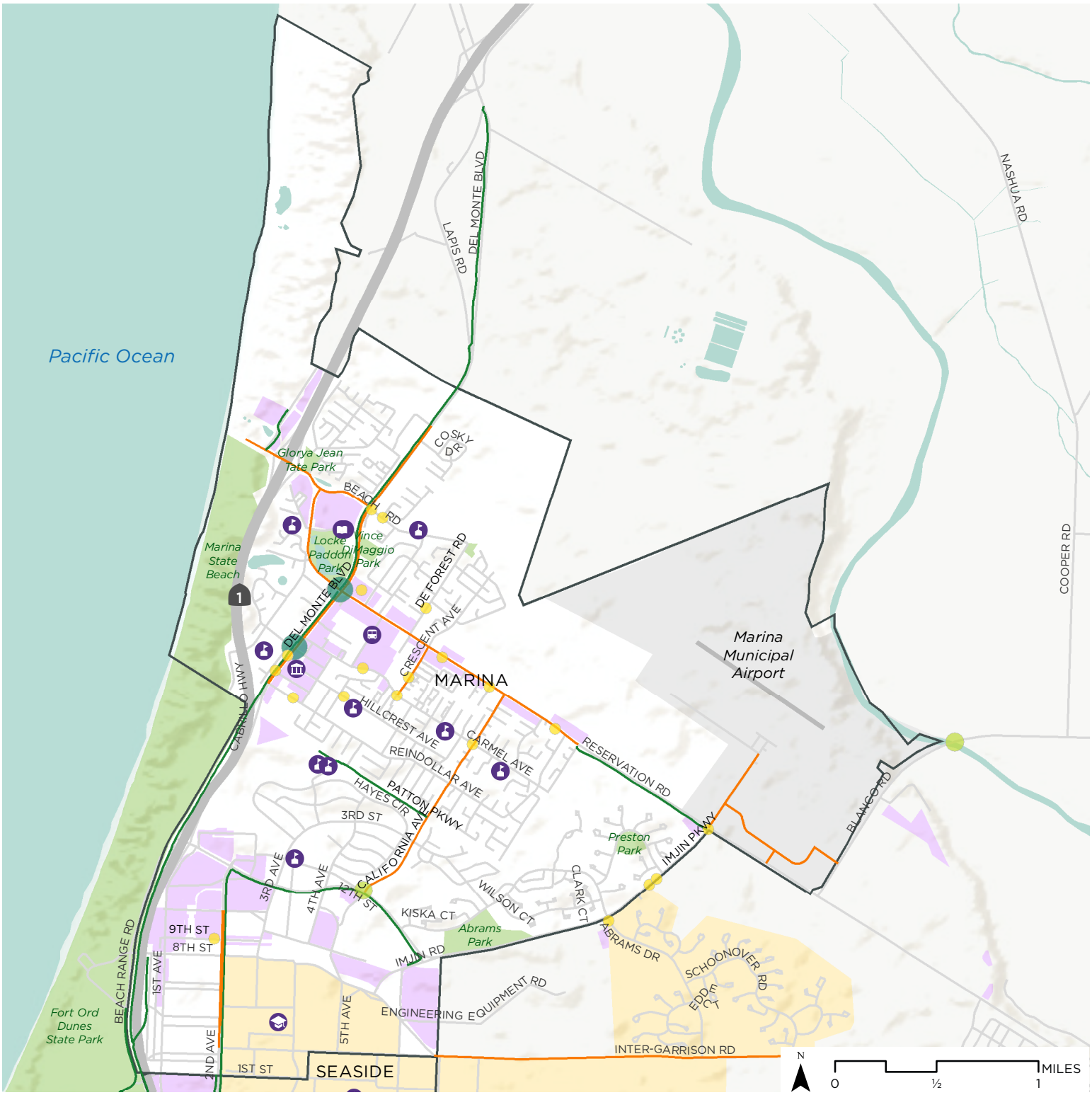
Map produced October 2017 by Alta Planning + Design.



Marina

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- >>> Uphill bikeway (Slope > 4%)

Points of Interest

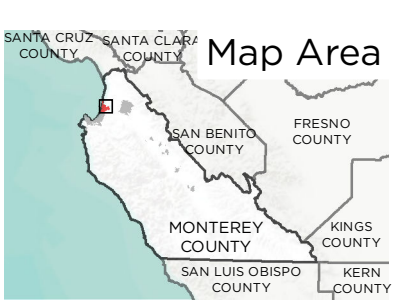
- K-12 School
- College/University
- City Hall
- Transit Center
- Public Library

Land Use

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

Bicycle Collisions

- 1
- 2
- 3 - 5



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

Map produced October 2017 by Alta Planning + Design.

Plans, Programs & Policies

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

Marina General Plan

Marina adopted its most current General Plan in 2000. The following goals, policies and objectives support the projects in this Plan:

- **Community Goal 1.17:** The overall goal of the Marina General Plan is the creation of a community which provides a high quality of life for all its residents; which offers a broad range of housing, transportation, and recreation choices; and which conserves irreplaceable natural resources.
- **Community Infrastructure Policy 3.3.2:** 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.
- **Community Infrastructure Policy 3.3.7:** The City of Marina shall coordinate with surrounding jurisdictions and agencies, such as TAMC…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.
- **Community Infrastructure Policy 3.3.16:** The City of Marina shall consider incorporating facilities, such as bikeways, sidewalks and recreational trails for non-vehicular users, when constructing or improving transportation facilities and when reviewing new development and redevelopment proposals.

Marina Pedestrian and Bicycle Master Plan

Marina adopted a Pedestrian and Bicycle Master Plan in 2010. This Master Plan is a is a comprehensive and long-range planning document focused on documenting and improving pedestrian and bicycle facilities. The Master Plan provides guidelines, existing and proposed facilities, safety and education programs and a description of community engagement. The projects listed in this Master Plan are included in this Active Transportation Plan.

Seaside and Marina Safe Walking and Biking to School Plan

The Seaside and Marina Safe Biking and Walking to School Plan is a partnership between the Cities of Marina, Seaside, TAMC, the Monterey County Health Department, and Ecology Action. The Safe Walking and Biking Plan will provide the cities of Marina and Seaside with a comprehensive approach and tools to reduce the barriers to walking, biking, taking the bus and carpooling to school. This plan will provide the basis for future investments in infrastructure by the local Measure X Safe Routes to Schools program, the SB 1 local road rehabilitation program, and the infrastructure portion of the Active Transportation Program.

This Safe Walking and Biking Plan will kick-off in 2018, and will likely result in additional projects beyond those listed here.

Public Comments

In addition to including projects identified in other City of Marina 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.

Pedestrian Improvements

- Pedestrian connectivity improvements between the Marina Library and the Monterey Bay Sanctuary Scenic Trail
- Intersection improvements at
  - Del Monte Blvd & Palm Ave
  - Carmel Ave & Monterey Bay Sanctuary Scenic Trail

Bicycling Improvements

- Bike Route (Sharrows) for:
  - Dunes Dr
  - Marina Green Dr
  - Healy Ave
  - Abdy Way
  - Cardoza Ave
  - Beach Rd
  - De Forest Rd
  - Seacrest Ave
  - Carmel Ave
- Bike lanes at:
  - Abrams Dr
  - Reindollar Ave
  - Bostick Ave
  - Bayer St
- Protected bike lanes along Reservation Rd

Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Marina. Projects that scored within the top 25% of projects countywide are noted as regional priorities.

Bicycle Infrastructure Improvements

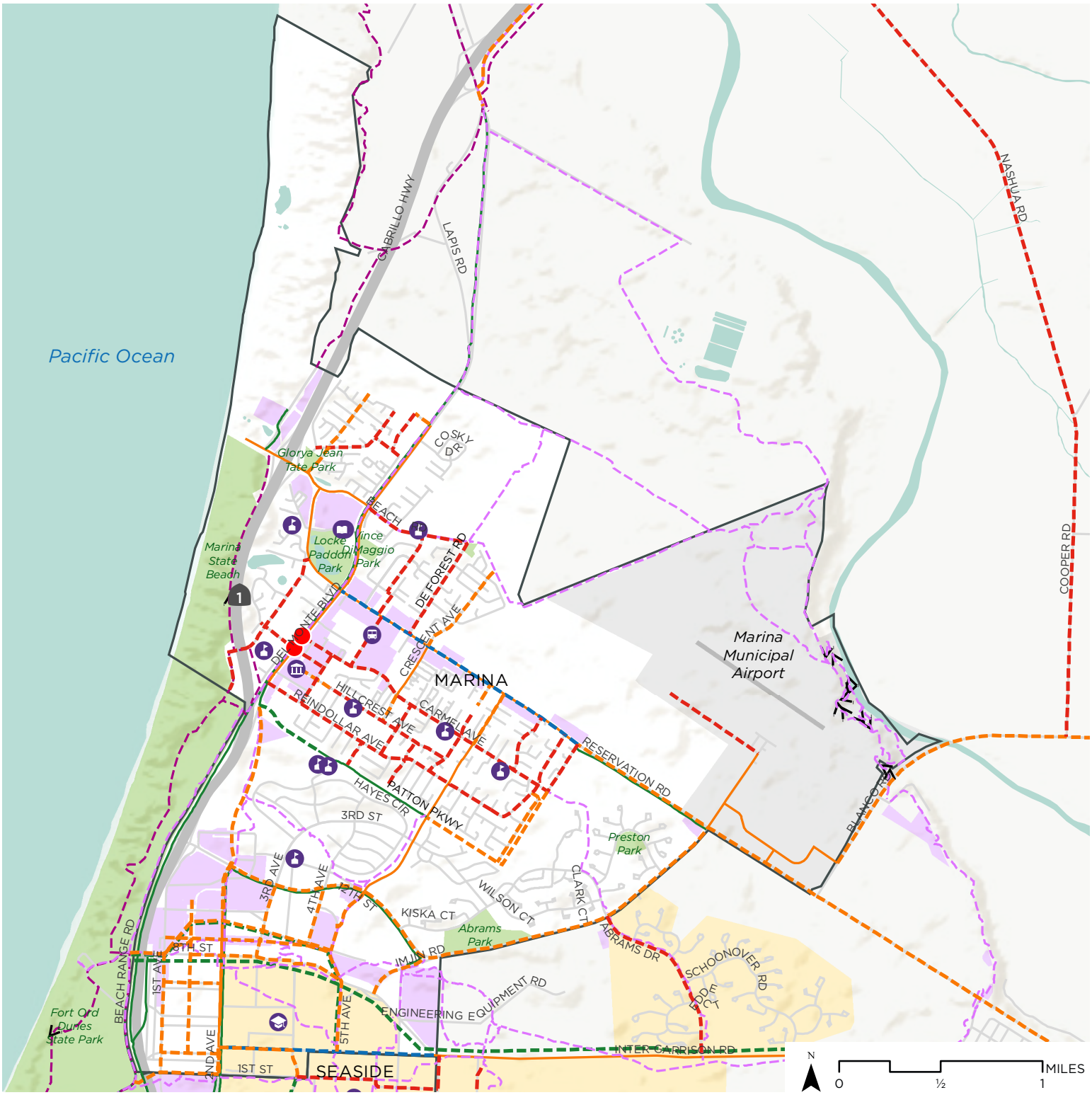
Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate	Notes
1	MAR-1	Reservation Rd	Salinas Ave	Del Monte Blvd	protected bike lane	1.39	$1,660,633	*Regional priority
2	MAR-7	Reservation Rd	Salinas Ave	Blanco Rd	bike lane	1.39	$72,950	*Regional priority
3	MAR-6	Imjin Rd/12th St	Imjin Rd	Reservation Rd	bike lane	2.72	$142,453	*Regional priority
4	MAR-30	Crescent Ave	Reservation Rd	end of Reservation Rd	bike lane	0.49	$25,829	
5	MAR-28	Beach Rd	Monte Rd	Costa del Mar Rd	bike route	0.65	$7,850	
6	MAR-27	Cardoza Ave	Beach Rd	end of Cardoza Ave	protected bike lane	0.49	$585,403	*City of Marina priority
7	MAR-33	Carmel Ave	Sunset Ave	Salinas Ave	bike route	1.27	$3,473	
7	MAR-31	Seacrest Ave	Carmel Ave	Reservation Rd	bike route	0.29	$15,040	
9	MAR-35	Reindollar Ave	Bostick Ave	Monte Rd	bike route	1.27	$15,426	
10	MAR-36	Hillcrest Ave	Redwood Dr	end of Hillcrest Ave	bike route	0.84	$10,151	
11	MAR-10	Robin Dr	Lake Dr	Reservation Rd	bike route	0.02	$290	
12	MAR-38	Patton Pkwy Path	Reindollar Ave	Patton Pkwy	bike path	0.50	$381,486	
13	MAR-2	Marina Green Dr	Del Monte Blvd	Paul Davis Dr	bike lane	0.09	$4,611	
14	MAR-21	Carmel Ave	Sunset Ave	Monte Rd	bike route	0.16	$1,982	
15	MAR-8	Imjin Rd	8th St	12th St	bike lane	0.33	$17,044	
16	MAR-14	Crestview Ct	Reservation Rd	end of Crestview Ct	bike lane	0.12	$6,222	
17	MAR-23	Neeson Rd	Imjin Rd	end of Neeson Rd	bike route	0.53	$6,374	
17	MAR-29	de Forest Rd	Costa del Mar Rd	Reservation Rd	bike route	0.40	$4,894	

Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate	Notes
18	MAR-24	Viking Ln	Reservation Rd	Peninsula Dr	bike route	0.11	$1,391	
19	MAR-12	Lynscott Dr	Carmel Ave	Reservation Rd	bike route	0.31	$3,704	
20	MAR-9	Salinas Ave	Carmel Ave	Reservation Rd	bike route	0.27	$3,322	
22	MAR-11	Lake Dr	Robin Dr	174' E of Hwy 1	bike route	0.51	$6,194	
22	MAR-18	Crescent St	Reindollar Ave	end of Crescent St	bike route	0.13	$1,613	
22	MAR-22	Palm Ave	Lake Dr	Clarke Pl	bike route	0.03	$340	
22	MAR-32	Palm Ave	Lake Dr	Sunset Ave	bike route	0.35	$4,289	
26	MAR-34	Bayer St - Bostick Ave	Reindollar Ave	Reservation Rd	bike route	0.59	$7,126	
26	MAR-37	Sunset Ave	Reindollar Ave	Carmel Ave	bike route	0.28	$3,430	
28	MAR-13	Bayer Dr	Bostick Ave	end of Bayer Dr	bike route	0.42	$5,052	
29	MAR-39	Bayer Dr - California Ave MUP	Carmel Ave/Salinas Ave	California Ave	bike route	0.86	$10,429	
30	MAR-26	Melanie Rd	Peninsula Dr	Beach Rd	bike route	0.33	$4,047	
31	MAR-19	Vaughn Ave	Reindollar Ave	Carmel Ave	bike route	0.28	$3,439	
31	MAR-3	Paul Davis Rd	Marina Green Dr	Healy Ave	bike lane	0.21	$2,553	
31	MAR-42	Lake Dr	174' E of Hwy 1	end of Lake Dr	bike lane	0.29	$3,551	
34	MAR-15	Redwood Dr	Reindollar Ave	end of Redwood Dr	bike route	0.35	$4,281	
35	MAR-20	Crescent Ave + Extension	Hillcrest Ave	Carmel Ave	bike lane	0.14	$7,591	
36	MAR-16	Berney Dr	Reindollar Ave	Hillcrest Ave	bike route	0.10	$1,183	
37	MAR-25	Peninsula Dr	Viking Ln	Melanie Rd	bike route	0.03	$372	
37	MAR-5	Healy Ave	Marina Dr	Abby Way	bike route	0.15	$1,755	
39	MAR-17	Ellen Ct	Reindollar Ave	end of Ellen Ct	bike route	0.15	$1,818	
39	MAR-4	Abby Way	Aaron Way	Drew St	bike route	0.47	$5,687	

Pedestrian Infrastructure Improvements

Location	Start	End	Type	Description	Miles	Cost
Abdy Way	Healy Ave	Drew St	Sidewalk	Sidewalks	0.31	$1,142,381
Beach Rd	Cardoza Ave	Fitzgerald Cir	Sidewalk	Sidewalks	0.52	$1,916,252
Begonia Cir/Michael Dr	Beach Rd	Turn in Michael Dr	Sidewalk	Sidewalks	0.13	$479,063
Cardoza Ave	Abdy Way	Belle Dr	Sidewalk	Sidewalks	0.1	$368,510
Carmel Ave	Bayer Street	Salinas Ave	Sidewalk	Sidewalks	0.06	$221,106
Carmel Ave	Crescent Ave	Vaughan Ave	Sidewalk	Sidewalks	0.08	$294,808
Carmel Ave	Del Monte Blvd	Sunset Ave	Sidewalk	Sidewalks	0.16	$589,616
Carmel Ave (both sides)	Seacrest Ave	Crescent Ave	Sidewalk	Sidewalks	0.28	$1,031,828
Cresent Ave	Carmel Ave	Reservation Rd	Sidewalk	Sidewalks	0.27	$994,977
Del Monte Blvd	Palm Ave	Mortimer Lane	Sidewalk	Sidewalks	0.17	$626,467
Del Monte Blvd	Reservation Road	Beach Road	Sidewalk	Sidewalks	0.44	$1,621,444
Del Monte Blvd & Palm Ave			Intersection	Restripe Crosswalks		$1,120* *striping cost only
Del Monte Blvd & Reservtion Rd			Intersection	Restriping: Remove one of two right turn lanes; Restripe Crosswalks		*TBD
Drew St	Abdy Way	Lakewood Dr	Sidewalk	Sidewalks	0.34	$1,252,934
Healy Ave	Abdy Way	Marina Drive	Sidewalk	Sidewalks	0.15	$552,765
Lake Dr	Messinger Dr	Hilo Ave	Sidewalk	Sidewalks	0.24	$884,424
Marina Drive	Legion Way	Healy Ave	Sidewalk	Sidewalks	0.08	$294,808
Paddon Pl	Lake Dr	Marina Dr	Sidewalk	Sidewalks	0.16	$589,616
Palm Ave	Elm Ave	Sunset Ave	Sidewalk	Sidewalks	0.11	$405,361
Redwood Drive	Hillcrest Ave	Carmel Ave	Sidewalk	Sidewalks	0.12	$442,212

Reindollar Ave	California Ave	Eddy Circle	Sidewalk	Sidewalks	0.08	$294,808
Reindollar Ave	Vera Lane	Vaughan Ave	Sidewalk	Sidewalks	0.16	$589,616
Reindollar Ave	Del Monte Blvd	Sunset Ave	Sidewalk	Sidewalks	0.18	$663,318
Reservation Rd	Crestview Ct	Lynscott Dr	Sidewalk	Sidewalks	0.36	$1,326,636
Salinas Ave	Carmel Ave	Reservation Rd	Sidewalk	Sidewalks	0.27	$994,977
Seacrest Ave	Carmel Ave	Reservation Rd	Sidewalk	No Description	0.29	$1,068,679
Zanetta Dr	Reindollar Ave	Hillcrest Ave	Sidewalk	Sidewalk	0.13	$479,063



Marina

Monterey County Active Transportation Plan

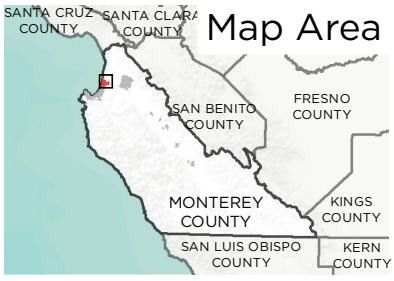
Existing Bikeways
- Class I Shared Use Path
- Class II Bike Lane

Proposed Pedestrian Improvements
- Intersection

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

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

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



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

Map produced October 2017 by Alta Planning + Design.

5.8 Monterey

Demographic

The City of Monterey is a small town in the Monterey Peninsula, with a population of 28,828 based on the California Department of Finance 2017 estimates. The median age in Monterey is 37, which is slightly older than the median age of 33 countywide. Approximately 6.2% of the City's population is 80 years of age of older and 18.1% are younger than 18. Additionally, Monterey has a significant college student and military population as the following are located in Monterey: Monterey Peninsula College, Middlebury Institute of International Studies, U.S. Navy, U.S. Army, the Presidio of Monterey and the Naval Post Graduate School. This age and population profile, indicates a need for safe active transportation options as these populations tend to have higher rates of biking and walking due to limited or lack of access to vehicles.

Monterey's scenic beauty, various attractions such as Old Fisherman's Wharf, Cannery Row and the Monterey Bay Aquarium make it a significant tourist destination. Bicycling and walking along the Rec Trail are popular tourist activities.

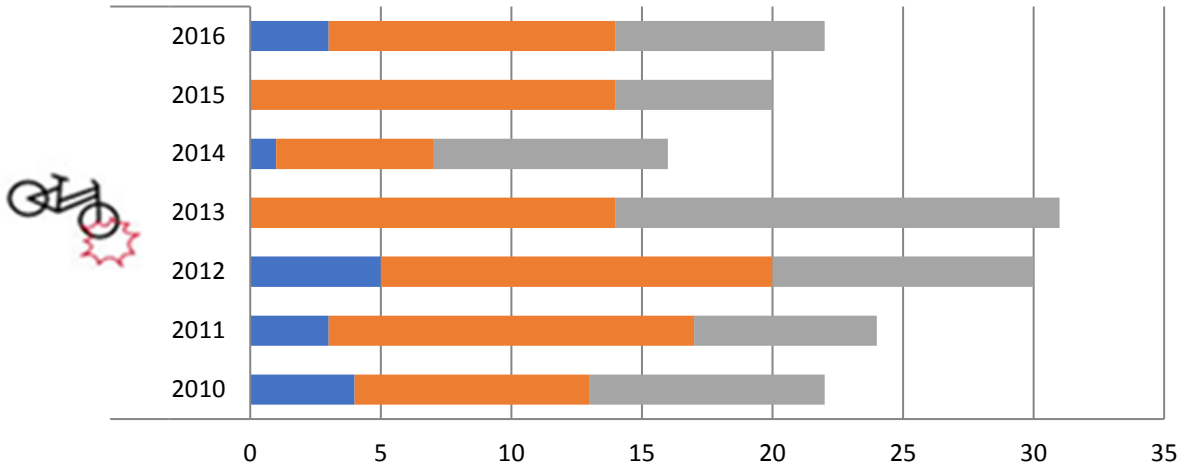
Safety Profile

In the City of Monterey, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 1,314 collisions in Monterey between 2010 and 2016 there were 285 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 21.7% or 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Monterey are approximately 2.4% and 11.7% respectively[1]. Another alarming statistic is that bicyclists and pedestrians accounted for 53% of all fatal and severe injury collisions during this same analysis period. The data reinforces the need for safe active transportation improvements.

The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank fields in the charts represent values of zero. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time period.

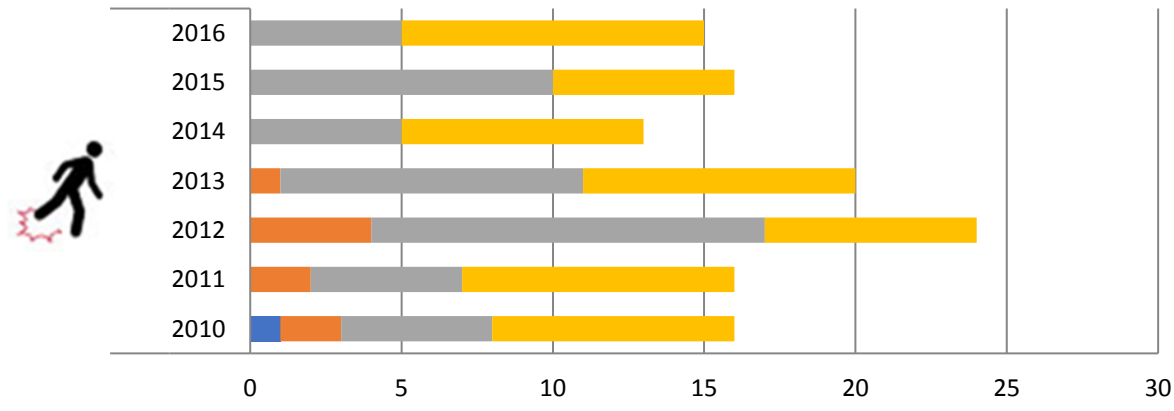
[1] Census American Community Survey 2012-2016 Estimates, Table S0801

Bicycle Collisions by Imjury Severity: 2010 - 2016

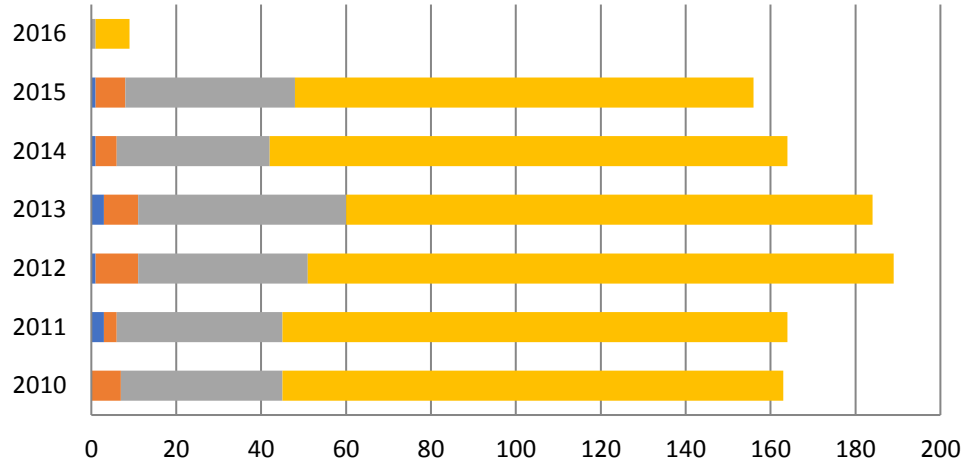


	Y						
	2010	2011	2012	2013	2014	2015	2016
2-Severe Injury	4	3	5		1		3
3-Complaint of Pain	9	14	15	14	6	14	11
4-Other Visible Injury	9	7	10	17	9	6	8

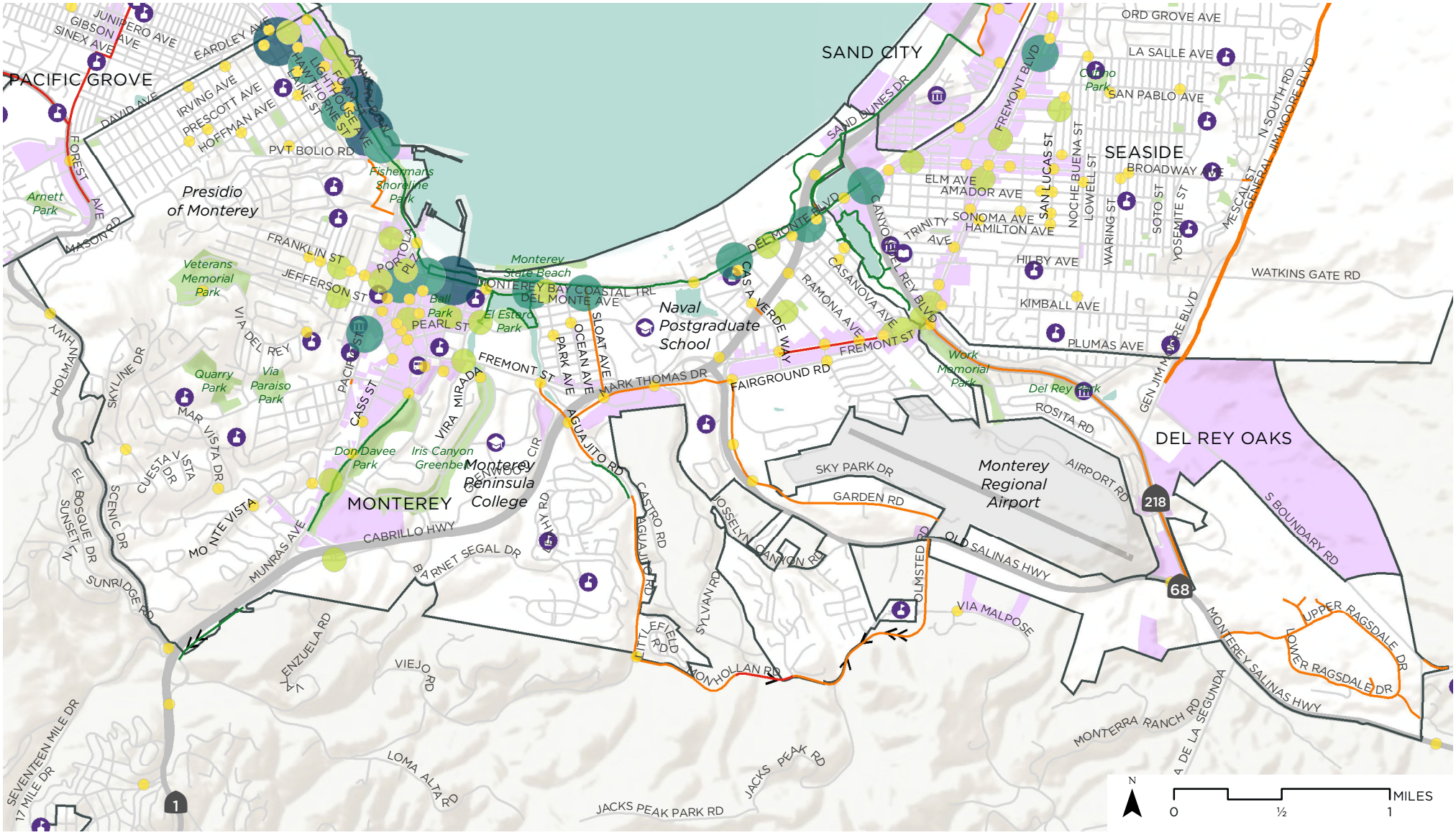
Pedestrian Collisions by Injury Severity: 2010 - 2016



	Y						
	2010	2011	2012	2013	2014	2015	2016
1-Fatality	1						
2-Severe Injury	2	2	4	1			
3-Other Visible Injury	5	5	13	10	5	10	5
4-Complaint of Pain	8	9	7	9	8	6	10



	2010	2011	2012	2013	2014	2015	2016
1- Fatality		3	1	3	1	1	
2-Severe Injury	7	3	10	8	5	7	
3-Other Visible Injury	38	39	40	49	36	40	1
4-Complaint of Pain Injury	118	119	138	124	122	108	8



Monterey

Monterey County Active Transportation Plan

Existing Bikeways

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

Bicycle Collisions

1 · 2 · 3 - 5 · 6 - 8

Points of Interest

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

Land Use

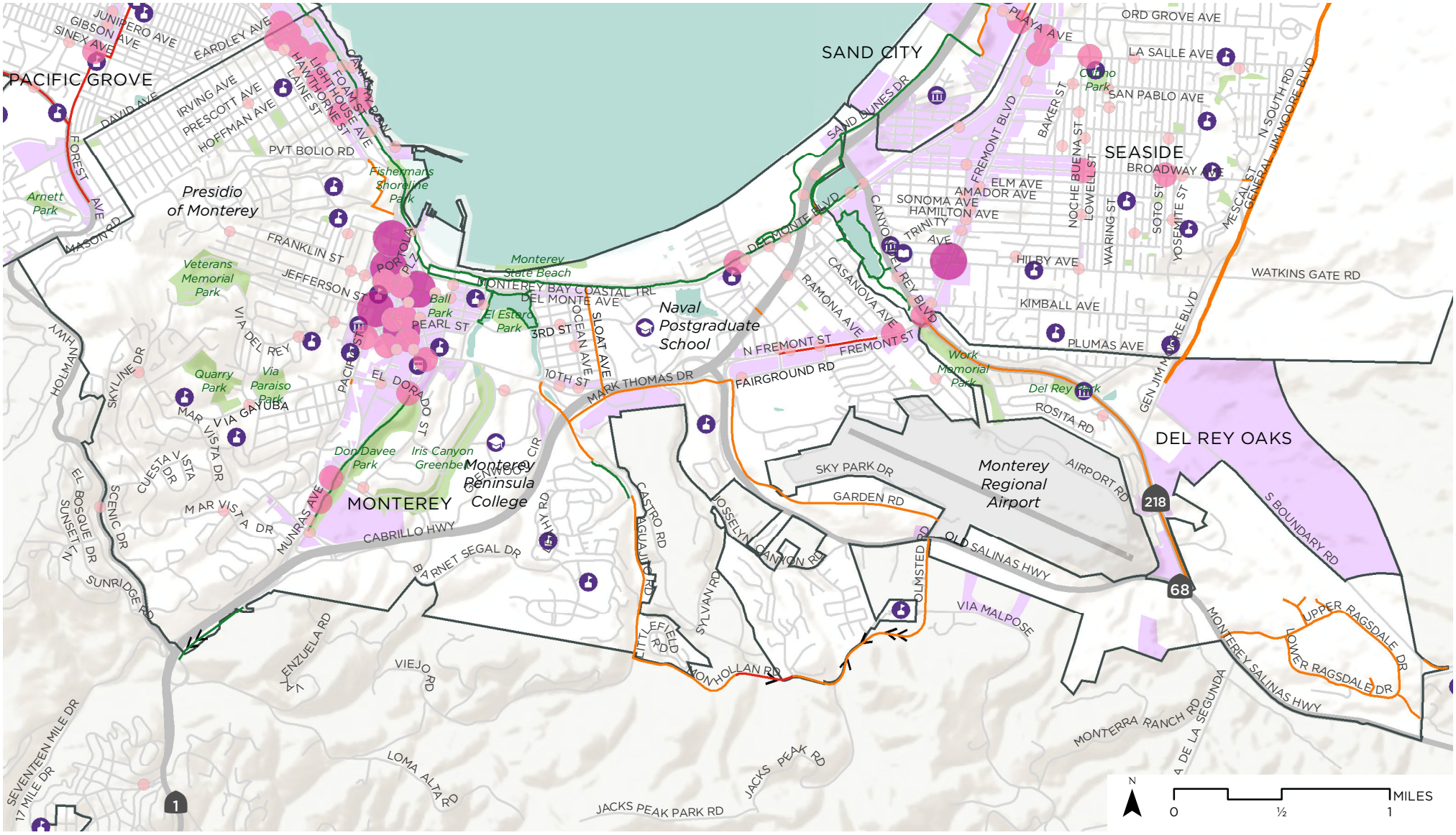
- Park/Open Space
- Commercial Area
- City Boundary

>>> Uphill bikeway (Slope > 4%)

Map Area

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

Map produced October 2017 by Alta Planning + Design.



Monterey

Monterey County Active Transportation Plan

Existing Bikeways

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

Pedestrian Collisions

1 · 2 · 3 - 5 · 6 - 8

Points of Interest

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

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

>>> Uphill bikeway (Slope > 4%)

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

Map produced October 2017 by Alta Planning + Design.

Plans, Programs & Policies

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

Monterey General Plan

Monterey adopted its current General Plan in 2005. The following circulation goals and policies support this Plan:

- **Goal d**: Promote a pedestrian/bicycle-friendly environment where public spaces, streets, and offstreet paths offer a level of convenience, safety, and attractiveness that encourage and reward the use of alternative modes of transportation.
- **Policy d.1**. Build on the success of the Recreation Trail to make walking and bicycling through Monterey safe and enjoyable.
- **Policy d.3:** Create an integrated, safe, and convenient pedestrian system connecting city neighborhoods, schools, recreation areas, commercial areas, and places of interest.

Monterey on the Move: Multimodal Mobility Plan

The 2013 Monterey on the Mode: Multimodal Mobility Plan includes goals, objectives and strategies to address bicycle, pedestrian and transit rider needs. The infrastructure projects identified in the Multimodal Mobility Plan are included in this Plan. The highest priority projects in that Plan are reflected as high-priority in this Plan:

- East Downtown bike boulevard
- Rec Trail improvements

Citywide Transportation and Parking Study

Monterey's 2012 Citywide Transportation and Parking Study creates a Multi-Modal Transportation and Parking Plan that addresses all the City's main transportation corridor's; ensures the commercial areas are accessible to pedestrians, bicyclists, motorists and are well - served by public transit; and ensures that parking is appropriately managed in terms of pricing and location. Other improvements identified in the Study that support active transportation include: two-way Downtown circulation improvements, bicycle improvements and pedestrian bulbouts on Lighthouse Ave, streetscape improvements on North Fremont St.

Walk and Bike Safe in Monterey

Walk and Bike Safe Monterey is safety education program funded by two grants from the California Office of Traffic Safety (OTS) worth $184,000. Monterey hosted +30 educational events, including classroom presentations, bike and pedestrian rodeos, successfully reaching over 4,000 children and their parents. Over 4,000 coloring books, safety brochures, bike lights, reflective snap bracelets and 700 bike helmets were distributed.

Vision Zero Monterey

Monterey adopted a Vision Zero Action Plan in 2017 to lay out a strategy to reduce fatalities and severe injury collisions to zero. The Vision Zero Plan is part of an international road safety movement that started in Sweden in 1997 that aims to reduce fatalities and severe injuries to zero – the only acceptable number. As shown

below, road deaths in Sweden have decreased even as traffic volumes have increased.

Monterey's Vision Zero Plan analyzes road safety as a public health issue, unifies priorities for infrastructure design, safety education, behavior enforcement and evaluation around the goal of zero road fatalities and severe injuries.

Public Comments

In addition to including projects identified in other City of Monterey 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.

Pedestrian Improvements
• English Ave sidewalk and intersection improvements
Bicycling Improvements
• Rec Trail access and intersection improvements • East Downtown Bicycle Boulevard • Soledad and Munras bike and pedestrian connection • Montecito Ave bike improvements • Signed bike route to the Cemetery • Bike path along Joselyn Canyon Road (from Mark Thomas Drive to Via Isola)

Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Monterey. The bike boulevard projects are highlighted to show their high-priority within the City's plans.

Bicycle Infrastructure Improvements

Rank	ATP ID #	Name	Location		Type	Length (miles)	Cost Estimate
1	MRY-4	Monterey Rec Trail Improvements	Casa Verde Way	Warf #1	bike path	1.70	$1,307,470
2	MRY-8	Foam St	David Ave	Lighthouse Ave	bike lane	0.79	$41,230
2	MRY-9	Soledad - Viejo	Munras Ave	Existing MUP	bike path	0.70	$540,518
3	MRY-42	Fremont Blvd	Canyon del Rey Blvd	Casa Verde	bike lane	0.70	$36,705
3	MRY-17	Abrego St	El Dorado St	Webster St	bike route	0.29	$3,552
4	MRY-11	Camino Aguajito	Monterey Peninsula Recreational Trail	Fremont St	bike lane	0.47	$24,842
4	MRY-14	Soledad - Viejo	Munras Ave	Existing MUP	bike lane	0.69	$36,184
4	MRY-16	Munras Ave	Soledad Dr	El Dorado St	bike lane	0.80	$41,860
5	MRY-46	Pearl-Jefferson-Johnson-Skyline Route Bicycle Bou*	Camino Aguajito	Alvardo St	bike route	0.69	$8,404
6	MRY-30	Laine St Bicycle Boulevard	David Ave	Lighthouse Ave	bike route	0.82	$9,872
7	MRY-10	Lighthouse Ave	David Ave	Private Bolio Rd	bike lane	0.74	$38,927
7	MRY-2	Pacific St	Polk St	Artillery St	bike lane	0.56	$29,554
8	MRY-13	Jefferson-Skyline Route Bicycle Boulevard	Alvarado St	Hwy 68	bike route/bike boulevard	2.57	$31,057
9	MRY-18	Alvarado St Bicycle Boulevard	Pearl St	Monterey Peninsula Recreational Trail	bike route	0.37	$4,514

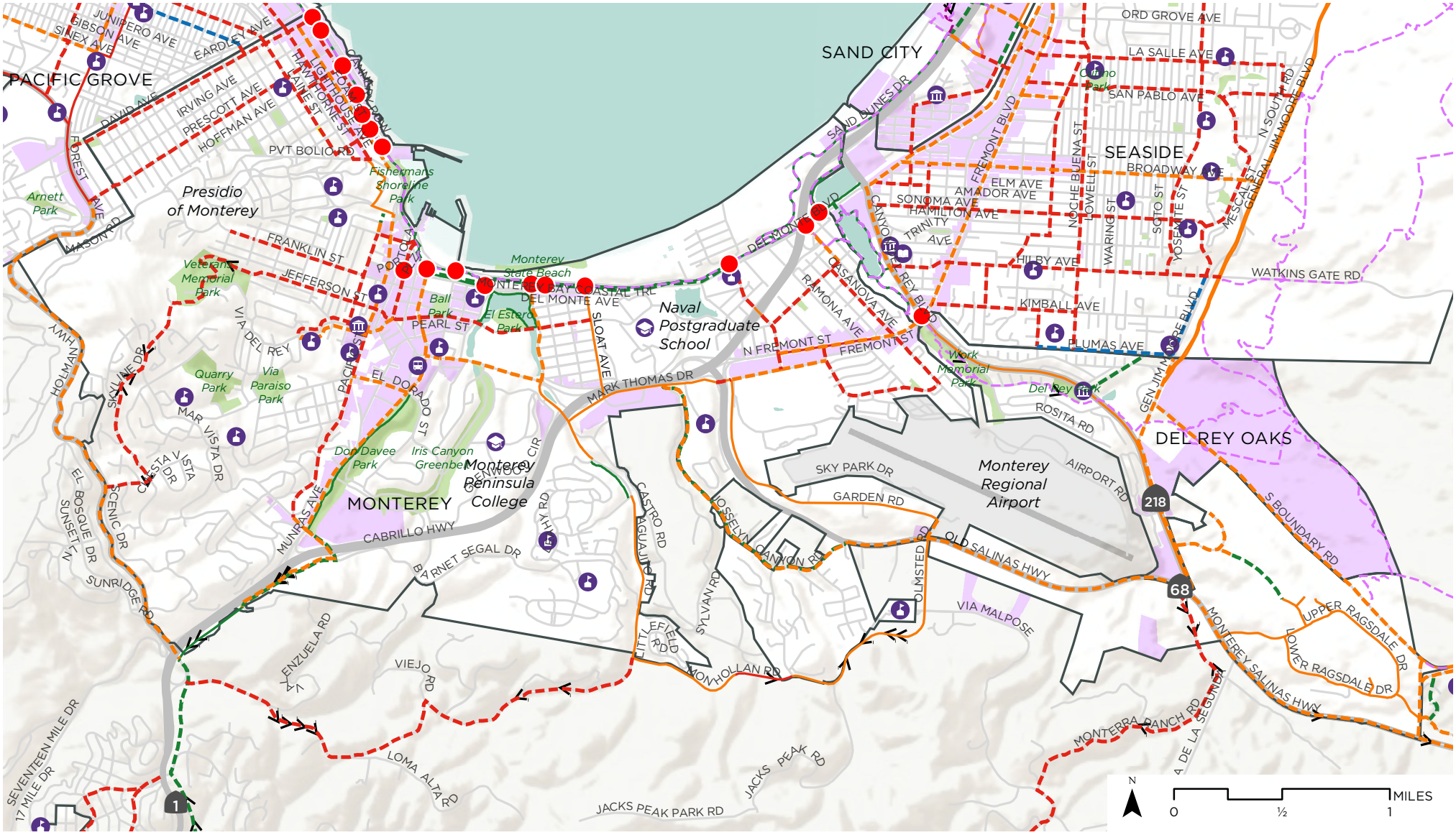
Rank	ATP ID #	Name	Location		Type	Length (miles)	Cost Estimate
10	MRY-33	Van BUren St Bicycle Boulevard	Madison St	Scott St	bike route	0.28	$3,338
10	MRY-31	Hoffman Ave	Laine St	Monterey Peninsula Recreational Trail	bike route	0.18	$2,208
11	MRY-36	Oliver St	Van Buren St	Monterey Peninsula Recreational Path	bike lane	0.08	$4,169
12	MRY-15	Soledad Dr	Pacific St	Munras Ave	bike route	1.32	$15,932
12	MRY-29	David Ave	Cannery Row	Hwy 68	bike route	0.65	$7,911
10	MRY-32	Franklin St	Van Buren St	Bowen St	bike route	0.28	$3,338
12	MRY-34	Van Buren St	Scott St	Seeno St	bike lane	0.05	$2,735
12	MRY-40	Abrego St	Webster St	Del Monte Ave	bike route	0.29	$3,458
12	MRY-47	Herman - Madison Route Bicycle Boulevard	Via del Rey	Pacific St	bike route/bike boulevard	0.35	$18,315
13	MRY-20	Pacific St	Pacific St Bike Lane at Martin St	Madison St	bike route	0.23	$2,811
13	MRY-25	English Ave	Del Monte Ave	Montecito Ave	bike route	0.22	$2,673
13	MRY-35	Van Buren St Path	Seeno St	near Artillery St	bike path	0.05	$35,182
14	MRY-43	Ryan Ranch Park MUP	Park Rd	Harris Ct	bike path	0.32	$245,935
15	MRY-1	Wave St	David Ave	Monterey Rec Trail	bike route	0.42	$5,070
15	MRY-24	Casa Verde Way	Hwy 1	Del Monte Ave	bike route	0.22	$2,677
15	MRY-50	Casa Verde Way	Fairground Rd	Fremont St	bike route	0.08	$909
16	MRY-21	Herman - Madison Route Bicycle Boulevard	Via del Rey	Pacific St	bike route/bike boulevard	0.37	$4,436
16	MRY-23	Casa Verde	Fremont St	Hwy 1	bike route	0.20	$2,455

Rank	ATP ID #	Name	Location		Type	Length (miles)	Cost Estimate
		Way					
16	MRY-48	Polk St Bicycle Boulevard	Pacific St	Pearl St	bike lane	0.05	$2,515
17	MRY-22	Polk St Bicycle Boulevard	Alvarado St	Hartnell St	bike lane	0.10	$5,213
18	MRY-38	Fairground Rd	Garden Rd	Montsalas Dr	bike route	0.07	$843
19	MRY-45	York Rd	Hwy 68	South Boundary Rd	bike lane	0.37	$19,163
19	MRY-49	Fairground Rd	Casa Verde Way	Airport Rd	bike lane	0.21	$11,147
20	MRY-26	Montecito Ave	Casa Verde Way	English Ave	bike route	0.43	$5,240
20	MRY-37	Fairground Rd	Garden Rd	Casa Verde Way	bike lane	0.24	$12,427
20	MRY-7	Josselyn Canyon Rd	SR 68	Mark Thomas Dr	bike path	1.49	$1,145,959
21	MRY-27	Casanova Ave	Montecito Ave	Euclid Ave	bike route	0.73	$8,830
21	MRY-28	Airport Rd - Euclid Ave	Casanova Ave	Fremont St	bike route	0.69	$8,404
21	MRY-41	Josselyn Canyon Rd	Hwy 68	Mark Thomas Rd	bike lane	1.51	$78,881
21	MRY-6	Prescott Ave	Forest Ave	Lighthouse Ave	bike route	1.20	$14,520
22	MRY-44	3rd St Bicycle Boulevard	Sloat Ave	Camino Aguajito	bike route	0.24	$2,907
22	MRY-5	El Dorado St	Munras Ave	Pacific St	bike lane	0.27	$13,938
23	MRY-39	Olmsted Rd	Hwy 68	Garden Rd	bike lane	0.10	$5,121
24	MRY-3	Reeside Ave	Hawthorne St	Foam St	bike lane	0.11	$5,921
25	MRY-12	Fremont St	Abrego St	Camino Aguajito	bike lane	0.55	$28,826
26	MRY-19	Pacific St	Soledad Dr	Pacific St Bike Lane	bike route	0.70	$8,480

Pedestrian Infrastructure Improvements

Pedestrian projects are unranked.

Location		Type	Length	Cost Estimate	Notes
Reeside Ave	Monterey Rec Trail	pedestrian intersection improvement		**$71,600.00**	
Monterey Rec Trail	Dickman Ave	pedestrian intersection improvement		**$71,600.00**	
Drake Ave	Monterey Rec Trail	pedestrian intersection improvement		**$71,600.00**	
David Ave	Monterey Rec Trail	pedestrian intersection improvement		**$71,600.00**	
Irving Ave	Monterey Rec Trail	pedestrian intersection improvement		**$71,600.00**	
Hoffman Ave	Monterey Rec Trail	pedestrian intersection improvement		**$71,600.00**	
Drake Ave	Dickman Ave	~322 feet of sidewalk		**$224,791.10**	
Municipal Wharf 2	Monterey Rec Trail	pedestrian intersection improvement		**$71,600.00**	
Camino El Estero	Del Monte Ave	pedestrian intersection improvement		**$71,600.00**	
Fishermans Wharf	Del Monte Ave	pedestrian intersection improvement		**$71,600.00**	
English Ave	Del Monte Blvd	pedestrian intersection improvement		**$71,600.00**	2 curb ramps
Soledad Dr	Munras Ave	Pedestrian intersection improvement		**$71,600.00**	sidewalk, and ADA ramps



Monterey

Monterey County Active Transportation Plan

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

Proposed Pedestrian Improvements
- Sidewalk
- 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

Points of Interest
- K-12 School
- Transit Center
- City Hall
- College/University

Land Use
- Park/Open Space
- Commercial Area
- City Boundary

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

Map produced October 2017 by Alta Planning + Design.

5.9 Pacific Grove

Demographic Profile

The City of Pacific Grove is a small town in the Monterey Peninsula, with a population of 15,498 based on the California Department of Finance 2017 estimates. The median age in Pacific Grove is 49, which is older than the median age of 33[1] countywide. Approximately 7.6% of the City's population is 80 years of age of older and 13% are younger than 18[2]. Additionally, Pacific Grove has a significant college student population due to its proximity to Monterey Peninsula College, the Presidio of Monterey and the Naval Post Graduate School. 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.

Pacific Grove's scenic beauty and its location on the Monterey Bay neighboring the City of Monterey, Del Monte Forest, the Monterey Bay Aquarium that make Pacific Grove a significant tourist destination. Pacific Grove's visitor population peaks during the weekends and over the summer months.

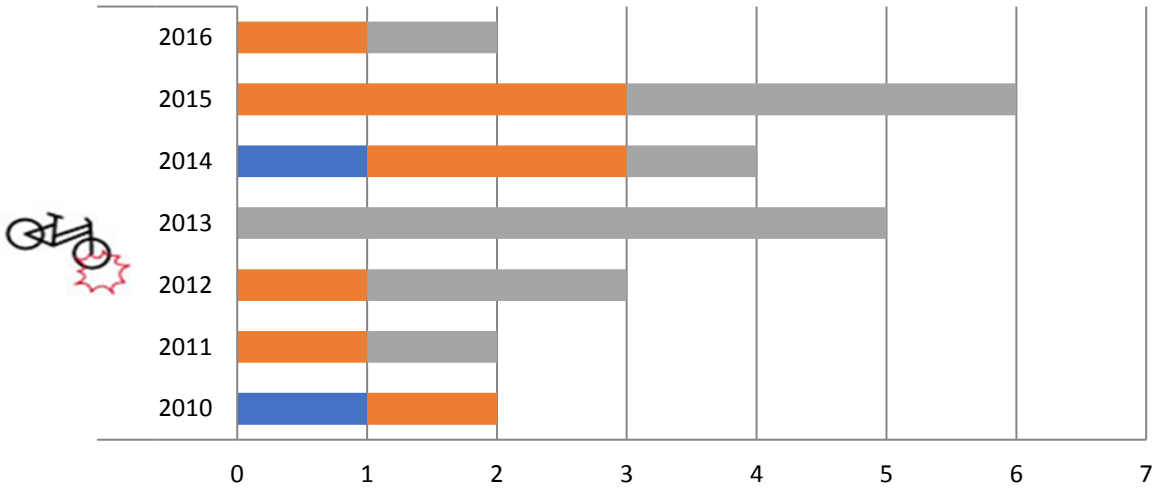
Safety Profile

Bicyclists and pedestrians are vulnerable users of the road. In the City of Pacific Grove, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 148 collisions in Pacific Grove during this time period, there were 51 collisions that involved bicyclists and pedestrians[3]. Meaning that bicyclists and pedestrians accounted for approximately 21% or nearly 1 out of every 5 collisions.

The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time period.

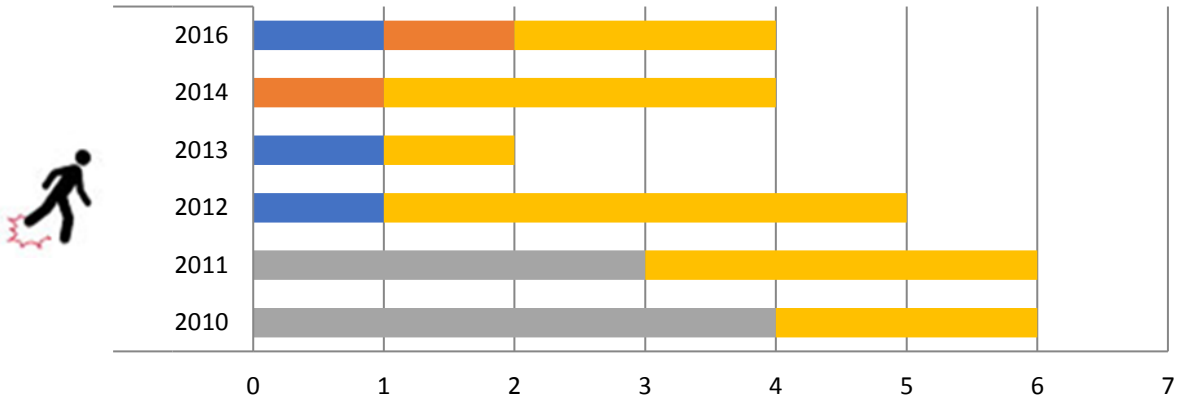
[1] Census 2012-2016 American Community Survey estimates, Table S0101
[2] Ibid.
[3] UC Berkeley Traffic Injury Mapping System data https://tims.berkeley.edu/

Fatal & Injury Bicycle Collisions: 2010 - 2016

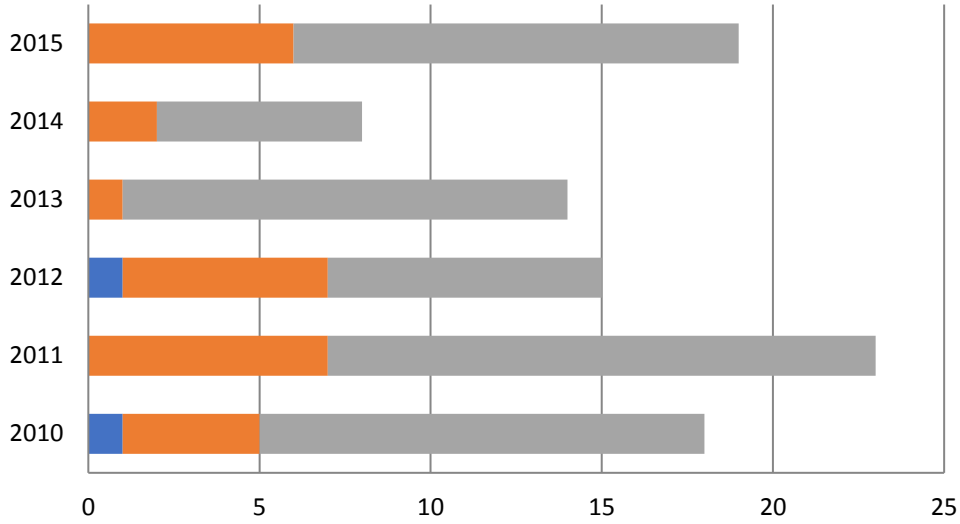


	Y						
	2010	2011	2012	2013	2014	2015	2016
2-Severe Injury	1				1		
3-Complaint of Pain	1	1	1		2	3	1
4-Other Visible Injury		1	2	5	1	3	1

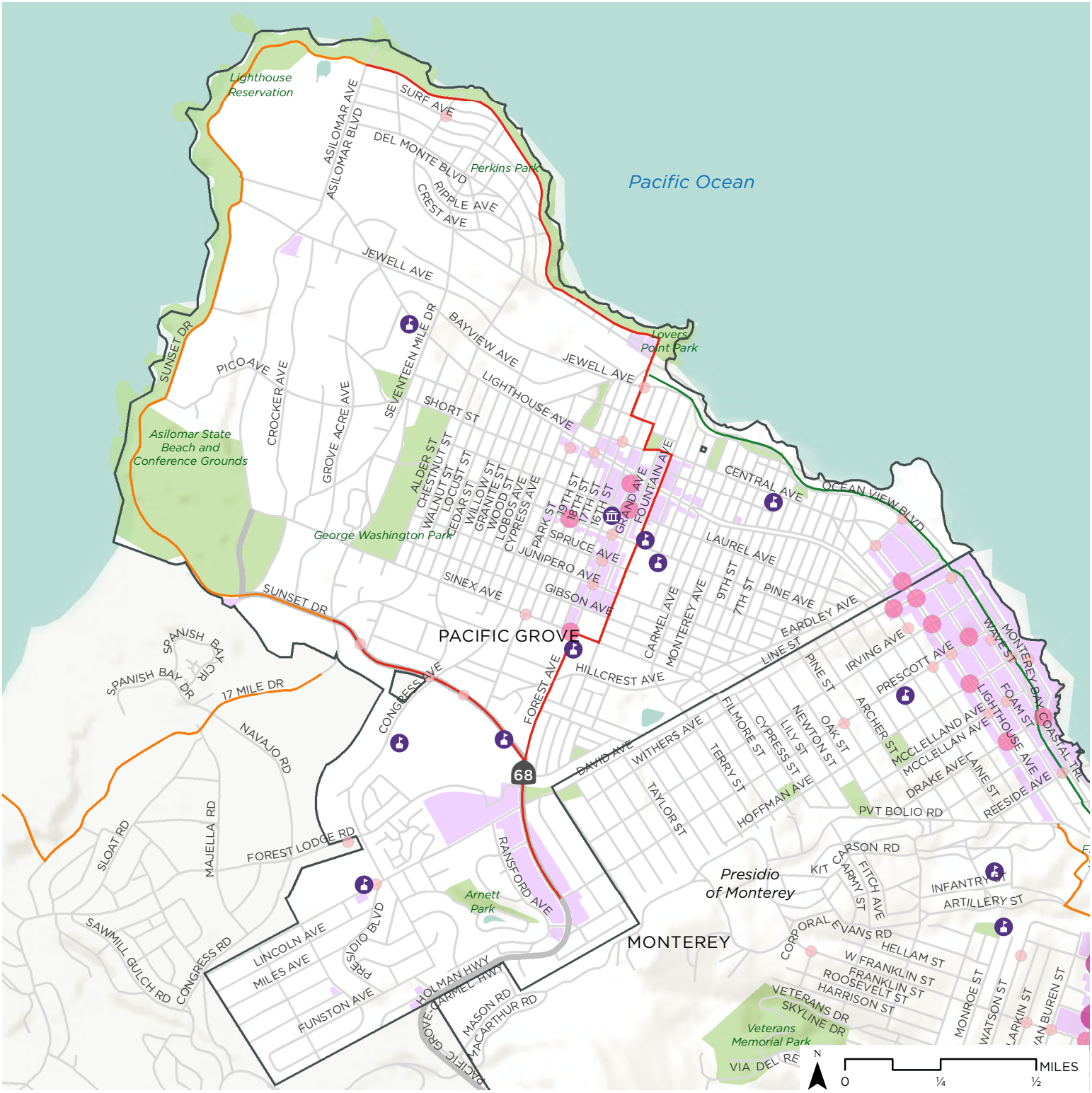
Fatal and Injury Pedestrian Collisions: 2010 - 2016



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



	2010	2011	2012	2013	2014	2015
2-Severe Injury	1		1			
3-Other Visible Injury	4	7	6	1	2	6
4-Complaint of Pain Injury	13	16	8	13	6	13



Pacific Grove

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> Uphill bikeway (Slope > 4%)

Points of Interest

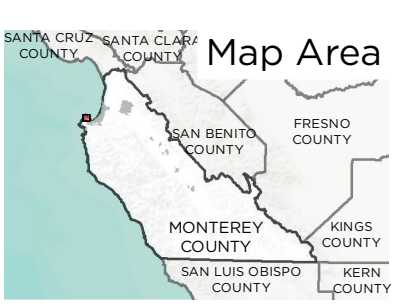
- K-12 School
- City Hall

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

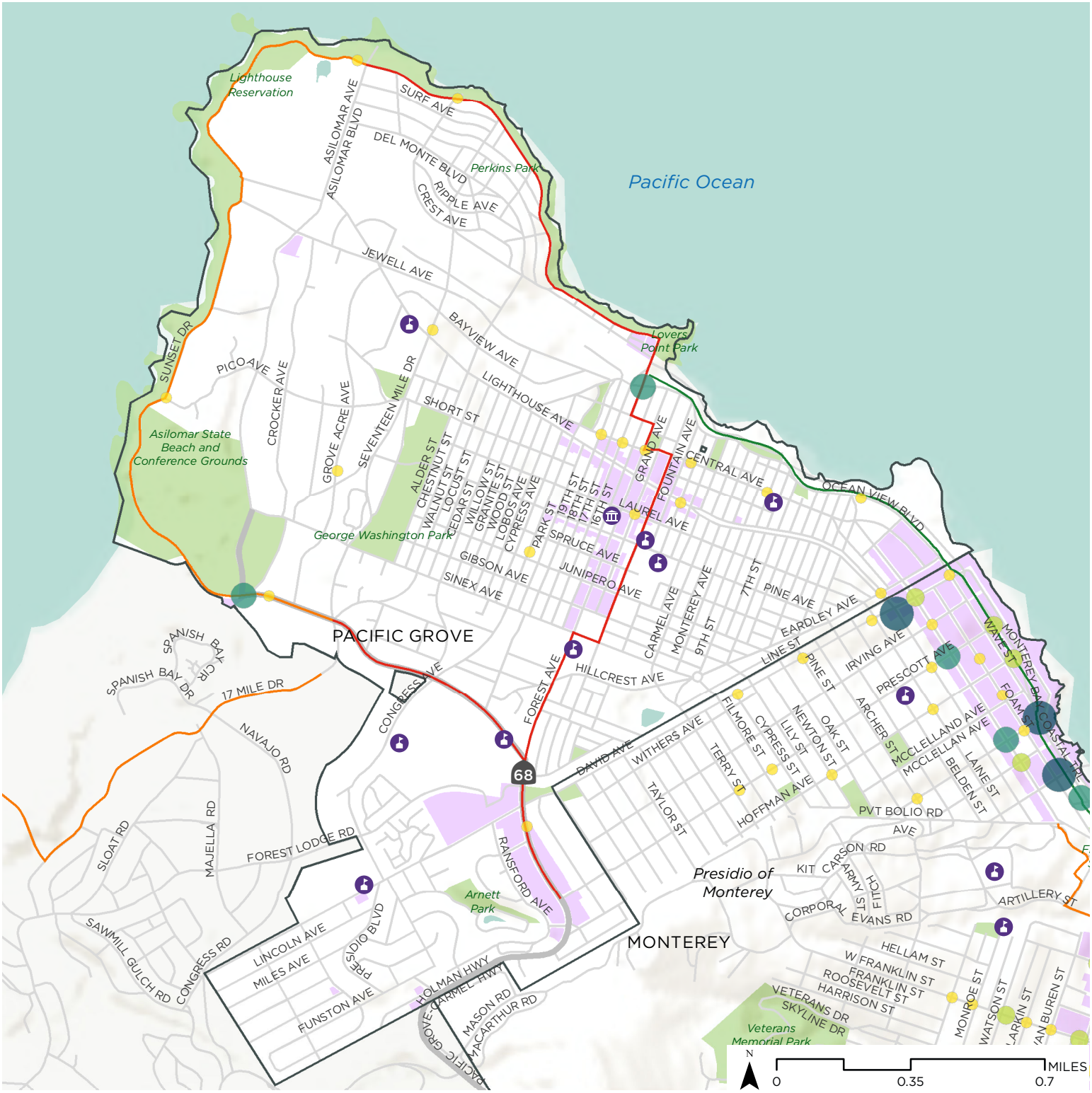
Pedestrian Collisions

- 1
- 2 - 3
- 4 - 6



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

Map produced October 2017 by Alta Planning + Design.



Pacific Grove

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- >>> Uphill bikeway (Slope > 4%)

Points of Interest

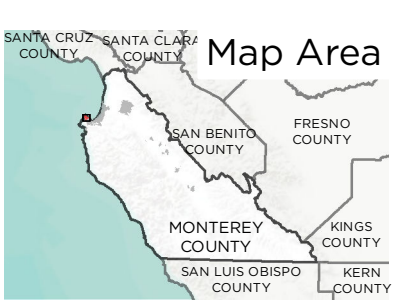
- K-12 School
- City Hall

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

Bicycle Collisions

- 1
- 2
- 3 - 5
- 6 - 8



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

Map produced October 2017 by Alta Planning + Design.

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Pacific Grove plans. The bicycle and pedestrian improvements identified in the City's plans are included in this Active Transportation Plan.

Pacific Grove General Plan

Pacific Grove adopted its most current General Plan in 1994. The General Plan's Transportation Chapter points out that Pacific Grove is in a position to adopt strategies to minimize the demand for auto travel by providing improved facilities for bicycling, walking and transit. The following goals support the improvements in this Plan:

- System Goal A: Create and maintain a transportation network, including pedestrian ways, bikeways and streets, to provide for the safe and efficient movement of people and goods throughout the city
- System Goal C: De-emphasize auto usage through Transportation Systems Management while encouraging walking, bicycling, car/vanpooling and greater transit ridership

Forest Hill Specific Plan

The 1998 Forest Hill Specific Plan provides additional policy direction and covers both sides of Forest Avenue—extending generally one lot deep on each side—from David Avenue to just south of Piedmont Avenue. The policies in this Plan support active transportation improvements on Forest Ave.

Pacific Grove Highway 68 Study

In 2016, Pacific Grove partnered with TAMC and Caltrans to identify improvements that will provide safer access for all modes of travel. The study area includes Highway 68 between the Pacific Grove city limits and Asilomar Boulevard, and is divided into two distinct segments: 1) Forest Avenue between the City limits and Sunset Drive, 2) Sunset Drive from Forest Avenue to Asilomar Boulevard. The study recommended these improvements to make Highway 68 more complete:

- Continuous sidewalks, curb extensions, and enhanced pedestrian crossings
- Protected bike lanes and cycletracks
- Streetscape improvements

Point Pinos Coastal Trail Study & Plan

In 2017, the City of Pacific Grove and the California Coastal Conservancy funded this study to complete the 0.8 California Coastal Trail segment, eliminate existing informal trails that encroach into sensitive dune habitat, improve bicyclist and pedestrian safety and enhance the user experience. The overarching goal is to facilitate public enjoyment of the Point Pinos coastline in a safe and environmentally responsible manner. A formal coastal trail, envisioned as a 5-foot wide decomposed granite surface, will make it easier and safer for people to walk along the coast. This formal trail will provide greater coastal access to those with limited mobility. The project will include formalized and consolidated lateral access to the shoreline in the form of steps or ramps.

Figure 1: Point Pinos Trail Map

Public Comments

In addition to including projects identified in other City of Pacific Grove 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.

Pedestrian Improvements
• Road diet on Pine Ave to improve pedestrian safety by reducing crossing distances and improving pedestrian visibility • Pine Ave & Congress Ave intersection improvements to make cyclists and pedestrians more visible to cars • Congress Ave & Sunset Ave intersection improvements/roundabout
Bicycling Improvements
• Bike route between Monterey and Pacific Grove that serves as an alternative to the Monterey Bay Sanctuary Scenic Trail

Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Pacific Grove.

Bicycle Infrastructure Improvements

Rank	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate
1	PG-15	Forest Ave	Sinex Ave	Ocean View Blvd	bike lane	0.68	$35,762
2	PG-1	Pine Ave* * City currently developing concept designs	Spencer St	Alder St	protected bike lane	1.12	$1,338,064
3	PG-4	Central Ave	David Ave	1St St	bike lane	0.22	$11,371
4	PG-17	17 Mile Dr	Hwy 68	840' S of Hwy 68	bike route	0.16	$1,926
5	PG-3	Sinex Ave	David Ave	Asilomar Ave	bike lane	0.96	$50,304
6	PG-5	Central Ave	1st St	Fountain Ave	bike route	0.51	$6,159
7	PG-6	Lighthouse Ave	Ocean View Blvd	Asilmoar Blvd	bike route	0.22	$2,603
8	PG-13	Asilomar Blvd	Lighthouse Ave	Ocean View Blvd	bike route	0.37	$4,523
9	PG-2	Laurel Ave	Laine St	Alder St	bike route	1.23	$14,883
10	PG-10	19th St - Park St	Jewell Ave	Hwy 68	bike route	0.99	$12,014
11	PG-11	Lighthouse Ave	17 Mile Dr	Asilomar Blvd	bike route	0.47	$5,722
12	PG-16	Asilomar Blvd	Sinex Ave	Lighthouse Ave	bike route	0.87	$10,578
13	PG-12	Asilomar Blvd	Sunset Dr	Sinex Ave	bike route	0.23	$2,839
14	PG-7	Jewell Ave	Lighthouse Ave	17th St	bike route	0.78	$9,435
15	PG-9	Pine Ave	Alder St	17 Mile Dr	bike route	0.16	$1,877
16	PG-14	Pine Ave	Eardley Ave	David Ave	bike route	0.05	$576
17	PG-8	17 Mile Dr	Sunset Dr	Jewell Ave	bike route	0.81	$9,789

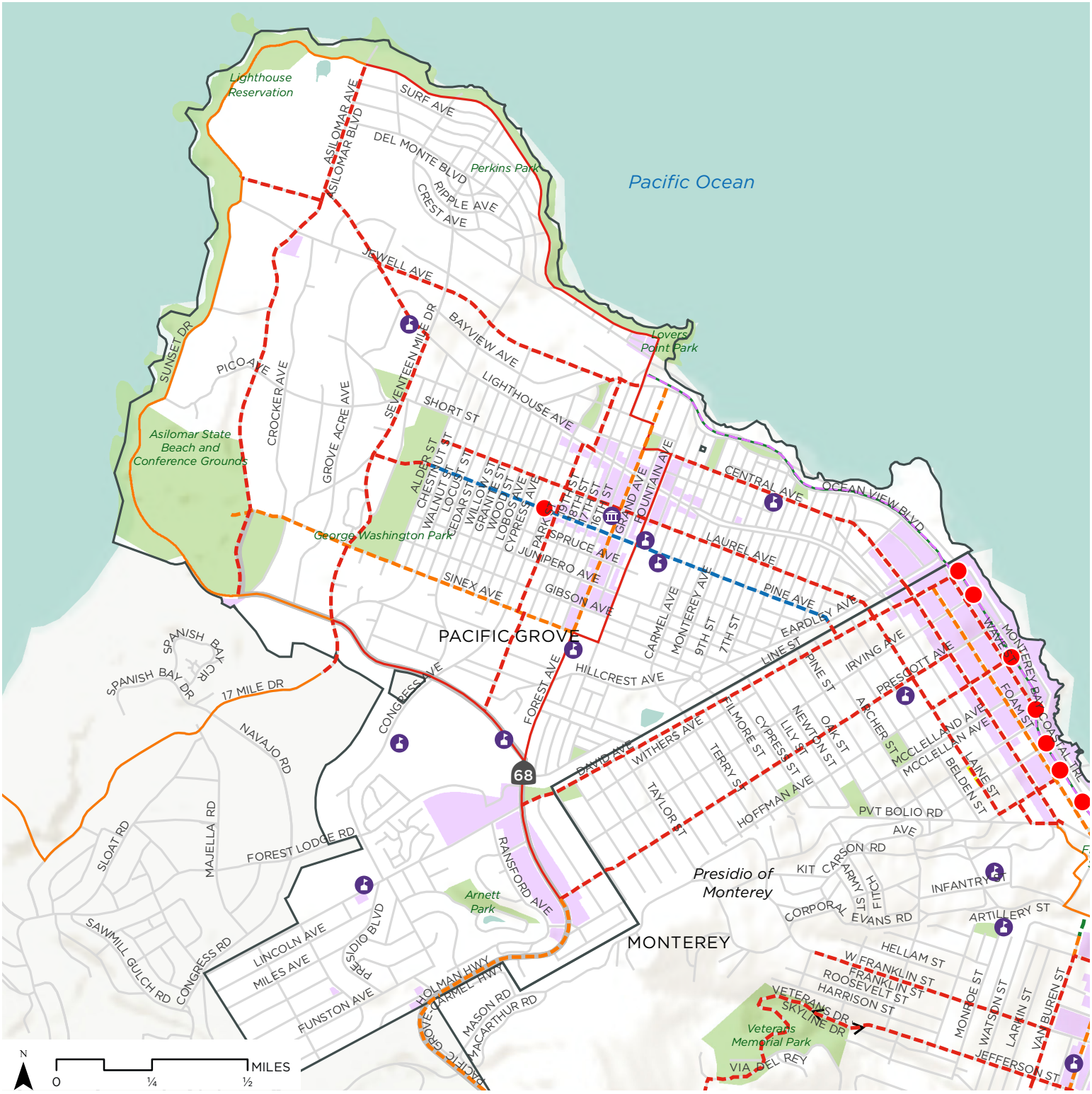
Pedestrian Infrastructure Improvements

Pedestrian projects are unranked.

		Location		Type	Quantity (or feet)	Cost Estimate
		Pine Ave	Congress Ave	pedestrian intersection improvement		$71,600.00
S-1	Sunset Dr (North side, Westbound)	Asilomar Avenue	Crocker Avenue	sidewalk	110	
S-2	Sunset Dr (North side, Westbound)	Crocker Avenue	1100 Sunset Drive (Kingdom Hall of Jehovah's Witnesses)	sidewalk	430	
S-3	Sunset Dr (North side, Westbound)	Grove Acre Avenue	17 Mile Drive	sidewalk	540	
S-4	Sunset Dr (North side, Westbound)	Maple Street	Walnut Street	sidewalk	610	
S-5	Sunset Dr (North side, Westbound)	Walnut Street	Cedar Street	sidewalk	960	
S-6	Sunset Dr (North side, Westbound)	Congress Avenue	19th Street	sidewalk	820	
S-7	Sunset Dr (North side, Westbound)	642 Sunset Drive	636 Sunset Drive	sidewalk	110	
S-8	Sunset Dr (North side, Westbound)	630 Sunset Drive	Sunset Drive frontage of 1036 Forest Avenue	sidewalk	210	$287,000 *Cost estimate for S-1 to S-8
S-9	Sunset Dr (south side, Eastbound)	17 Mile Drive	915 Sunset Drive (Butterfly Church—minor driveway)	sidewalk	310	
S-10	Sunset Dr (south side, Eastbound)	915 Sunset Drive (Butterfly Church—parking lot)	Congress Avenue	sidewalk	770	$82,000 *Cost estimate for S-9 to S-10

		Location		Type	Quantity (or feet)	Cost Estimate
F-1	Forest Ave (east side, Northbound)	Morse Drive	David Avenue	sidewalk	380	
F-2	Forest Ave (east side, Northbound)	David Avenue	1107 Forest Avenue	sidewalk	250	
F-3	Forest Ave (east side, Northbound)	1121 Forest Avenue	1199 Forest Avenue	sidewalk	780	
F-4	Forest Ave (east side, Northbound)	1225 Forest Ave (Patisserie Bechler)	North leg of Stuart Avenue	sidewalk	100	
F-5	Forest Ave (east side, Northbound)	North leg of Stuart Avenue	South leg of Stuart Avenue	sidewalk	100	
F-6	Forest Ave (east side, Northbound)	South leg of Stuart Avenue	Bishop Avenue	sidewalk	290	
F-7	Forest Ave (east side, Northbound)	Bishop Avenue	Adobe Lane	sidewalk	480	$180,000 *cost estimate for F-1 to F-7
F-8	Forest Ave (west side, southbound)	1170 Forest Avenue (Trader Joe's)	1188 Forest Avenue (Fifi's Bistro Cafe)	sidewalk	370	
F-9	Forest Ave (west side, southbound)	1224 Forest Avenue (Pacific Grove Goodyear)	Syida Drive	sidewalk	1,450	
F-10	Forest Ave (west side, southbound)	Forest Avenue frontage of 1001 Funston Avenue	Presidio Boulevard	sidewalk	130	
F-11	Forest Ave (west side, southbound)	Presidio Boulevard	City limit	sidewalk	320	$172,000 *cost estimate for F-8 to F-9

Figure 2: Sidewalk gaps on Sunset Drive and Forest Ave (PG 68 Study)



Pacific Grove

Monterey County Active Transportation Plan

Existing Bikeways

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

Proposed Pedestrian Improvements

- Sidewalk
- 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

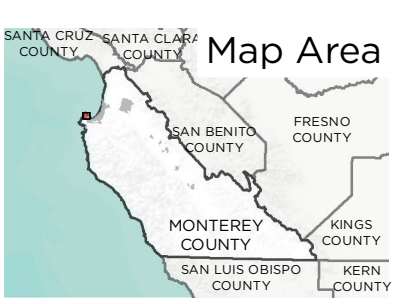
Points of Interest

- K-12 School
- City Hall

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

>>> Uphill bikeway (Slope > 4%)



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

Map produced October 2017 by Alta Planning + Design.

5.10 Salinas

Demographic Profile

The City of Salinas is the County seat and the most populous city with 154,720 people, as reported by the California Department of Finance 2015 data. Salinas is a young and majority-minority city; approximately 31% of Salinas' population is younger than 18 years old and approximately 76% of the Salinas' population is Latino, according to Census 2012-2016 estimates.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. East Salinas and North Salinas are considered disadvantaged or low-income, based on the California Environmental Protection Agency's CalEnviroScreen 3.0 analysis tool, which analyzes socioeconomic and pollution burden data for community census tracts statewide. The East Salinas Alisal community, in particular, is identified as a both low-income and among the top 25% of CalEnviroScreen statewide disadvantaged communities. The East Salinas Alisal and the North Salinas Bolsa Knolls communities are also identified as most disadvantaged, with percentile scores between 75-100, in the California Health Disadvantage Index tool that analyzes socioeconomic and health factors.

Safety Profile

In the City of Salinas, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 1,826 collisions in the City of Salinas between 2010 and 2016 there were 640 collisions that involved bicyclists and pedestrians[1]. Meaning that bicyclists and pedestrians accounted for 35% or roughly 3 out of every 10 collisions. This is alarming given the fact that bicycling and walking mode shares in Salinas are approximately 0.5% and 1.1% respectively[2].

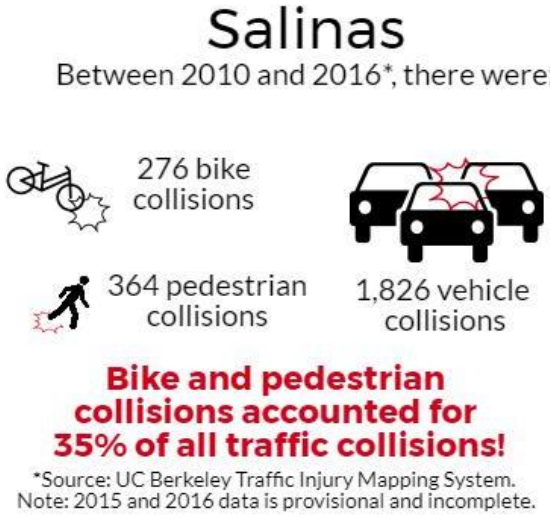
Bicyclists and pedestrians are vulnerable users of the road. Another alarming indicator during this time, is that bicyclists and pedestrians represented 53% of all traffic collision fatalities in Salinas. Based on 2015 California Office of Traffic Safety rankings, which compares traffic safety statistics among similar sized cities, Salinas ranks:

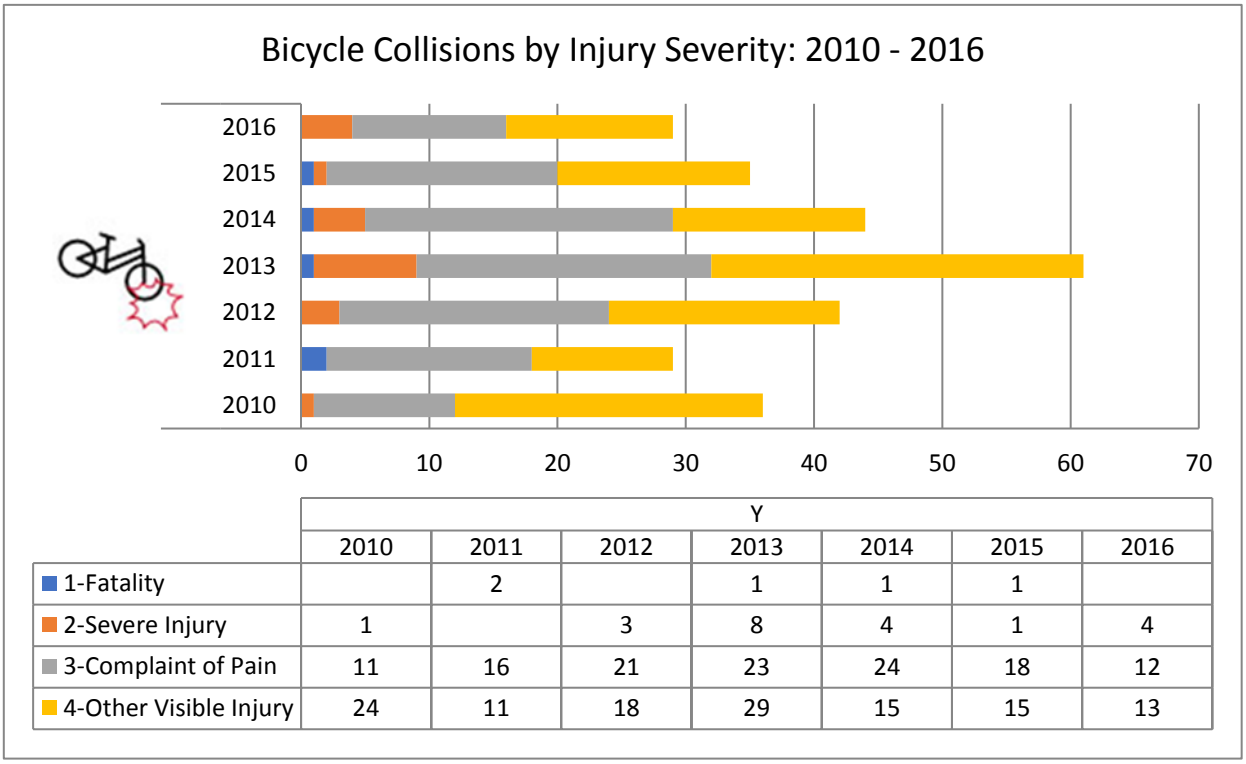
- 3rd for injuries and fatalities of bicyclists under 15 years old
- 4th for injuries and fatalities of pedestrians over the age of 65 years old
- 8th for injuries and fatalities of pedestrians under 15 years old

[1] Source: UC Berkeley Traffic Injury Mapping System data https://tims.berkeley.edu/

[2] Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates, Commuting Characteristics by Sex Table S0801

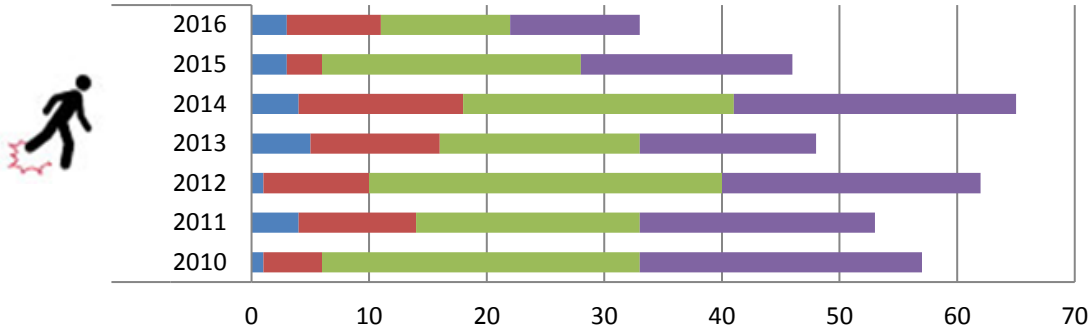
The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time period. Maps showing the locations of bicycle and pedestrian collisions are also included.





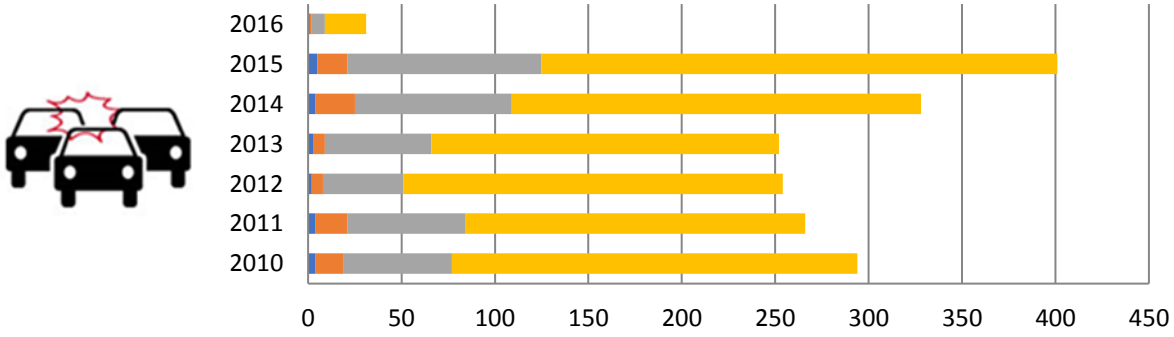
	Y						
	2010	2011	2012	2013	2014	2015	2016
1-Fatality		2		1	1	1	
2-Severe Injury	1		3	8	4	1	4
3-Complaint of Pain	11	16	21	23	24	18	12
4-Other Visible Injury	24	11	18	29	15	15	13

Pedestrian Collisions by Injury Severity: 2010 - 2016

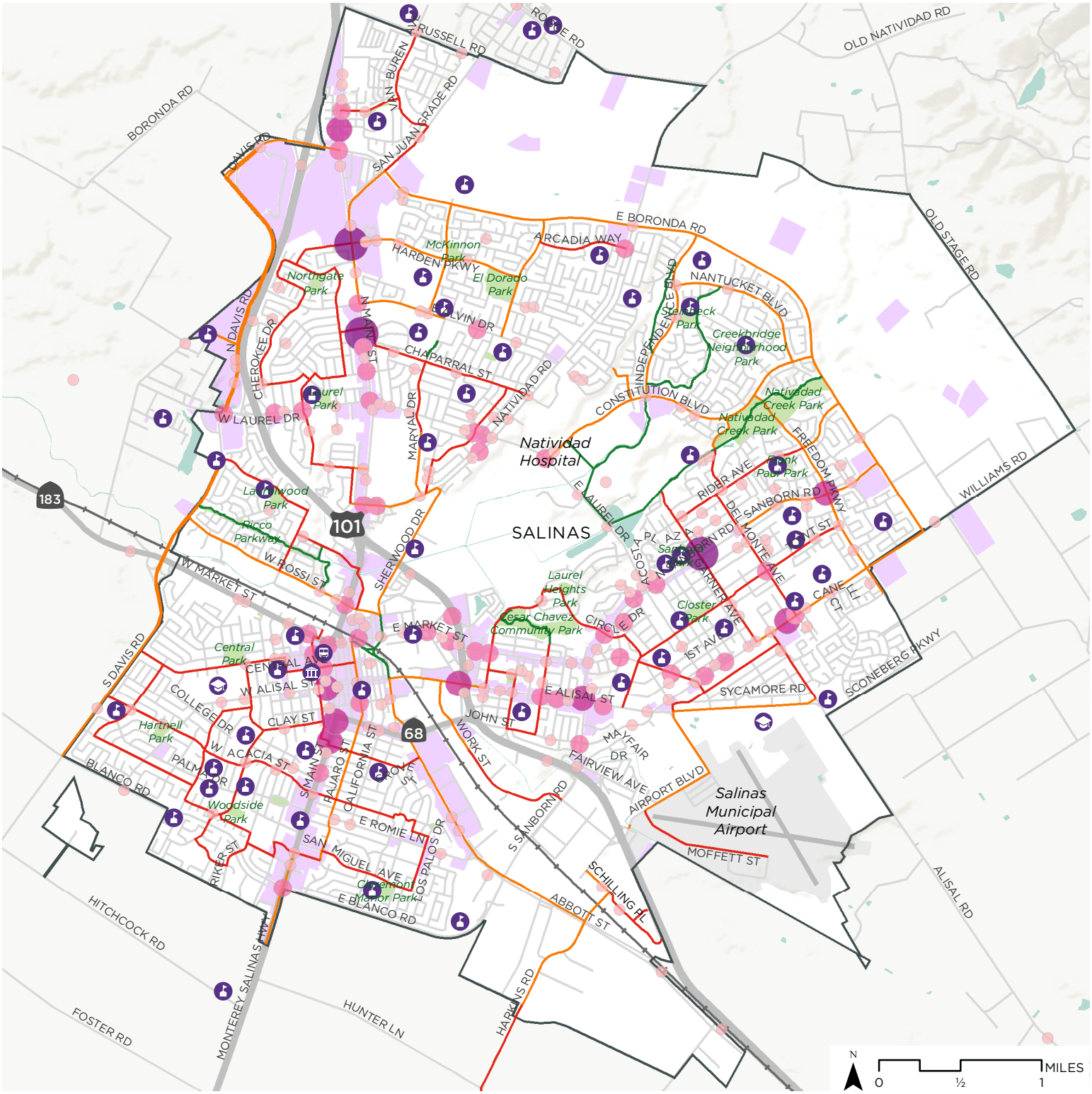


	Y						
	2010	2011	2012	2013	2014	2015	2016
1-Fatality - SALINAS	1	4	1	5	4	3	3
2-Severe Injury - SALINAS	5	10	9	11	14	3	8
3-Other Visible Injury - SALINAS	27	19	30	17	23	22	11
4-Complaint of Pain - SALINAS	24	20	22	15	24	18	11

Vehicle Only Collisions by Severity: 2010 - 2016



	2010	2011	2012	2013	2014	2015	2016
1- Fatality	4	4	2	3	4	5	1
2-Severe Injury	15	17	6	6	21	16	1
3-Other Visible Injury	58	63	43	57	84	104	7
4-Complaint of Pain Injury	217	182	203	186	219	276	22



Salinas

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> Uphill bikeway (Slope > 4%)

Points of Interest

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

Land Use

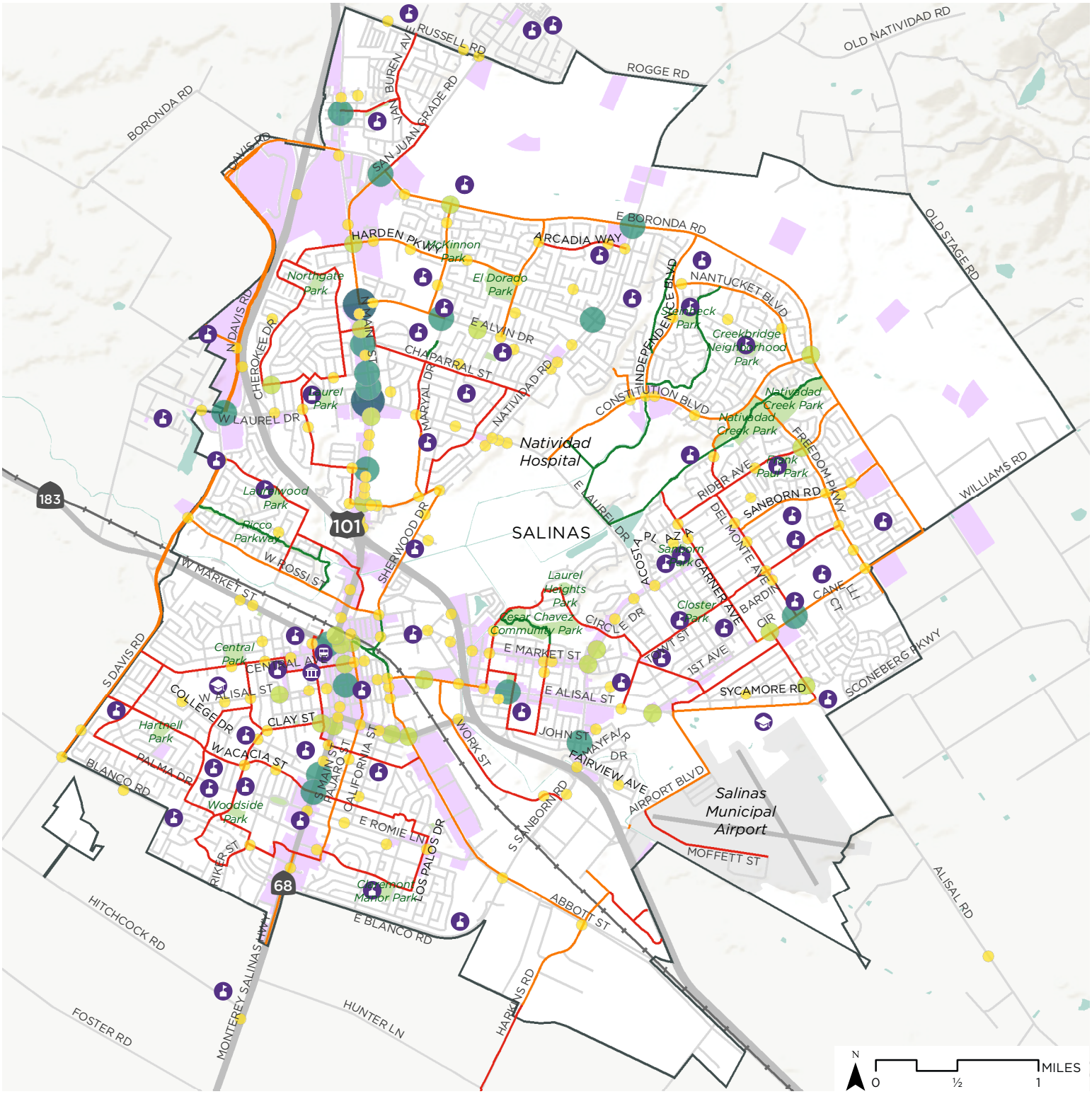
- Park/Open Space
- Commercial Area
- City Boundary

Pedestrian Collisions

- 1
- 2 - 3
- 4 - 6
- 7 - 9

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

Map produced October 2017 by Alta Planning + Design.



Salinas

Monterey County Active Transportation Plan

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- Class III Bike Route
- >>> Uphill bikeway (Slope > 4%)

Points of Interest

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

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

Bicycle Collisions

- 1
- 2
- 3 - 5
- 6 - 8

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

Map produced October 2017 by Alta Planning + Design.

Plans, Programs & Policies

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

City of Salinas General Plan Salinas

The City of Salinas adopted its most current General Plan in 2002. The General Plan's Circulation Element goals, policies and plans aim to address the City's major transportation issues that include:

- Ensuring an extensive public bicycle network; as well as
- Ensuring an extensive and safe pedestrian system.

The following bicycle and pedestrian goals and policies included in the General Plan that are relevant to this Plan:

- Goal C-4: Provide an extensive, safe public bicycle network that provides on-street as well as off-street facilities.
- Goal C-5: Provide safe routes to school, work, shopping and recreation for pedestrians.
- Policy C-1.9: Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system.
- Policy C-1.11: Continue to enforce traffic laws, including those addressing bicycle and pedestrian traffic, to ensure a circulation system that is safe for motorized, bicycle and pedestrian traffic.

2002 Bikeways Plan

The Salinas 2002 Bikeways Plan was prepared in coordination with the Salinas Bicycle and Pedestrian Advisory Committee to implement the bicycle circulation policies and goals of the 2002 Salinas General Plan. The Plan identified 25.95 miles of bikeway projects to be implemented in the City. Additionally, the City adopted a framework that includes Education, Engineering and Enforcement to make bicycling a safe and viable mode of transportation.

2004 Salinas Pedestrian Plan

The 2004 Salinas Pedestrian Plan provides goals, strategies and objectives to "make walking a preferred choice of travel by creating a safe, convenient pedestrian-friendly environment." The Pedestrian Plan highlights the health, transportation, quality of life, social, environmental and economic benefits of walking. The Pedestrian Plan identifies nine walking districts in Salinas that have higher pedestrian traffic due to surrounding activity centers such as school, recreation destinations, shopping and employment centers. The Pedestrian Plan includes ongoing programs that promote walking in Salinas such as: the City Sidewalk Maintenance Program, the Community Development Block Grant Street Light Program, the ADA Pedestrian Access Ramp Program, The Traffic Calming Policy and the Reclamation Ditch System Trails.

Salinas Neighborhood Vibrancy Urban Greening Plan

The Salinas City Council adopted the Salinas Neighborhood Vibrancy-Urban Greening Plan in February 2017 with the goal of creating vibrant, resilient communities at the neighborhood level. The neighborhoods included in the Urban

Greening Plan are the Creekbridge Neighborhood, the Eastside Neighborhood, and the Southside Neighborhood. The Plan's objectives outlined below support active transportation:

1. Create places people care about.
2. Integrate the natural environment with the built environment.
3. Facilitate alternative mobility.
4. Increase the urban canopy.
5. Manage stormwater on-site.

Visión Salinas

The City of Salinas is currently undergoing three planning effort to help shape the future of Salinas:

- The Alisal Vibrancy Plan
- The Chinatown Revitalization Plan
- The Parks, Rec & Libraries Master Plan

These plans will help guide the update of the Salinas General Plan in 2018. The plans will also include active transportation improvement recommendations.

TAMC Bike Share Feasibility Study

The City of Salinas is one of the recommended bike share priority areas. The City is currently identifying a vendor to begin a citywide bike share program.

Neighborhood Traffic Calming

The City of Salinas' Neighborhood Traffic Management Program addresses neighborhood traffic concerns by implementing physical improvements such as speed bumps, speed cushions, speed feedback signs, traffic circles and striping improvements. These improvements reduce speeding and make walking and biking safer on neighborhood streets. Neighborhoods submit requests for a traffic calming study, which is then reviewed by the City's Traffic and Transportation Commission. Since the Program's adoption in 2010, neighborhoods throughout Salinas have participated in the traffic calming program.

Traffic calming example on Nacional Street

Source: City of Salinas

Public Comments

In addition to including projects identified in other City of Salinas 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.

 Pedestrian Improvements	 Bicycling Improvements

• Central Ave sidewalk improvements
• Riker St traffic calming near Salinas High School
• US 101 bike and pedestrian visibility improvements at on ramps:
  ○ W Laurel Dr
  ○ Main St
  ○ Work St
  ○ John St
• Alisal St & Wood St pedestrian crossing intersection improvements
• Sanborn Rd & Abbott St intersection improvements
• Abbott St railroad crossing sidewalk gap
	• Bike route (sharrow) and wayfinding sign improvements along:
	  ○ Cherokee Dr
	  ○ N First St
	  ○ W Curtis Ave
	  ○ Tyler St
	  ○ Iris Dr
	  ○ Marayal Dr
	  ○ Monterey St
	• Bike lanes on:
	  ○ Lincoln Ave (Alisal & W. Market)
	  ○ John St (Wood St & John St)
	  ○ S. Wood St (Alisal St to John St)
	  ○ Tuscany Blvd (Freedom Pkwy & Monte Bella Blvd)
	  ○ Bardin Rd (Williams Rd & Alisal Rd)
	  ○ Freedom Pkwy (Tuscany Blvd & Padova Dr)
	  ○ E Laurel Dr (Constitution Blvd & St. Edwards Dr)
	  ○ San Juan Grade Rd
	  ○ Old Stage Rd
	• Protected bike lanes on:
	  ○ Natividad Rd (Sherwood Dr & E Laurel Dr)
	  ○ Alisal St (Blanco Rd & Skyway Blvd)
	  ○ Pajaro St
	  ○ S Main St
	• Harkins Rd bike improvements
	• Spreckles Ave on ramp improvements
	• Better access from Salinas to Fort Ord National Monument via Davis Rd

Proposed Projects

Bicycle Infrastructure Improvements

The following tables and map represents recommended active transportation projects. The projects are ranked based on their priority within the City of Salinas. Many of the bike lane and route improvement projects can be implemented as part of street and road repavement projects.

Summary of Salinas Bikeway Improvements

Bikeway Types	Miles	Cost
Class 1 - bike/ped path	4.8	$3,708,017
Class 2 - bike lane	10.1	$530,667
Class 3 - bike route/sharrow	5.3	$64,257
Class 4 - protected bike lane	17.8	$21,229,819
TOTAL	**38.0**	$25,532,761

RANK	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST	Notes
1	SNS-8	E Alisal St	N Madeira Ave	Skyway Blvd	1.16	4	$1,385,852	
2	SNS-10	Laurel Dr	Adams St	Williams Rd	3.39	4	$4,050,033	
3	SNS-4	Chinatown Bridge/ Crossing	Soledad St	E Market St		1		*Further analysis required for cost estimate
4	SNS-6	Natividad Rd	Sherwood Dr	Boronda Rd	2.03	4	$2,425,241	
4	SNS-7	Alisal St	College Dr	Front St	1.22	4	$1,457,534	
6	SNS-36	Martella St Path	Rossi St	Station Pl cul-de-sac	0.21	1	$158,921	
7	SNS-5	E Laurel Dr	Constitution Blvd	St Edwards Dr	0.73	1	$564,519	
8	SNS-9	Williams Rd	E Alisal St	E Boronda Rd	1.95	4	$2,329,665	
9	SNS-11	N Main St	E Bernal Dr	E Alvin Dr	1.25	4	$1,493,375	
10	SNS-12	N Main St	San Juan Grade Rd	Russell Rd	1.22	4	$1,457,534	
11	SNS-2	E Romie Ln	Pajaro St	Abbott St	0.94	4	$1,119,434	

RANK	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST	Notes
12	SNS-14	N Sanborn Rd	Del Monte Ave	Abbott St	2.73	4	$3,261,531	
13	SNS-26	Boronda Rd	proposed Rossi St Extension	Davis Rd	1.15	3	$13,954	
13	SNS-27	Davis Rd Path	Larkin St	Rossi St	0.41	1	$315,298	
15	SNS-1	Pajaro St	E San Joaquin St	Market St	1.39	4	$1,660,633	
15	SNS-28	Davis Rd Median Path	Larkin St	Calle del Adobe	0.30	1	$231,287	
17	SNS-13	Bardin Rd	Alisal Rd	Williams Rd	0.49	4	$588,987	
17	SNS-19	Boronda Rd	San Juan Grade Rd	Main St	0.32	2	$16,709	
17	SNS-50	Natividad Creek	Boronda Rd	Las Casitas Dr	0.59	1	$455,595	
20	SNS-51	Gabilan Creek	Danbury St	Constiution Blvd	0.88	1	$673,608	
21	SNS-18	San Juan Grade Rd	Russell Rd	Boronda Rd	0.91	2	$47,796	
22	SNS-16	Alisal St	Blanco Rd	College Dr	0.65	2	$33,944	*Project to be constructed
23	SNS-17	Russell Rd	Main St	San Juan Grade Rd	0.89	2	$46,451	
23	SNS-22	Alvin Dr	Kip Dr	Natividad Rd	0.75	2	$39,497	*Existing facility.
23	SNS-32	Constitution Blvd Extension	Laurel Dr	Proposed Sherwood Pl Extension	0.83	2	$43,330	

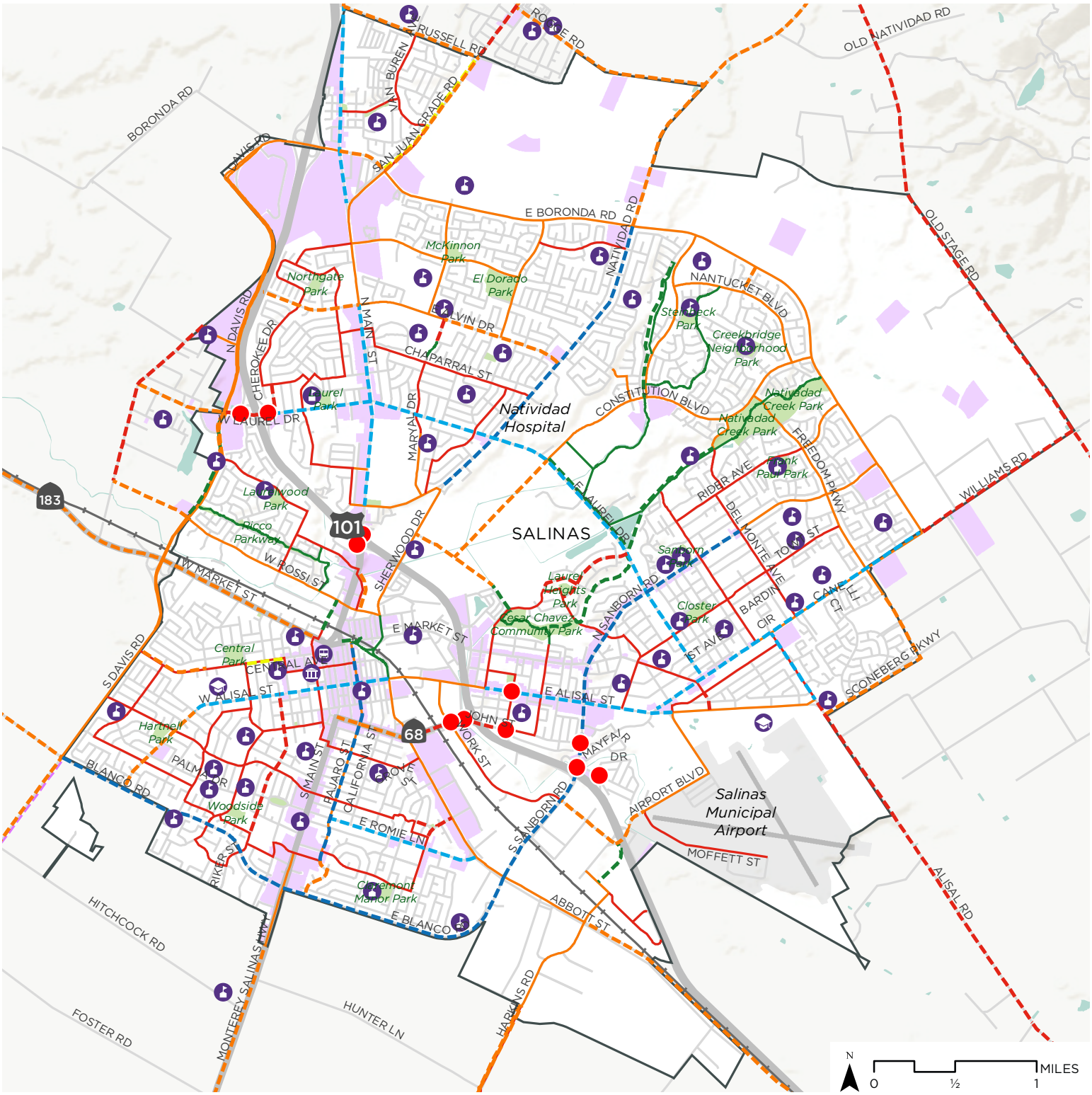
RANK	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST	Notes
26	SNS-40	Airport Blvd Path	Airport Blvd	Hansen St	0.30	1	$232,735	
27	SNS-15	Davis Rd	Laurel Dr	Larkin St	0.60	2	$31,322	
27	SNS-35	Casentini - Bridge	Main St	Rossi St	0.24	2	12325	
29	SNS-45	Alisal Rd	Bardin Rd	City Limits	0.86	3	10408	
30	SNS-25	Calle del Adobe	Davis Rd	Boronda Rd	0.57	2	30025	
31	SNS-33	Cesar Chavez Park - Natividad Creek MUP	Cesar Chavez Park	Natividad Creek	1.08	1	831505	
32	SNS-20	Alvin Dr	Main St	Hwy 101	0.61	2	32092	
33	SNS-49	Riker St	Woodside Dr	Alisal St	0.90	3	10854	
34	SNS-3	Pajaro St	Blanco Rd	E San Joaquin St	0.24	2	12471	
34	SNS-52	Central Ave	David Rd	Hartnell College	0.45	2	23389	
36	SNS-31	Madeira Ave Path	Madeira Ave	Yorkshire Way	0.18	1	139235	
37	SNS-44	Market St	Cross Ave	Alisal St	0.11	3	1383	
38	SNS-21	Kip Dr	Block Ave	Alvin Dr	0.14	3	2381	
38	SNS-24	Calle del Adobe	Adams St	Davis Rd	0.31	3	9143	
38	SNS-34	John St	Abbott St	Wood St	0.63	3	22189	
41	SNS-42	Los Palos Dr	Manor Dr	Abbott St	0.20	3	2173	
41	SNS-48	Hemingway Dr	Nantucket Blvd	Boronda Rd	0.17	2	60002	

RANK	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST	Notes
43	SNS-37	Terven Ave	Sanborn Pl	Airport Blvd	0.42	2	6427	
44	SNS-23	Adams St	Tulane St	Laurel Dr	0.18	3	6935	
45	SNS-43	Freedom Pkay + Extension	Tuscany Blvd	Alisal Rd	1.15	2	1728	
46	SNS-38	Airport Blvd	Terven Ave	de la Torre	0.12	2	26766	
46	SNS-39	Airport Blvd	Moffett St	existing bike lane on Airport Blvd	0.13	2	29856	
48	SNS-29	Rossi St Extension	Davis Rd	Boronda Rd	0.51	2	7632	
48	SNS-30	Sherwood Pl Extension	Sherwood Dr	Yorkshire Way	0.57	2	2979	
50	SNS-46	Madeira Ave	Circle Dr	St Edwards Ave	0.25	3	6159	
51	SNS-47	St Edwards Ave	Circle Dr	Laurel Dr	0.51	3	3710	
52	SNS-41	Maplewood Dr	Grove St	Sierra Dr	0.07	3	897	

Pedestrian Infrastructure Improvements

The pedestrian improvements listed here are unranked. The pedestrian improvements presented here have a planning-level cost estimate of approximately $5 million for approximately 0.24 miles of sidewalk and gutter improvements and pedestrian intersection improvements. Many of these pedestrian improvement projects can be implemented as part of street and road improvement projects. A partnership with Caltrans will be important to address the improvements identified at the US 101 on and off ramps

ATP ID#:	start:	end:	description:	feet:	CONSTRUCTION COST
SNS-53	Boronda Rd	Russell Rd	sidewalk		$3,272,369
SNS-54	S Wood St	E Alisal St	4 curb ramps. 4 push buttons, ac imporvement, signal mod		$71,600
SNS-55	Homestead Ave	Capitol St	sidewalk	1234	$861,253
SNS-56	W Laurel Dr	US 101 N	curb ramps only, 1 push button		$71,600
SNS-57	W Laurel Dr	US 101 S	2 curb ramps only		$71,600
SNS-58	N Main St	US 101 N	2 curb ramps only		$71,600
SNS-59	N Main St	US 101 S	2 curb ramps only		$71,600
SNS-60	John St	US 101 S	pedestrian intersection improvement		$71,600
SNS-61	John St	US 101 N	4 curb ramps		$71,600
SNS-62	John St	Work St	4 curb ramps 6 push buttons		$71,600
SNS-63	Fairview Ave	S Sanborn Rd	6 curb ramps 5 push buttons		$71,600
SNS-64	Fairview	US 101 N	2 curb ramps		$71,600
SNS-65	Growers St	railroad track gap	sidewalk	140	$97,711
SNS-66	John St	S Sanborn Rd	pedestrian intersection improvement		$71,600



Salinas

Monterey County Active Transportation Plan

Existing Bikeways

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

Proposed Pedestrian Improvements

- Sidewalk
- Intersection

Proposed Bikeway Improvements

- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- Fort Ord Rec Trail and Greenway

Points of Interest

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

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

>>> Uphill bikeway (Slope > 4%)

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

Map produced October 2017 by Alta Planning + Design.

5.11 Sand City

Demographic Profile

Sand City is a small community in the Monterey Peninsula, with a population of 384 based on the California Department of Finance 2017 estimates. Sand City is bordered by Seaside to the east and Monterey to the South. Approximately 28% is younger than 18. 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.

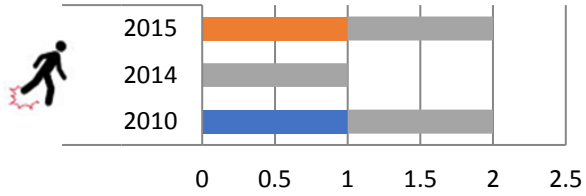
Sand City is a regional commercial destination for the Monterey Peninsula, currently providing jobs for approximately 3,000 and attracting 40,000 to 50,000 shoppers daily to the city's businesses. Additionally, its location along the Monterey Bay Sanctuary Scenic Trail make Sand City a destination point for bicyclists and pedestrians that use the trail for transportation and recreation.

Safety Profile

Bicyclists and pedestrians are vulnerable users of the road. In Sand City, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 40 collisions in Sand City during this time, there were 7 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for approximately 17.5% or nearly 1 out of every 5 collisions. Another safety statistic relevant to this profile comes from the California Office of Traffic Safety rankings. The rankings compares traffic safety statistics among similar sized cities. In 2015, Sand City ranked 3rd for injuries and fatalities of pedestrians among 12 other similar sized cities.

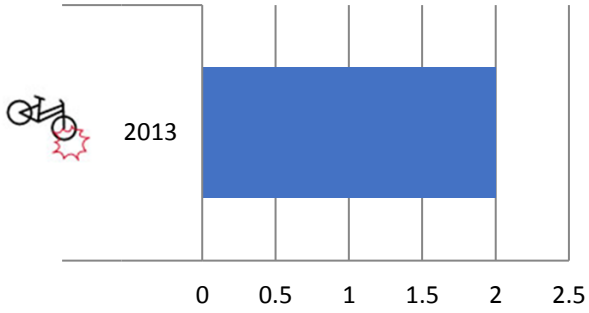
The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values and years not included indicate zero collisions for those years and collision types. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time period.

Pedestrian Collisions by Injury Severity: 2010 - 2016



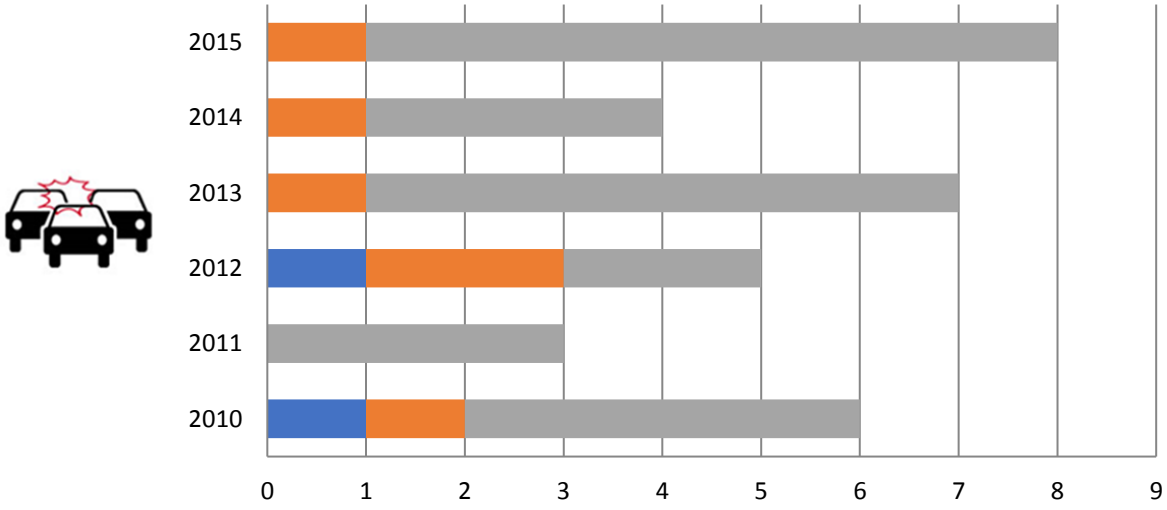
	Y		
	2010	2014	2015
2-Severe Injury	1		
3-Other Visible Injury			1
4-Complaint of Pain	1	1	1

Bicycle Collisions by Injury Severity: 2010 - 2016

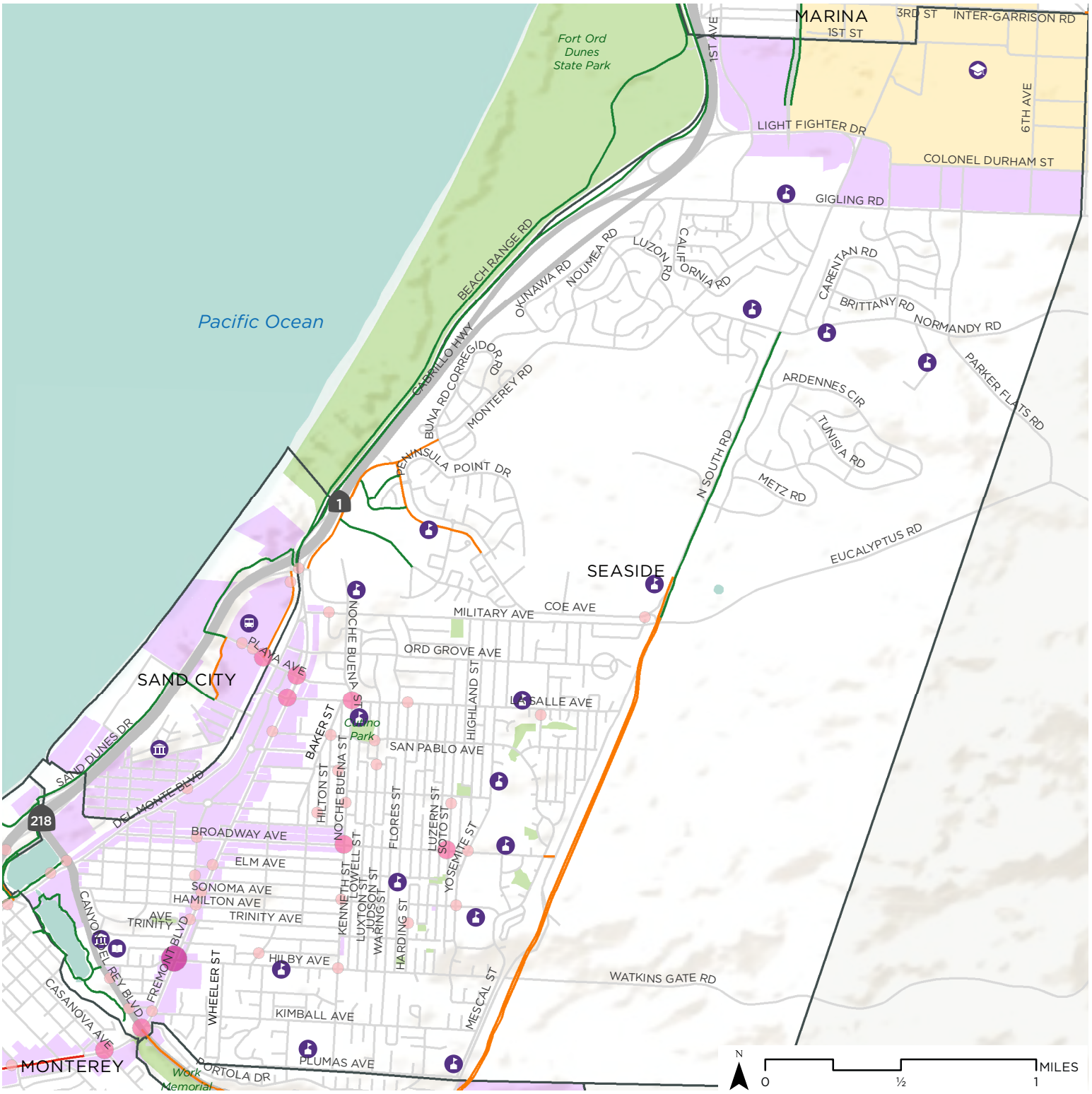


	Y
	2013
4-Other Visible Injury	2

Vehicle Collisions by Injury Severity: 2010 - 2016



	2010	2011	2012	2013	2014	2015
2-Severe Injury	1		1			
3-Other Visible Injury	1		2	1	1	1
4-Complaint of Pain Injury	4	3	2	6	3	7



Seaside and Sand City

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> Uphill bikeway (Slope > 4%)

Points of Interest

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

Land Use

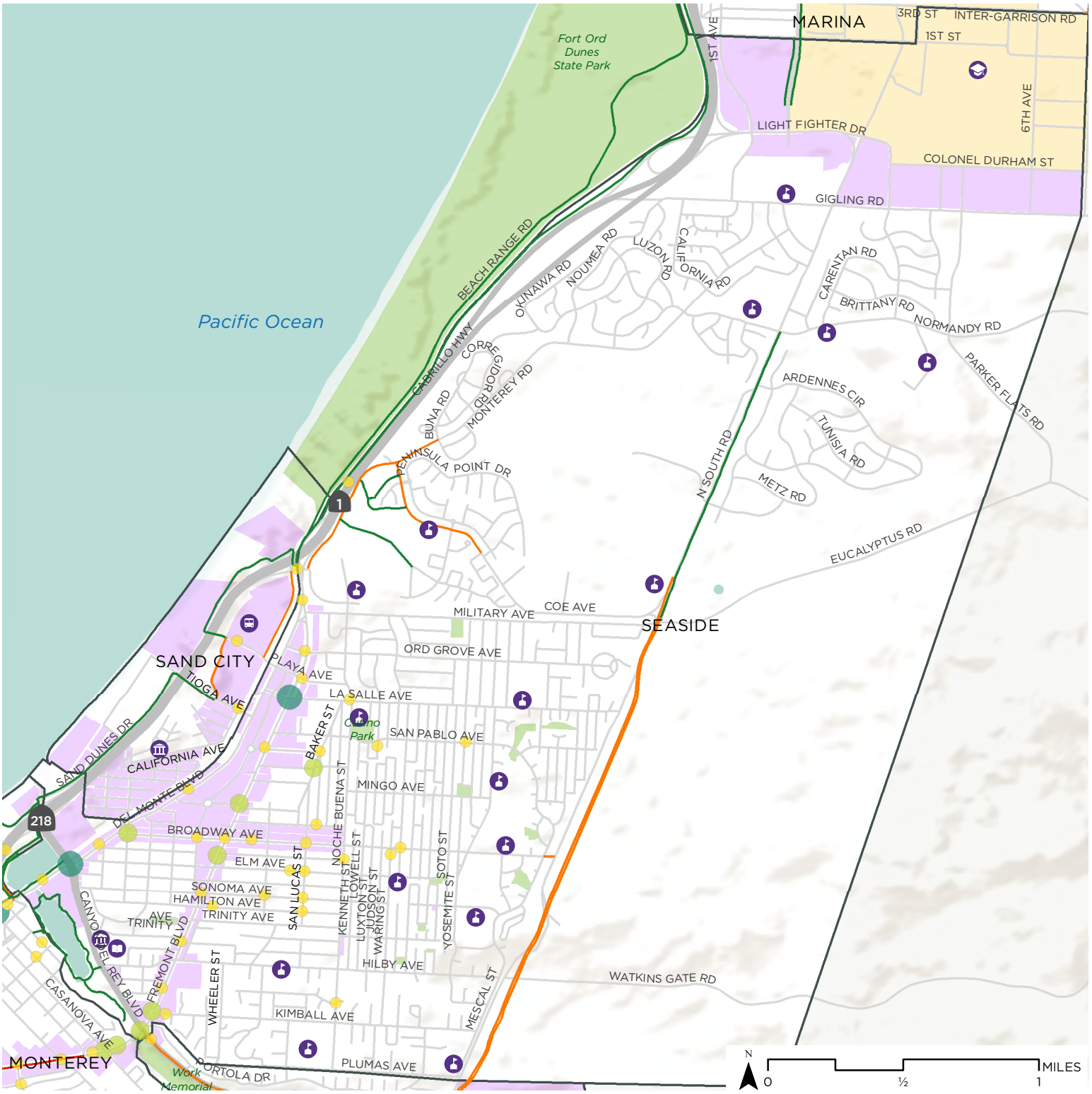
- Park/Open Space
- Cal State Monterey Bay
- Commercial Area
- City Boundary

Pedestrian Collisions

- 1
- 2 - 3
- 4 - 6

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

Map produced October 2017 by Alta Planning + Design.



Seaside and Sand City

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> 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

Bicycle Collisions

- 1
- 2
- 3 - 5

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

Map produced October 2017 by Alta Planning + Design.

Plans, Programs & Policies

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

Sand City General Plan

Sand City adopted its most current General Plan in 1998. Active transportation improvements are critical to meeting Sand City's vision to create a vibrant community where people can live, work and play. Sand City currently uses streetscape designs, planting trees and installing comfort-oriented street furniture (benches, ornamental street lights and the undergrounding of utility lines) to make the commercial centers in the City more pedestrian-friendly, attractive and accessible to visitors from all walks of life.

Monterey Bay Sanctuary Scenic Trail

Sand City is located along the The Monterey Bay Sanctuary Scenic Trail network. There is currently a gap in the network that takes bicyclists and pedestrians behind the Costco parking lot, and leads to confusion for those not familiar with the route. This gap is a priority for Sand City and the region.

Multi-jurisdictional Coordination

Sand City's proximity to the cities of Seaside, Monterey and the former Fort Ord lands make coordination with these jurisdictions and other special districts crucial to the success of implementing he improvements identified here.

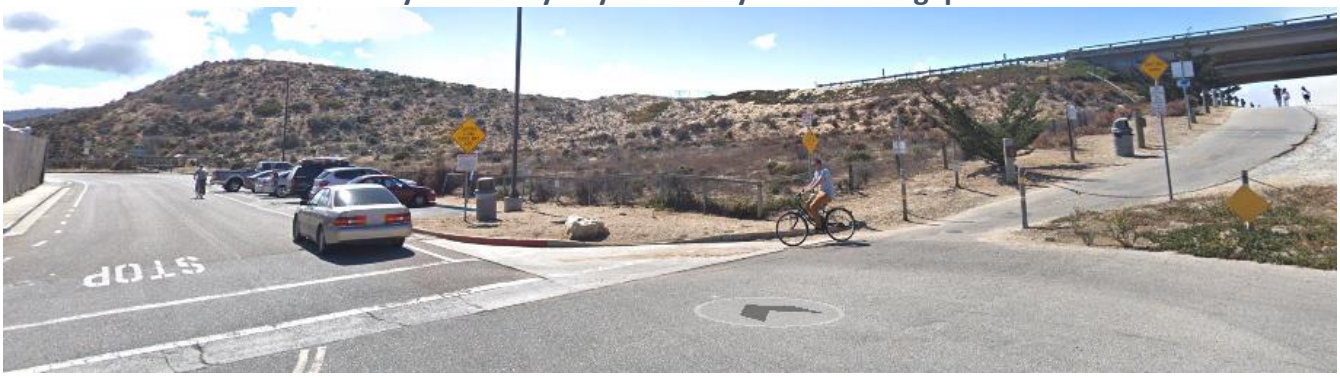
Public Comments

In addition to including projects identified in other Sand City 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.

Bicycling Improvements

- Monterey Bay Sanctuary Scenic Trail segment in Sand City

Sand City Monterey Bay Sanctuary Scenic Trail gap

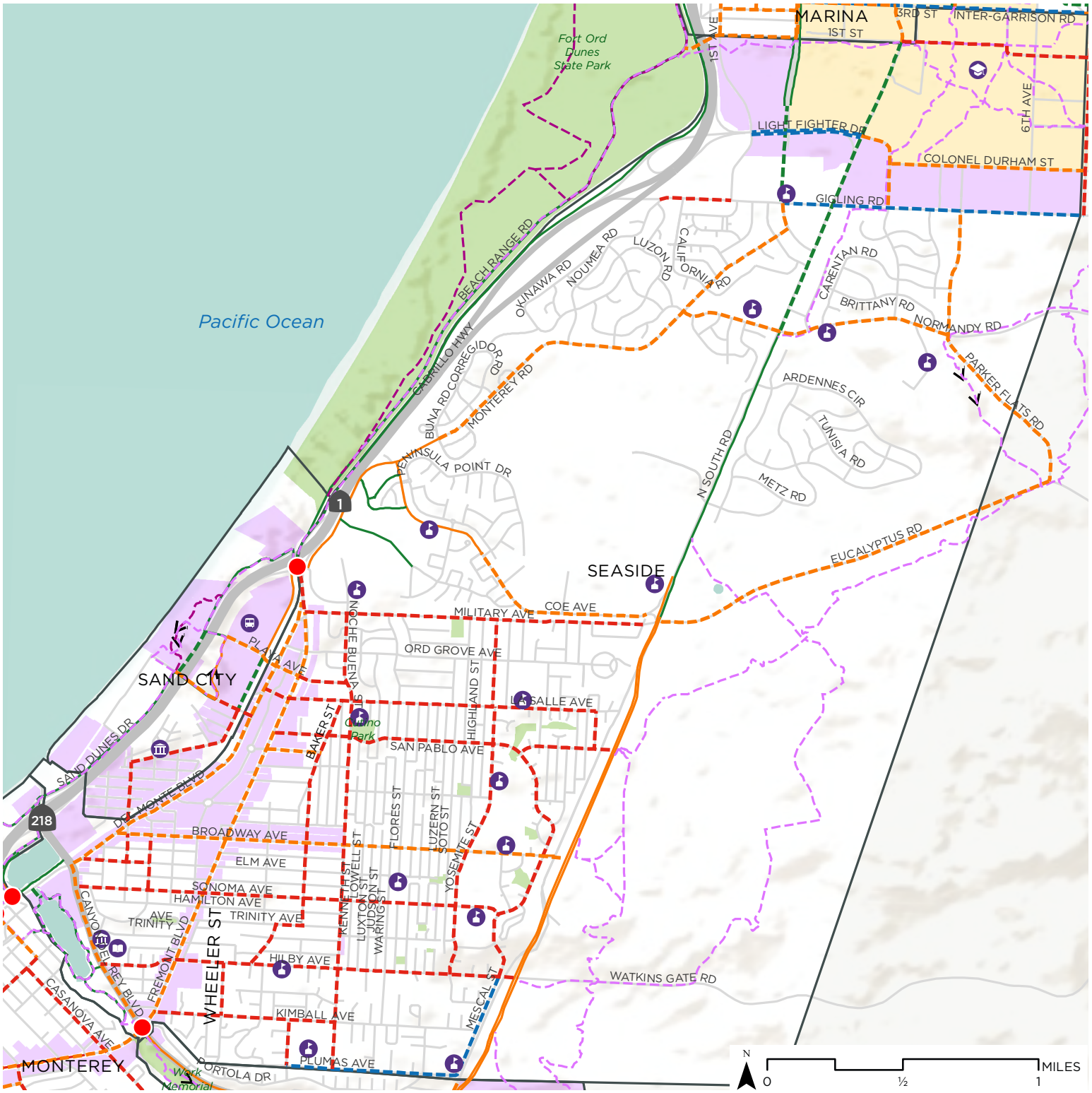


Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the Sand City.

Bicycle Infrastructure Improvements

Rank	Points	ATP ID#	Name	Location		Type	Length (miles)	Cost Estimate
1	77.5	SC-7	La Playa Ave	Metz Rd	Noche Buena St	bike lane	0.49	$25,478
2	74	SC-3	UPRR RWT *potential trail gap closure	Tioga Ave	La Playa Ave	bike path	0.22	$165,996
3	72	SC-6	Tioga Ave	Metz Rd	Del Monte Blvd	bike route	0.15	$1,796
4	71	SC-1	Peninsula Path	Vista del Mar St	Peninsula Trail near La Playa Ave	bike lane	0.19	$9,787
5	64	SC-2	Tioga Ave	Sand Dunes Dr	Metz Rd	bike lane	0.18	$9,555
6	57	SC-4	Contra Costa St	California Ave	Del Monte Blvd	bike route	0.23	$2,769
6	57	SC-5	California Ave	Contra Costa St	Tioga Ave	bike route	0.47	$5,736



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

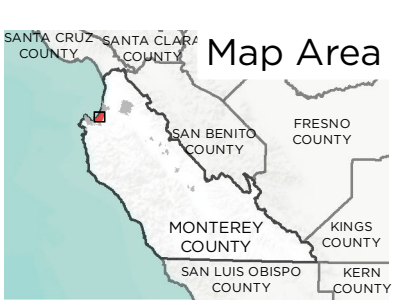
Points of Interest

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

Land Use

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

>>> Uphill bikeway (Slope > 4%)



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

Map produced October 2017 by Alta Planning + Design.

5.12 Seaside

Demographic Profile

The City of Seaside is in the Monterey Peninsula with a population of 34,165 people, as reported by the California Department of Finance 2017 data. Seaside is a young and diverse city. The median age in Seaside is 31, which is slightly younger than the median age of 33 countywide. Approximately 17% of Seaside's population is younger than 18 years old[1]. Seaside was home to the former Fort Ord, and currently is home to the most ethnically diverse population in the County: 48% of whom are white, 43% Latino, 10% Asian, 9% African American.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 5,000 Seaside residents live in a disadvantaged neighborhood where 60% of households live in poverty, 17% of households do not have access to a car, and 53% have no high school education[2].

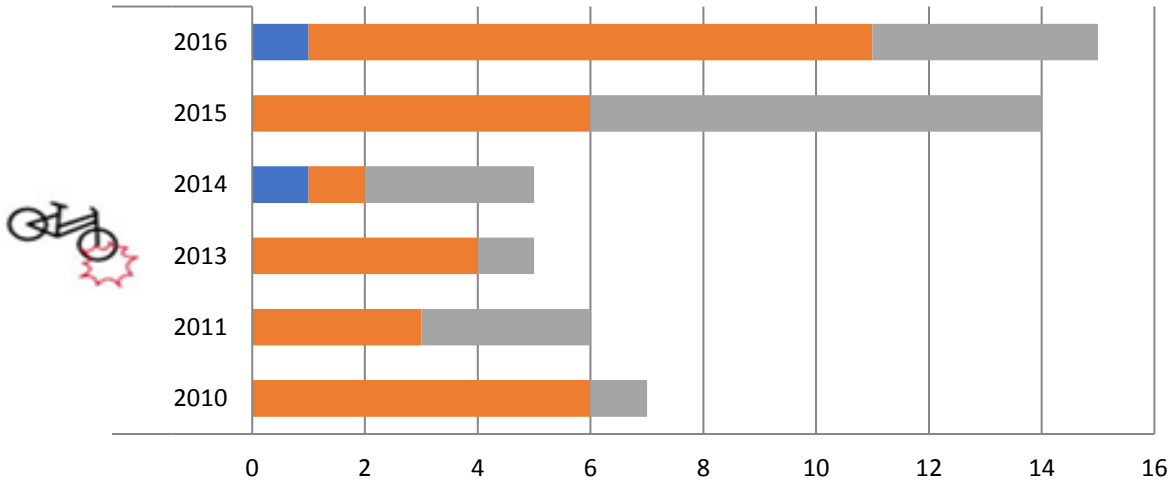
Safety Profile

In the City of Seaside, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 428 collisions in the City of Seaside between 2010 and 2016 there were 99 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 23% or nearly 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Seaside are approximately 1.3% and 3.1% respectively[3]. Another alarming statistic is that bicyclists and pedestrians accounted for 29% of all fatal and severe injury collisions during this same analysis period.

The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank fields in the charts represent values of zero. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.

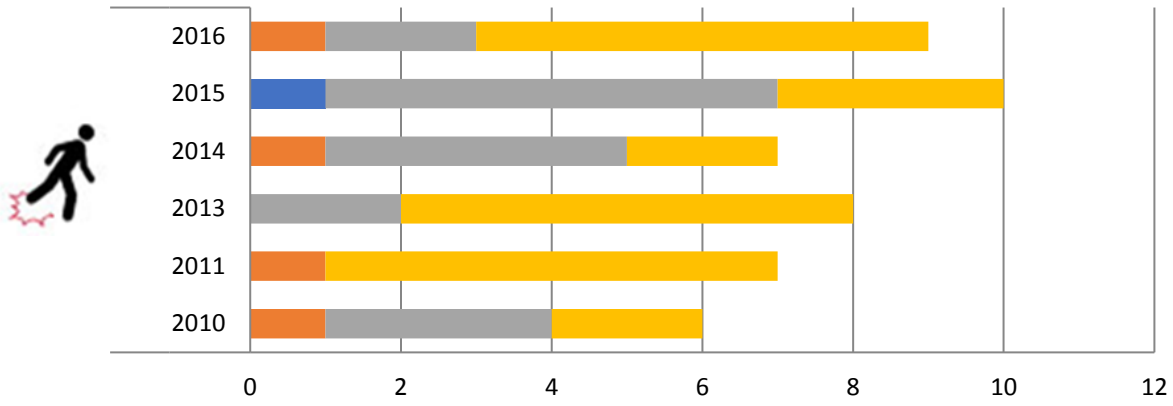
[1] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101
[2] California Health Disadvantage Index: http://phasocal.org/ca-hdi/
[3] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801

Bicycle Collisions by Injury Severity: 2010 - 2016

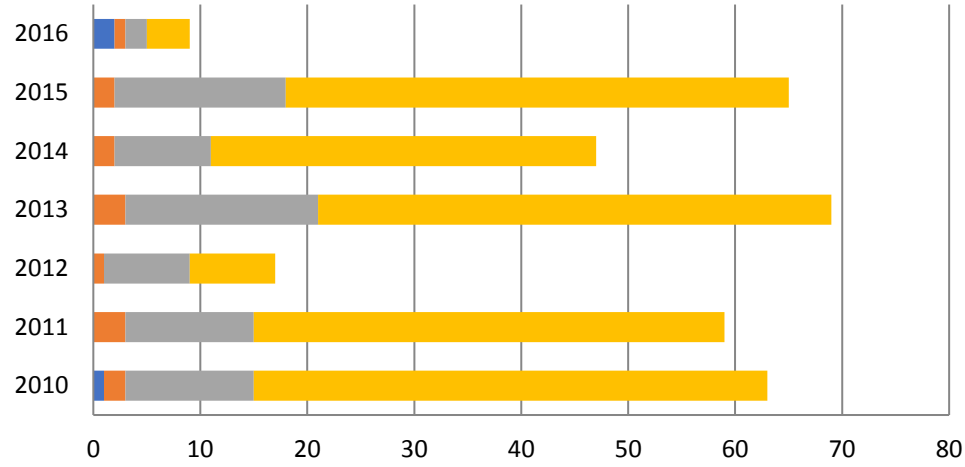


	Y					
	2010	2011	2013	2014	2015	2016
2-Severe Injury				1		1
3-Complaint of Pain	6	3	4	1	6	10
4-Other Visible Injury	1	3	1	3	8	4

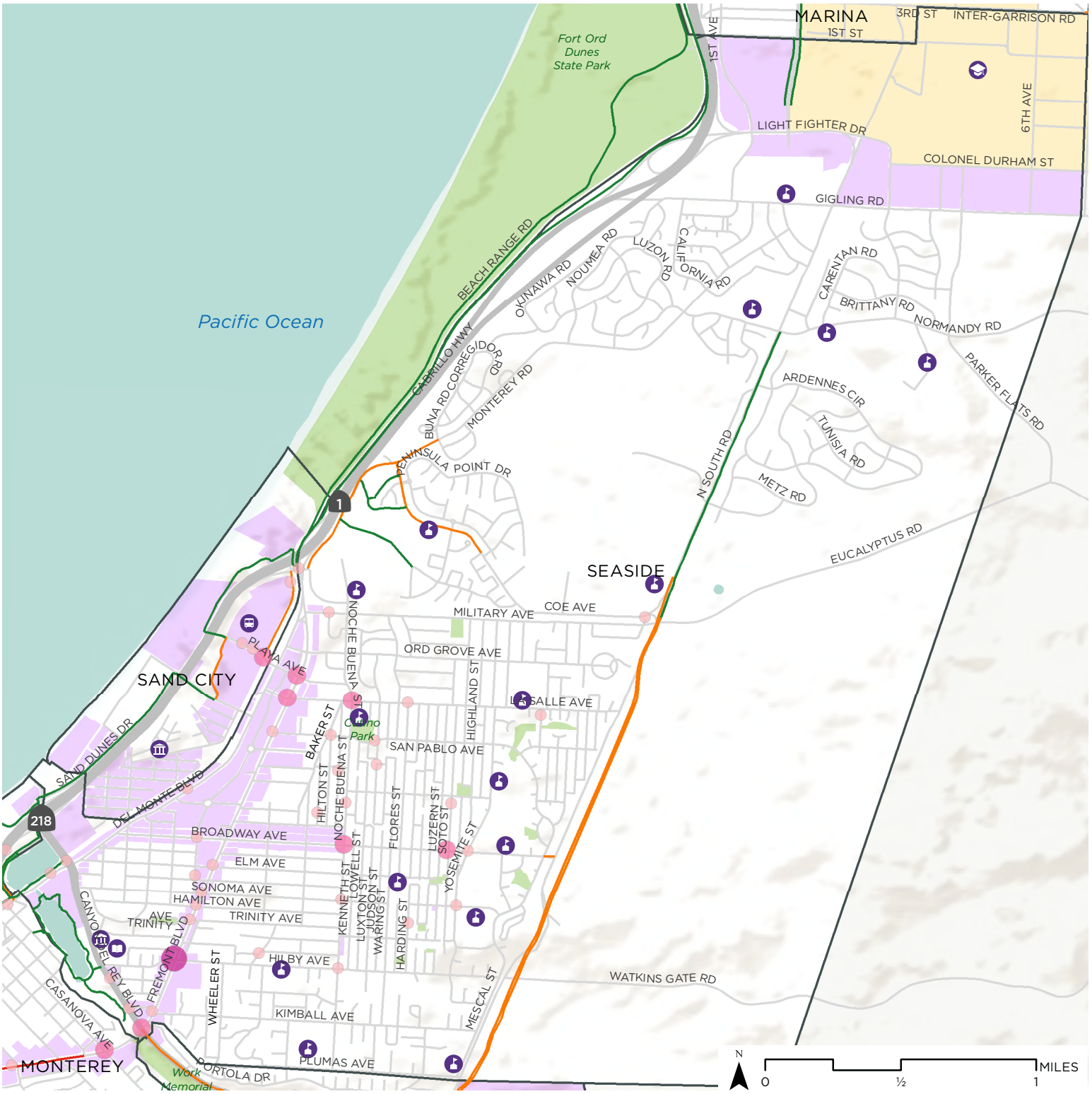
Pedestrian Collisions by Injury Severity: 2010 - 2016



	Y					
	2010	2011	2013	2014	2015	2016
1-Fatality					1	
2-Severe Injury	1	1		1		1
3-Other Visible Injury	3		2	4	6	2
4-Complaint of Pain	2	6	6	2	3	6



	2010	2011	2012	2013	2014	2015	2016
1- Fatality	1						2
2-Severe Injury	2	3	1	3	2	2	1
3-Other Visible Injury	12	12	8	18	9	16	2
4-Complaint of Pain Injury	48	44	8	48	36	47	4



Seaside and Sand City

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> Uphill bikeway (Slope > 4%)

Points of Interest

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

Land Use

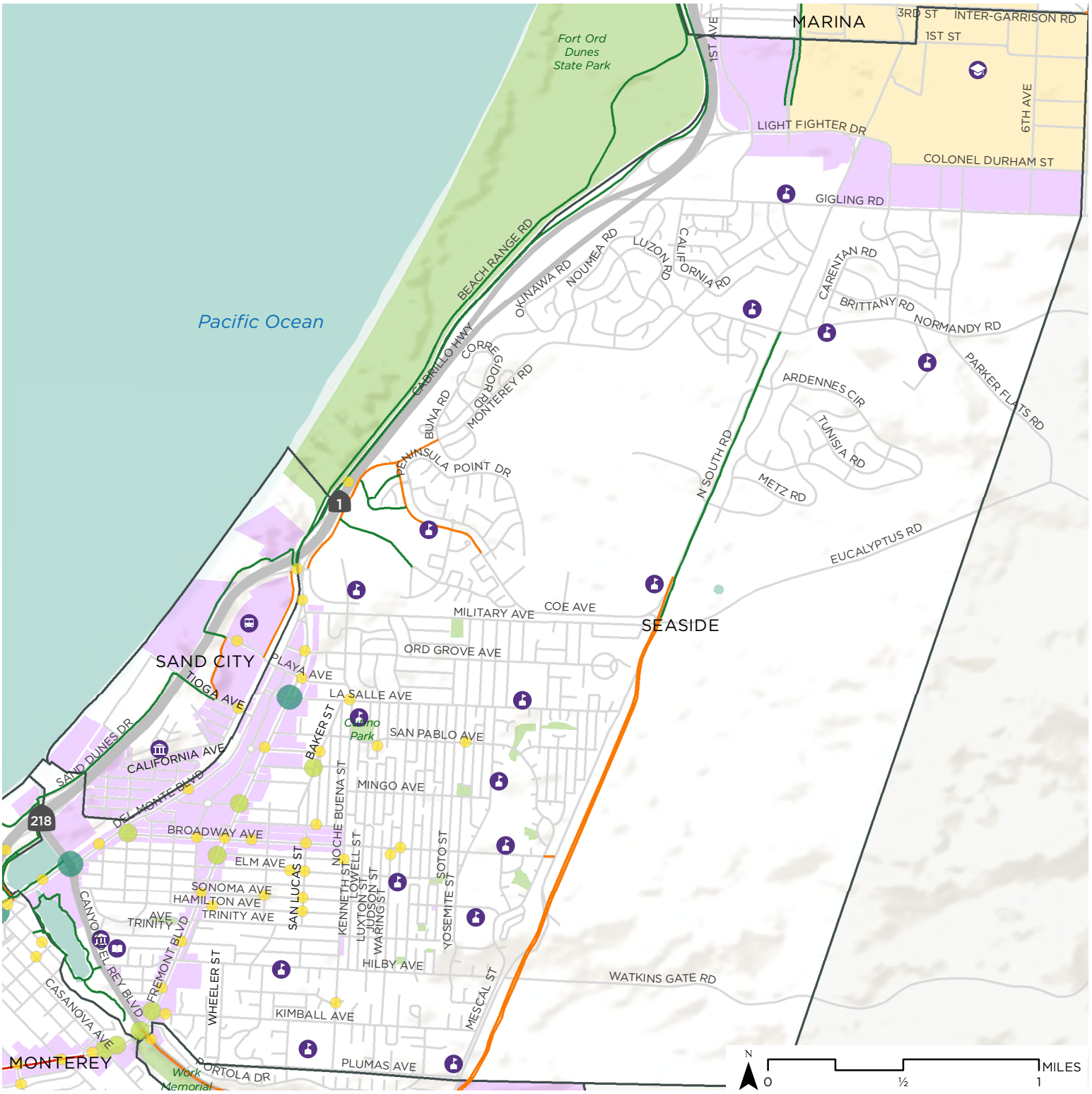
- Park/Open Space
- Cal State Monterey Bay
- Commercial Area
- City Boundary

Pedestrian Collisions

- 1
- 2 - 3
- 4 - 6

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

Map produced October 2017 by Alta Planning + Design.



Seaside and Sand City

Monterey County Active Transportation Plan

Existing Bikeways

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

>>> 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

Bicycle Collisions

- 1
- 2
- 3 - 5

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

Map produced October 2017 by Alta Planning + Design.

Plans, Programs & Policies

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

Seaside General Plan

Seaside adopted its most current General Plan in 2003, and is currently in the process of updating its General Plan. The Seaside 2040 Plan is the General Plan update, currently in draft form has the following guiding principles and strategies that support the projects in this Plan include:

- **Guiding Principle 11 An Active City:** The City provides high-quality, safe community and recreational facilities, parks, and open spaces to meet recreational and social needs of youth and adults.
- **Guiding Principle 13 A city with a focus on active transportation:** Seaside supports a multi-modal transportation network that enhances neighborhood connectivity and provides opportunities for active transportation and complete streets.
- **Strategy 14 Create a multimodal network of complete streets:** The General Plan envisions a citywide network of "Complete Streets" that meet the needs of all users, including bicyclists, children, persons with disabilities, drivers, movers of commercial goods, pedestrians, public transportation, and seniors.
- **Strategy 15 Construct a complete bicycle network:** The General Plan builds on the existing regional and local planned bikeway network, identifying new on-street bike lanes, off-street bike paths, and separated cycle tracks to increase the convenience and use of cycling as a daily form of transportation.

Canyon Del Rey Boulevard (State Route 218) Corridor Study

Seaside is partnering with the City of Del Rey Oaks, TAMC and Caltrans to conduct a corridor study of Canyon Del Rey Boulevard from Hwy 68 to Hwy 1. The goal of the Corridor Study is to engage the community, identify bike and pedestrian improvements to the corridor, analyze the impacts of relinquishment, and conduct technical traffic modeling analysis necessary to identify short and long-term improvements for the corridor.

Because this Corridor Study is under development, additional complete street improvements beyond those listed here may be planned and implemented.

Seaside and Marian Safe Walking and Biking to School Plan

The Seaside and Marina Safe Biking and Walking to School Plan is a partnership between the Cities of Marina, Seaside, TAMC, the Monterey County Health Department, and Ecology Action. The Safe Walking and Biking Plan will provide the cities of Marina and Seaside with a comprehensive approach and tools to reduce the barriers to walking, biking, taking the bus and carpooling to school. This plan will provide the basis for future investments in

infrastructure by the local Measure X Safe Routes to Schools program, the SB 1 local road rehabilitation program, and the infrastructure portion of the Active Transportation Program.

This Safe Walking and Biking Plan will kick-off in 2018, and will result in additional projects beyond those listed here.

Multi-jurisdictional Coordination

Seaside's proximity to the cities of Marina, Del Rey Oaks, Monterey, CSU Monterey Bay, and the former Fort Ord lands make coordination with these jurisdictions and other special districts crucial to the success of implementing the improvements identified here. Additionally, the north side of Seaside requires coordination and approvals from the Army.

Public Comments

In addition to including projects identified in other City of Seaside 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.

Pedestrian Improvements

- Pedestrian and bicyclist connectivity improvements between Fremont Blvd & the Monterey Bay Sanctuary Scenic Trail
- Pedestrian visibility intersection improvements at Kimball Ave & Fremont Blvd

Bicycling Improvements

- Physically protected bike lanes or bike path along General Jim Moore Blvd
- Bike lanes at:
  - Ord Ave
  - Noche Buena St
  - Kenneth St
  - Fremont Blvd
  - Del Monte Blvd
  - Broadway Ave
  - Hillby Ave
  - Mescal St
  - Plumas Ave
- Cycletrack on Divarty St

Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Seaside. There were a few bicycle projects added after the ranking exercise that are noted as "unranked" in this list.

Bicycle Infrastructure Improvements

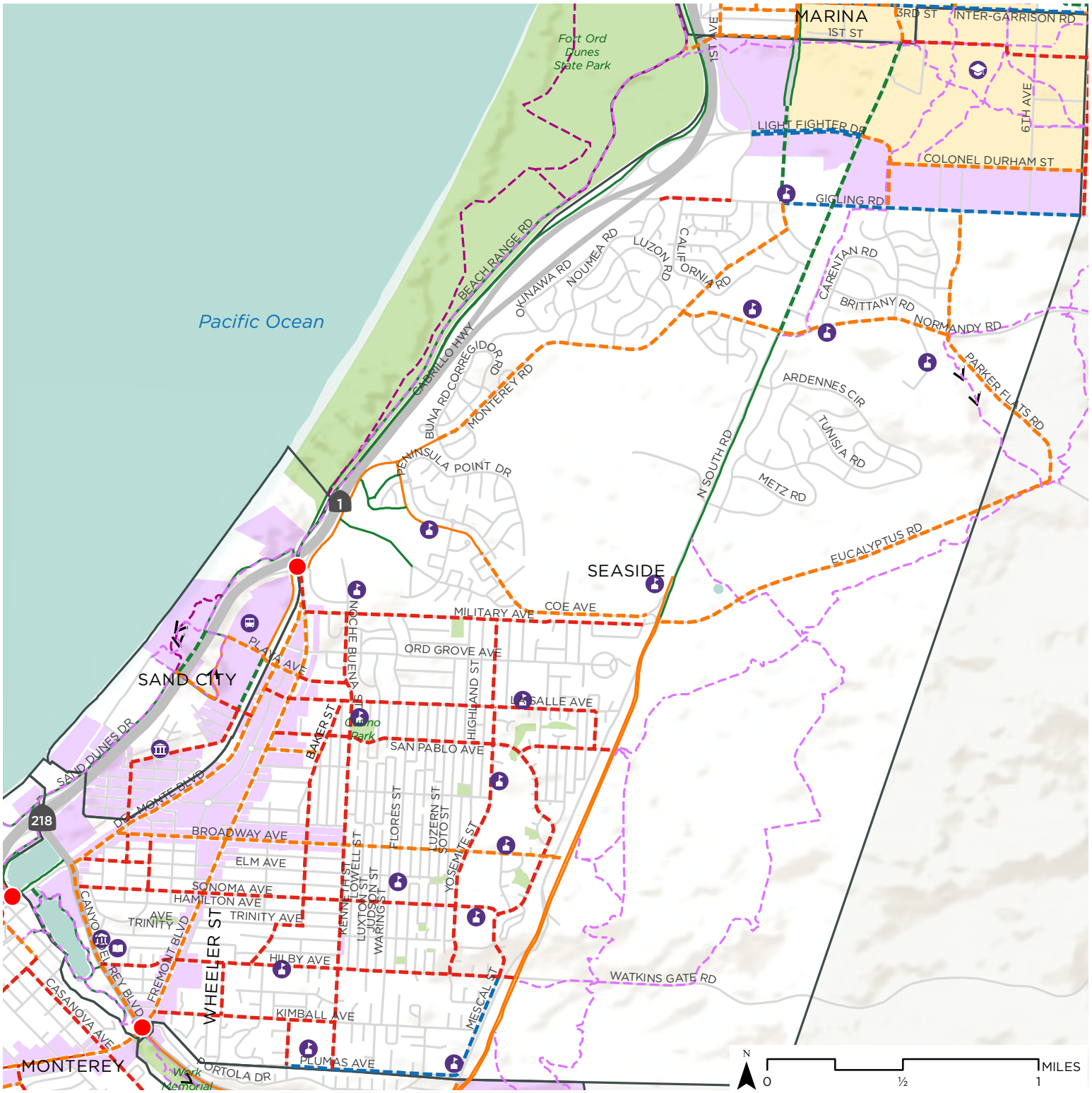
Rank	ATP ID #	Name	Location		Type	Length (miles)	Cost Estimate	Notes
1	SEA-18	General Jim Moore Blvd	Divarty St	Normandy Rd	bike path	1.16	$892,156	
2	SEA-23	Del Monte Blvd	Canyon del Rey Blvd	Broadway	bike lane	0.20	$10,587	
3	SEA-16	Lightfighter Dr	General Jim Moore Blvd	1st Ave	protected bike lane	0.41	$486,243	
4	SEA-1	Fremont Blvd	Canyon Del Rey Blvd	Military Ave	bike lane	1.67	$87,508	
4	SEA-19	Gigling Rd	7th Ave	6th Division Rd	protected bike lane	1.11	$1,326,117	Army jurisdiction
4	SEA-21	Peninsula Path Connection	Laguna Grande Regional Park	Laguna del Rey	bike path	0.06	$47,234	
5	SEA-34	Noche Buena St	Plumas Ave	Military Ave	bike route	1.69	$14,871	
6	SEA-2	Del Monte Blvd	Fremont Blvd	Broadway Ave	bike lane	1.14	$59,736	
7	SEA-22	Canyon del Rey Blvd	Fremont Blvd	Del Monte Blvd	bike lane	0.67	$35,095	
8	SEA-9	Mescal St - Plumas Ave	Hillby Ave	Tweed St	protected bike lane	1.03	$1,230,541	
9	SEA-27	7th Ave	3rd St	Gigling Rd	bike route	0.75	$9,048	Army jurisdiction
9	SEA-6	Baker St - San Lucas - Prospect	LaSalle Ave	Hillby Ave	bike route/bike boulevard	1.12	$13,552	
10	SEA-35	Hilby Ave	Canyon del Rey Blvd	Watkins Gate Rd	bike route	1.55	$18,720	
11	SEA-26	1st St	Beach Range	2nd Ave	bike lane	0.43	$22,494	Army jurisdiction

12	SEA-33	Yosemite St	Hilby Ave	Military Ave	bike route	1.34	$16,227	
13	SEA-7	Kimball Ave	Fremont Blvd	Noche Buena St	bike route/bike boulevard	0.67	$8,071	
14	SEA-36	Fremont Blvd	Military Ave	Hwy 1 Ramp	bike route	0.16	$1,976	
15	SEA-39	General Jim Moore	City Limits	Coe Ave	bike lane	0.02	$1,108	
16	SEA-11	Elm Ave	Del Monte Blvd	Hillsdale St	bike route/bike boulevard	0.24	$2,928	
16	SEA-20	Colonel Durham St	7th Ave	Malmedy Rd	bike lane	0.72	$37,780	
16	SEA-38	Melmedy Rd	Gigling Ave	General Jim Moore Blvd	bike lane	0.34	$17,841	
17	SEA-4	Sonoma Ave	Mescal St	Canyon Del Rey Blvd	bike route/bike boulevard	1.56	$18,876	
18	SEA-34	La Salle Ave	Del Monte Blvd	Nadina St	bike route	1.23	$14,871	
19	SEA-29	Monterey Rd	6th Division Cir	Buna Rd	bike lane	1.59	$83,401	Army jurisdiction
20	SEA-37	Hwy 1 Crossing	Fremont Blvd	Monterey Rd	bike route	0.03	$402	
21	SEA-25	Parker Flats	Gigling Rd	Eucalyptus Rd	bike lane	1.16	$60,532	
22	SEA-3	San Pablo	Fremont Blvd	Yosemite St	bike route/bike boulevard	0.81	$9,825	
23	SEA-40	San Pablo Ave	General Jim Moore Blvd	Yosemite St	bike route	0.40	$4,865	
24	SEA-10	Hillsdale St	Broadway Ave	Sonoma Ave	bike route/bike boulevard	0.20	$2,456	
24	SEA-12	Contra Costa St	Broadway Ave	Elm Ave	bike route/bike boulevard	0.10	$1,258	
24	SEA-8	Tweed St	Kimball Ave	Plumas Ave	bike route/bike boulevard	0.17	$2,045	

25	SEA-32	Military Ave	Fremont Blvd	Paralta Ave	bike route	1.25	$15,099	
26	SEA-28	6th Division Circle	Gigling Rd	Monterey Rd	bike lane	0.10	$5,076	Army jurisdiction
27	SEA-5	Mescal St	San Pablo Ave	Hillby Ave	bike route/bike boulevard	0.97	$11,725	
28	SEA-15	Normandy Rd	General Jim Moore Blvd	Parker Flats Cut Off Rd	bike lane	1.01	$52,924	Army jurisdiction
30	SEA-13	Wheeler St	Hillby Ave	Kimball Ave	bike route/bike boulevard	0.20	$2,372	
30	SEA-14	Nadina St	LaSalle Ave	San Pablo Ave	bike route	0.14	$1,706	
	SEA-41	Playa Ave	City Limits	Fremont Blvd	bike lane	0.18	$9,432	Unranked
	SEA-42	Playa Ave	Fremont Blvd	Noche Buena St	bike route	0.10	$1,210	Unranked
	SEA-43	Echo	Fremont Blvd	Baker St	bike lane	0.20	$10,480	Unranked
	SEA-44	Gigling	1st Ave	Norumea Rd	bike route	0.25	$3,025	Unranked
	SEA-45	Broadway Ave	Del Monte Blvd	Fremont Blvd	bike lane	0.39	$20,436	Unranked
	SEA-46	2nd Ave	Lightfighter Dr	Gigling	bike lane	0.27	$14,148	Unranked

Pedestrian Infrastructure Improvements

ATP ID#	Location		Type	Cost Estimate	Notes
SEA-41	Canyon Del Rey Boulevard	Fremont Blvd	pedestrian intersection improvement	$71,600.00	*This will require a partnership with Del Rey Oaks, Monterey and Caltrans.



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

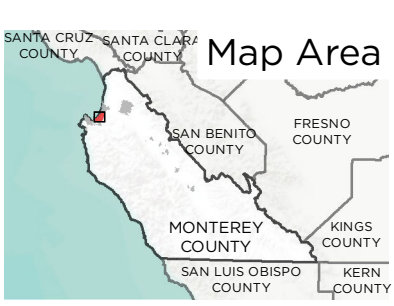
Points of Interest

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

Land Use

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

>>> Uphill bikeway (Slope > 4%)



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

Map produced October 2017 by Alta Planning + Design.

5.13 Soledad

Demographic Profile

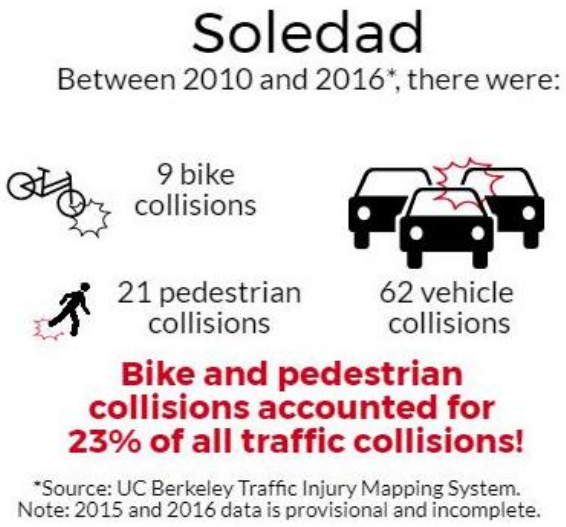
The City of Soledad is a small town in the Salinas Valley with 26,065 people, as reported by the California Department of Finance 2017 data. Soledad is a relatively young, growing and diverse city. In 2000, Soledad's population was 11,200. Soledad more than doubled in population from 2000 to 2010. The median age in Soledad is 36.5, which is slightly older than the median age of 33 countywide. Approximately 16.1% of Soledad' population is younger than 18 years old[1]. Approximately 70.5% of Soledad's population is Latino, 14.5% are white, 10.7% are African-American, 5.3% are Asian, and 4.8% are Native American or Pacific Islander.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 5,000 Soledad residents that live on the southeast side of US 101 are in a disadvantaged neighborhood where 44% of households live in poverty, 3.7% of households do not have access to a car, and 48.5% have no high school education[2].

Safety Profile

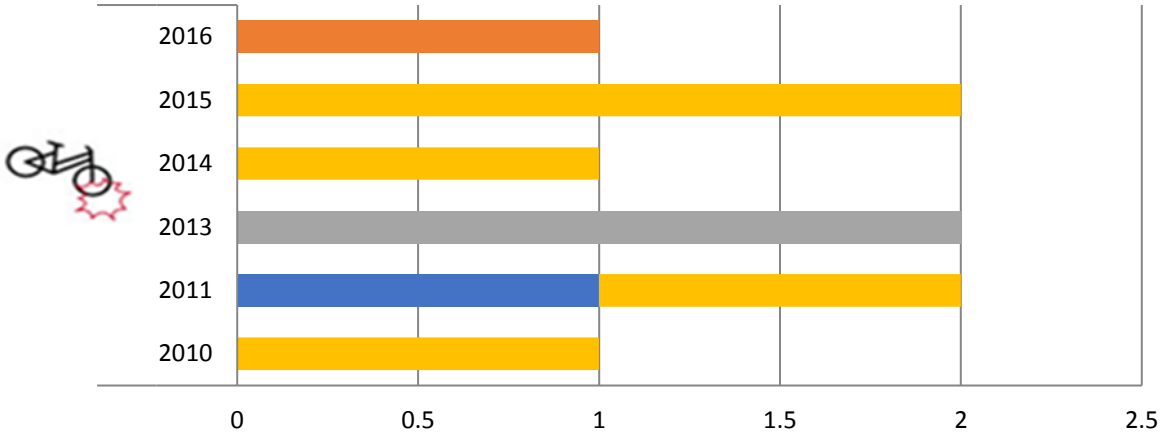
In the City of Soledad, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 92 collisions in Soledad between 2010 and 2016 there were 30 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 23% or approximately 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Soledad are approximately 2.8% and 0% respectively[3]. Based on 2015 California Office of Traffic Safety rankings, which compares traffic safety statistics among similar sized cities, Soledad ranks 10th for injuries of pedestrians over the age of 65.



The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.

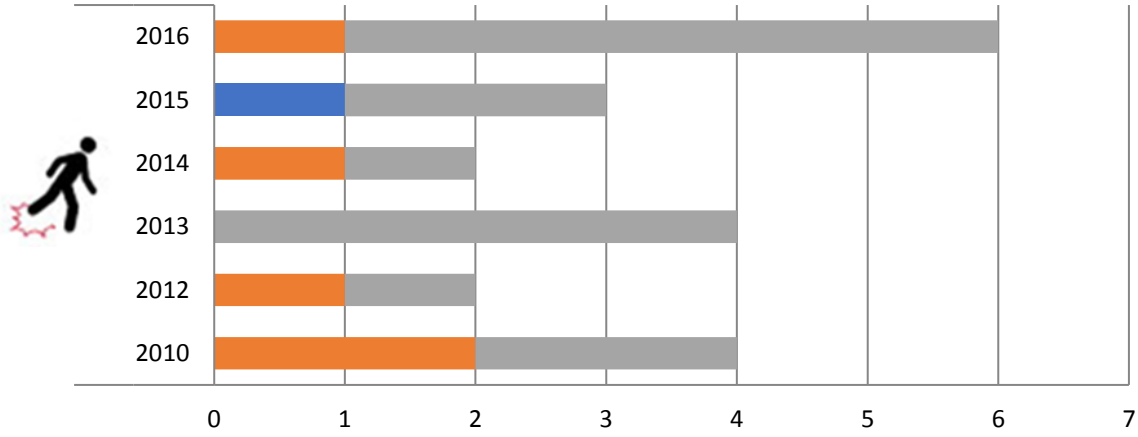
[1] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101
[2] California Health Disadvantage Index: http://phasocal.org/ca-hdi/
[3] Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801

Bicycle Collisions by Injury Severity: 2010 - 2016



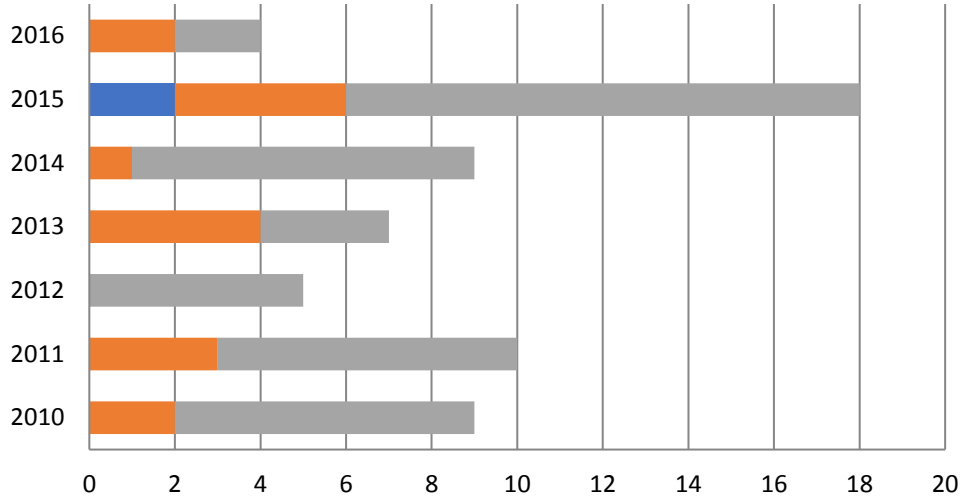
	Y					
	2010	2011	2013	2014	2015	2016
1-Fatality		1				
2-Severe Injury						1
3-Complaint of Pain			2			
4-Other Visible Injury	1	1		1	2	

Pedestrian Collisions by Injury Severity: 2010 - 2016

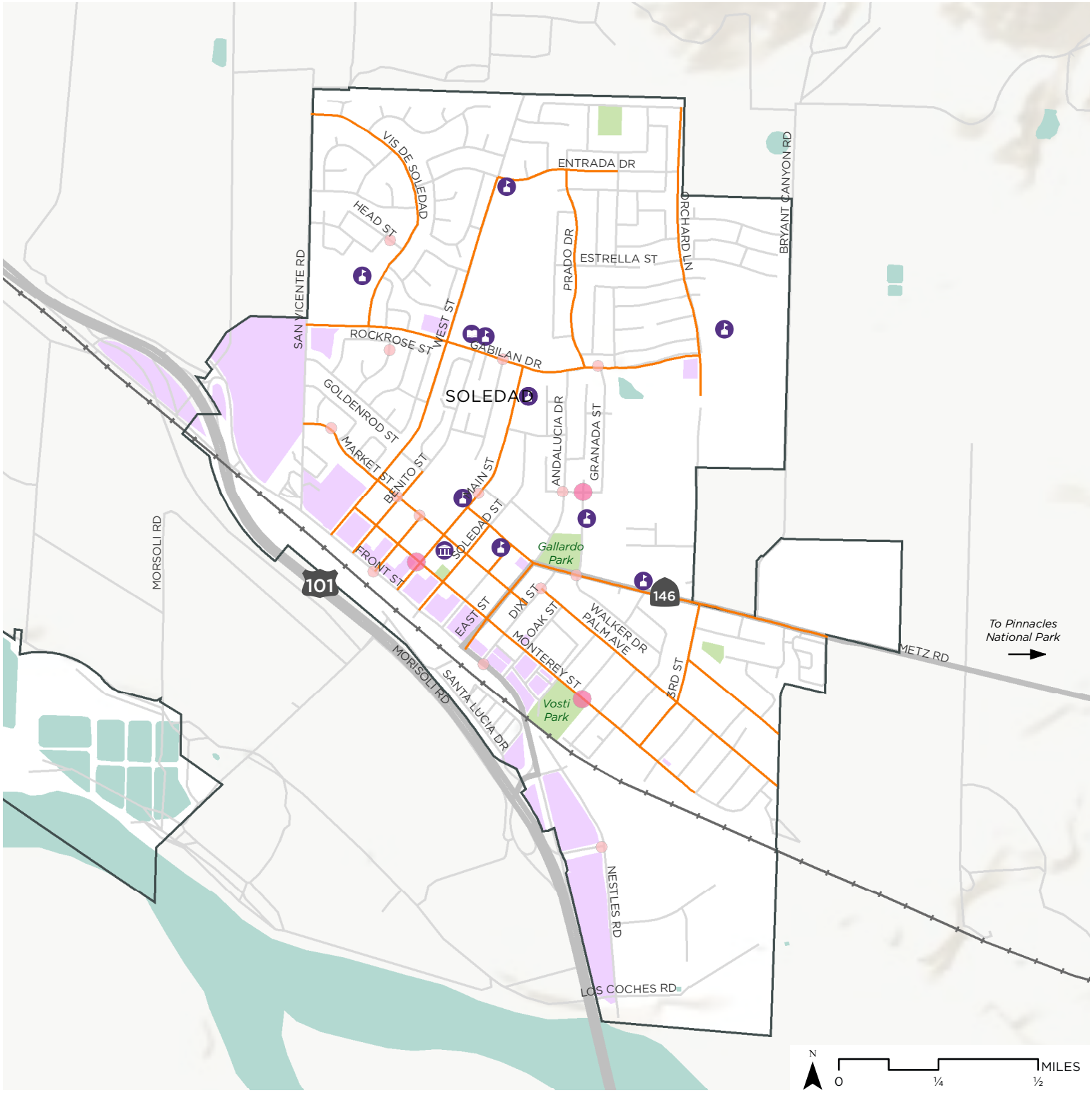


	Y					
	2010	2012	2013	2014	2015	2016
2-Severe Injury					1	
3-Other Visible Injury	2	1		1		1
4-Complaint of Pain	2	1	4	1	2	5

Vehicle Collisions by Injury Severity: 2010 - 2016



	2010	2011	2012	2013	2014	2015	2016
2-Severe Injury						2	
3-Other Visible Injury	2	3		4	1	4	2
4-Complaint of Pain Injury	7	7	5	3	8	12	2



Soledad

Monterey County Active Transportation Plan

Existing Bikeways

- Class II Bike Lane

Points of Interest

- K-12 School
- City Hall
- Public Library

Land Use

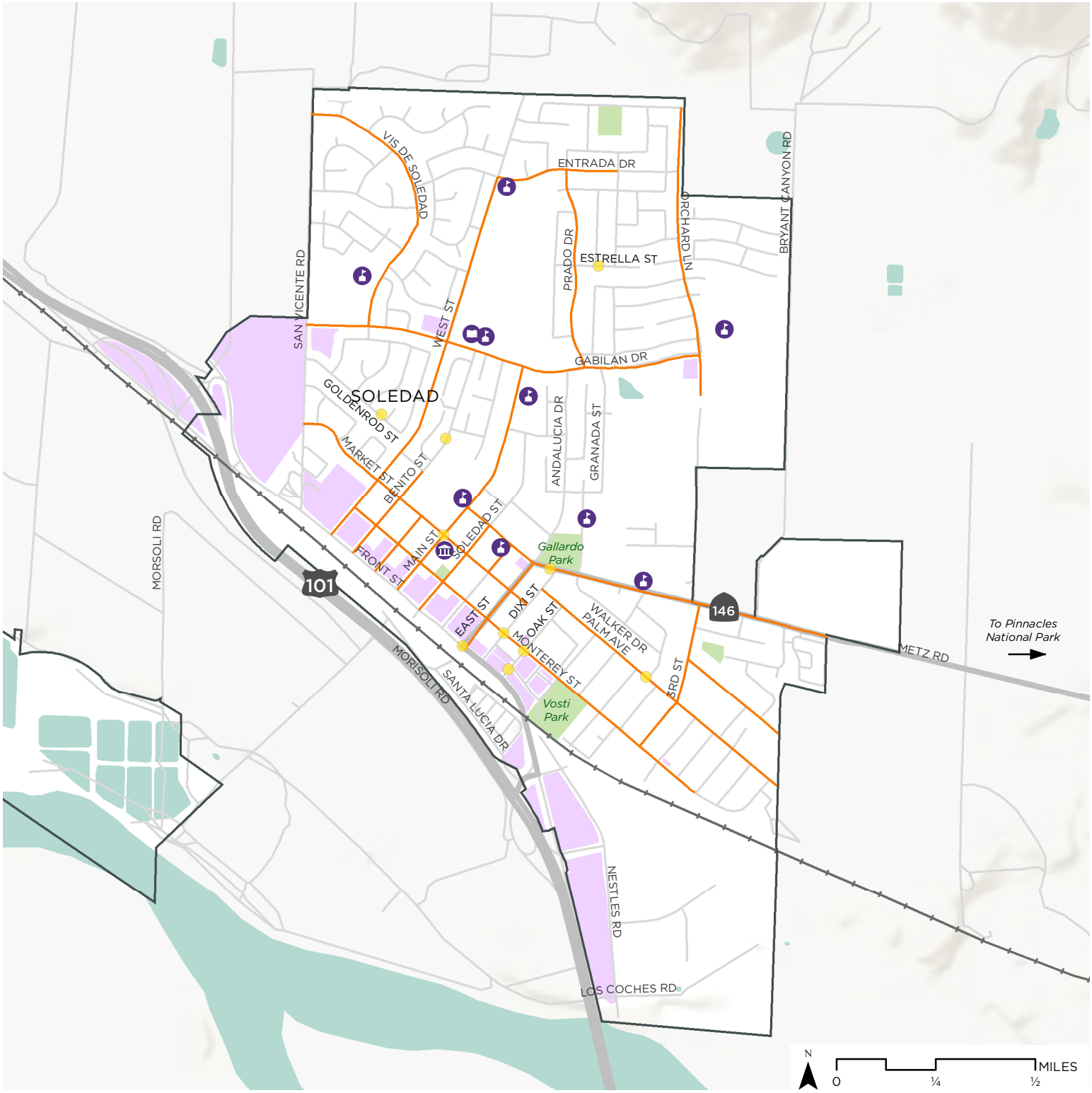
- Park/Open Space
- Commercial Area
- City Boundary

Pedestrian Collisions

- 1
- 2 - 3

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

Map produced October 2017 by Alta Planning + Design.



Soledad

Monterey County Active Transportation Plan

Existing Bikeways

- Class II Bike Lane

Bicycle Collisions

- 1

Points of Interest

- K-12 School
- City Hall
- Public Library

Land Use

- Park/Open Space
- Commercial Area
- City Boundary

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

Map produced October 2017 by Alta Planning + Design.

Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Soledad plans. The bicycle and pedestrian improvements identified in the Soledad plans are included in this Active Transportation Plan.

Soledad General Plan

Soledad adopted its most recent General Plan in 2005. Circulation goals and policies that support the projects in this Plan include:

- Circulation Goal 2: To encourage the use of alternate forms of transportation other than the automobile.
- Policy C-20 The City shall establish a safe and convenient network of identified bicycle routes …and shall cooperate with surrounding jurisdictions in designing and implementing an area-wide bicycle system.
- Policy C-21: Bicycle routes shall emphasize paths separate from vehicle traffic to themaximum extent feasible, but shall also include bicycle lanes within public
- Policy C-22: Bike lanes and paths shall be designed and maintained to improve bicycling.
- Policy C-27: The City shall complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into City and county open space areas.

City of Soledad Downtown Vision Program

Soledad developed the Downtown Vision Program in 2011 to identify strategic infill opportunities and infrastructure improvements to create a vibrant downtown area. Included in the Downtown Vision Program are bike rack improvements, as well as pedestrian and bicycle access improvements to the planned Soledad passenger rail station. The improvements identified in the Vision Program would also enhance access to Soledad's regional destinations such as the Soledad Mission, Pinnacles National Park and the Salinas Valley vineyards and wineries.

Public Comments

In addition to including projects identified in other Soledad 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.

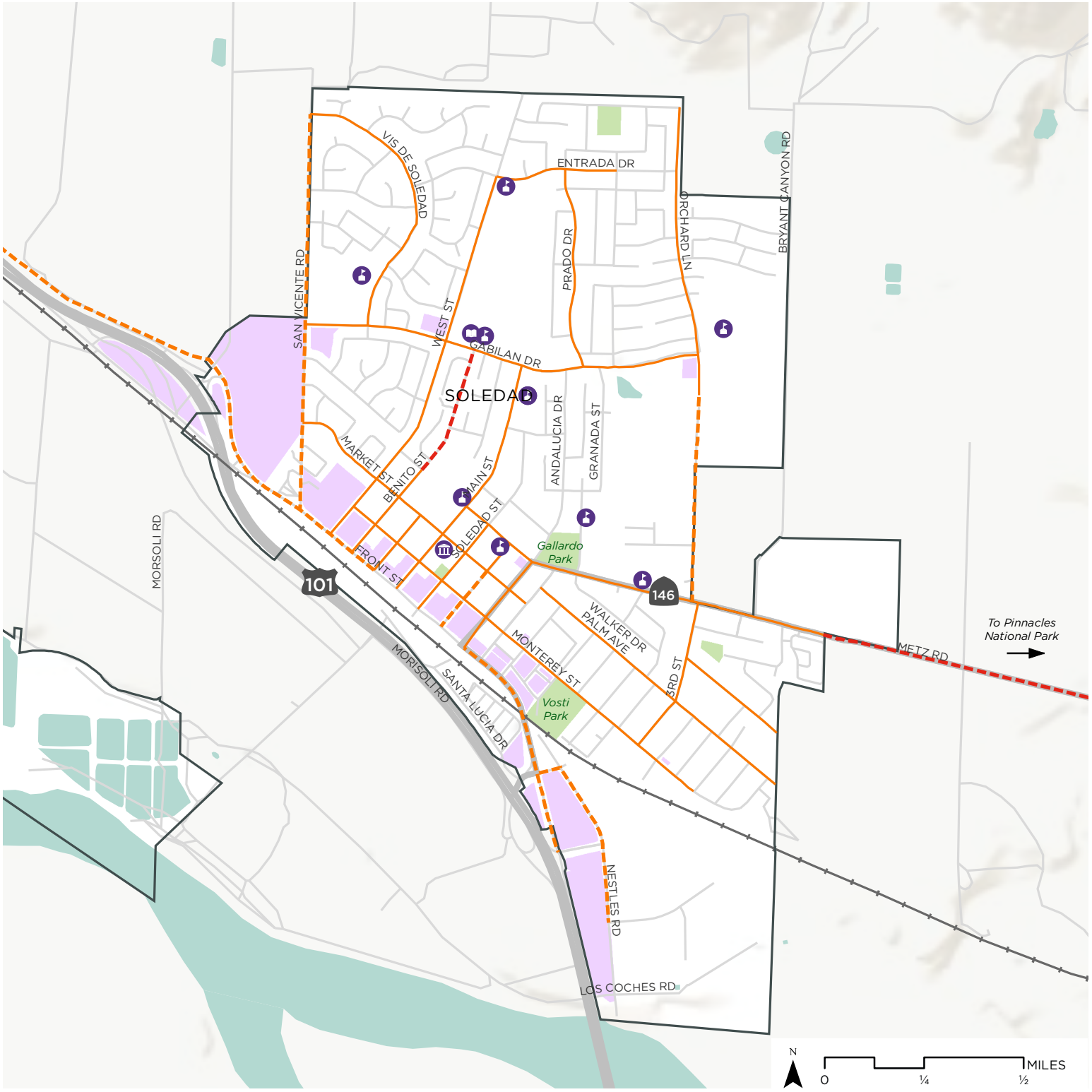
Bicycling Improvements
• Soledad to the Pinnacles National Monument bike lanes/bike access improvements

Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Soledad.

Bicycle Infrastructure Improvements

Rank	Name	Location		Type	Length (miles)	Cost Estimate
1	Kidder St	Front St	Market St	bike lane	0.18	$9,517
2	Front St	East St	4th St	bike lane	0.59	$30,764
3	San Vincente Rd	Vista del Sol Rd	Hwy 101	bike lane	1.00	$52,191
3	Orchard Lane	Metz Rd	Asilomar Rd	bike lane	0.52	$27,186
4	Nestles Rd	Los Coches Rd	Front St	bike lane	0.48	$25,199
5	Benito St	North St	Gabilan Dr	bike route	0.34	$4,054



Soledad

Monterey County Active Transportation Plan

Existing Bikeways
- Class II Bike Lane

Proposed Bikeway Improvements
- Class II Bike Lane
- Class III Bike Route

Points of Interest
- K-12 School
- City Hall
- Public Library

Land Use
- Park/Open Space
- Commercial Area
- City Boundary

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

Map produced October 2017 by Alta Planning + Design.

6. FUNDING & IMPLEMENTATION

Past Expenditures & Future Needs

The 2040 Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS) identified numerous bicycle and/or pedestrian projects for programming. The RTP-SCS considers federal, state, and local funding sources. The fiscally-constrained element assumed $4.8 billion in current year dollars available funding over the life of the plan, to 2040. Of this funding, the RTP-SCS identifies a total need of $687 million, or 15.5% of the total, to fund bicycle and/or pedestrian projects. TAMC's 2035 Regional Transportation Plan, identified a total need of 13.3% of the $4.42 billion available over the life of the plan to fund bicycle and/or pedestrian projects.

Implementing the projects in this Plan will require TAMC and the local jurisdictions to leverage the funding identified in the fiscally constrained RTP-SCS. To achieve the regional vision, and fully implement this Plan, an estimate of $632 million will be required to year 2040. This is significantly more than the $201 million allocated in the Regional Transportation Plan. Specific project cost estimates are provided in **Appendix 2** for most projects.

Active Transportation Investments, RTP 2040

Amount	Item
$40,000	FORTAG
$17,300	PG Hwy 68
$20,000	SRTS
$156,522	AT - Countywide projects
$55,000	County G12
$398,383	Active Transportation - all
$687,205	**Total Active Transportation**
$4,420,000	Total All Modes
15.55%	

Funding Sources

TAMC placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters. The measure is anticipated to generate an estimated $20 million annually for a total of $600 million over thirty years through a retail transactions and use tax of a three-eighths' of one-percent (3/8%). The revenue from Measure X funds critical safety, mobility, and maintenance projects and programs in three categories:

- $360 million (60%) to Local Road Maintenance, Pothole Repairs & Safety
- $160 million (27%) to Regional Road Safety & Congestion Improvements
- $80 million (13%) to Pedestrian & Bike Safety and Mobility Projects.

Funding available for local road maintenance is a source that local jurisdictions can use to implement bike and pedestrian improvements. The Measure X Safe Routes to School Program, which is allocated $20 million over thirty years, will provide education, engineering, planning and infrastructure support for the improvements identified in this Plan.

The following table lists potential grant and program funding sources to leverage local Measure X funds in order to implement the projects identified in this Plan.

Source	Capital Improvement	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
Local				
City Sales Tax	X	X	X	X
Regional Sales Tax (Measure X)	X	X	X	X
RSTP (Formula & Competitive)	X	X		X
TDA 2%	X	X		?
SAFE				
AB2766	X			
Foundations	X	X	X	?
Businesses & Corporations	X		X	
Developer Impact Fees	X		X	
Other?				
State				
Active Transportation Program	X	X	X	
Highway Safety Improvement Program	X			
California Office of Traffic Safety		X	X	
Caltrans Planning & Environmental Justice Grant	X	X		
Community Based Transportation Grants		X		
State Highway Operations & Protection Program (SHOPP)	X	X		
California Coastal Conservancy	X	X		
SB1	X			X
Federal				
Federal Highway Administration Federal Lands Access Program	X	X		
Centers for Disease Control			X	

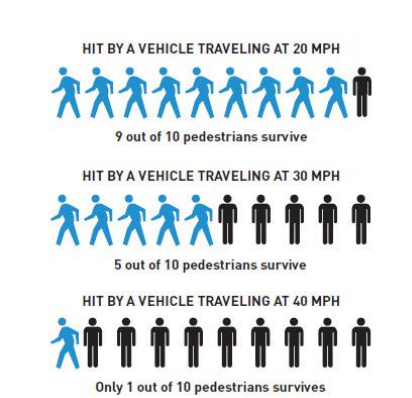
Plan Implementation & Reporting

The implementation of the projects supported by this Plan will occur over time as funding becomes available. The ability for local jurisdictions to leverage local funds with additional grant funding will be crucial for Plan implementation.

Given availability of local Measure X funds and State SB 1 funds, there is a great opportunity for local jurisdictions to implement bike and pedestrian improvements as part of street and road improvements. While the project lists in **Appendix 2** are meant to be inclusive of all active transportation improvements, this Plan does not preclude local jurisdictions from making active transportation improvements on streets that are not listed here.

Some projects are listed as programmed and have confirmed funding sources. These projects will advance as scheduled and as noted in their respective funding documents, such as the federal or state Transportation Improvement Programs. Individual projects will be prioritized for funding through the Regional Transportation Plan – Sustainable Communities Strategy (RTP-SCS) update process. Reporting will also occur via the RTP-SCS, which is updated every four years. Additionally, the region's Active Transportation Plan will be updated at regular intervals, and each update will provide a good means of assessing the effectiveness of each previous plan.

Appendix 1 – Project Ranking Criteria

Criteria	Measurement Methodology	Data Source	Notes
Safety **(20 points)** Addresses a location with a high bicycle and pedestrian collision history, or addresses a location that is associated with greater cyclist or pedestrian stress such as streets with higher motor vehicle volumes and/or posted speeds.	**UC Berkeley TIMS:** 1 or more fatalities or severe injury collisions at project location (5 points); 2< collisions at the project location (4 points); 2< collisions within close proximity of the project location (3 points); 2> collision within close proximity of the project location (2 points); 0 collisions within close proximity of the project location (1 point) **CalEnviroScreen 3.0 Traffic Density percentiles:** 100-80 (5 points); 80-70 (4 points); 50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point) **Speeds:** >40 mph (5 points) >30 mph (3 points) >20 mph (2 points) **Roadway Classification:** Project is located on or crosses a major arterial (5 points); Project is located on or crosses a minor arterial (4 points); Project is located on or crosses a collector arterial (3 points); Project has no arterial crossings (2 points)	**UC Berkeley Traffic Injury Mapping System collisions data from 2010 - 2016** https://tims.berkeley.edu/ **CalEnviroScreen 3.0 - Traffic Density** https://oehha.ca.gov/calenviroscreen/indicator/traffic-density **Speeds/Roadway Classification** Speed data: Association of Monterey Bay Area Governments Regional Roadway Network data. Roadway classification: Caltrans California Road System Maps (http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/) The breakdown of points for the speed and roadway classifications is based on research regarding speed and injury severity for pedestrians.	Crash data is a historical and responsive variable, while the remaining safety data points are predictive variables for identifying locations that will improve bike and pedestrian safety.  Figure 1: Image source - Seattle Department of Transportation. (September 2010).

Criteria	Measurement Methodology	Data Source	Notes
Connectivity (20 points) Fills a gap or creates access in an existing route to major destinations. Will remove a barrier or close a system gap in the active transportation network.	**Major Destinations:** Serves 2 or more major regional destinations, project located on a regional wayfinding route (10 points); Serves 1 major regional destinations, project connects to a regional wayfinding route (7 points); Serves 2 or more local destinations (5 points); Serves 1 local destination (3 points); Serves residential neighborhood only (1 point) **Closes a Gap:** Connects to 1 regional or 2 local or more bike/pedestrian facilities that are existing or planned, project located on a regional wayfinding route (10 points); Connects to 1 local existing or planned bike/pedestrian facility, project connects to a regional wayfinding route (7 points); Project connects to 2 or more local destinations (5 points); Does not connect to an existing or planned bike/ped facility (1 point)	**Major Destinations:** Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations. Local destinations are elementary, middle and high schools, libraries and other community centers. **Closes a Gap:** Based on 2011 Master Plan database and TAMC existing bikeways data and Regional Wayfinding Plan data.	
Comfort (20 points) Creates a more	**Treatment:** Innovative and physically separated treatment (20 points);	Innovative and physically separated treatment: bike boxes, cycle tracks with physical buffer	Source: FHWA Small Town and Rural Design Guide-Facilities for Biking and Walking

Criteria	Measurement Methodology	Data Source	Notes
comfortable walking or bicycling experience for the user by using innovative bicycle and/or pedestrian treatments such as cycle tracks, bike boxes or pedestrian countdowns.	Physically separated treatment (15 points); Innovative visually separated treatment (10 points); Mixed with traffic treatment (5 points)	Physically separated treatment: Sidewalk, curb extensions, shared use path, Innovative visually separated treatment: Pained buffered bike lane, advisory shoulder, crosswalk, high-visibility crosswalk, pedestrian countdowns, bike boulevard Mixed with traffic treatment: Bike routes, bike boulevards, yield roadway	
Active Transportation Trips **(15 points)** Expected to generate an increase in bicycling and/or walking trips by providing a connection between or access to major destinations, such as: employment centers, shopping centers, community centers, schools and transit stations	Connects to 2 or more regional destinations (15 points); Connects to 1 regional destination and 1 school (13 points); Connects to 2 or more local destinations and 1 school (10 points); Connects to 1 local destination (5 points); Connects to a route, but no destination (3 points); Does not connect to a destination (1 point)	**Destinations:** Regional destinations are large employment centers, colleges and universities, hospitals, shopping centers, downtown commercial centers and transit stations. Local destinations are elementary, middle and high schools, libraries, local civic centers and other community centers.	
Equity **(10 points)** Serves disadvantaged	**CalEnviroScreen 3.0 percentiles:** 100-80 (5 points); 80-70 (4 points);	**CalEnviroScreen 3.0 - Population Characteristics** https://oehha.ca.gov/calenviroscreen/pop	The Public Health Disadvantage Index includes more social equity factors, such as access to a

Criteria	Measurement Methodology	Data Source	Notes
communities including households living in poverty, children and the elderly, and people of color. The State's CalEnviroScreen 2.0 Population Characteristics Indicators tool will be used to measure equity.:	50-40 (3 points); 40-30 (2 points); 20 - 0 (1 point) **Public Health Disadvantage Index percentiles:** 100-76 (5 points) 75-51 (4 points) 50-26 (3 points) 25 – 0 (2 points)	ulation-indicators **Public Health Alliance of Southern California - California Health Disadvantage Index** http://phasocal.org/ca-hdi/	vehicle, that are not included in the CalEnviroScreen scores.
Complete Streets Opportunity Projects (10 points) Integrates active transportation facilities into pre-existing or planned roadway or maintenance projects	Project located on a CIP street (10 points); Project connects to a CIP street (5 points); Project not on or not connected to a CIP street (1 point)	**TAMC Measure X Safety & Investment Plan 5-year Capital Improvement Projects** http://www.tamcmonterey.org/measure-x/programs-projects/	
Quality Facilities (5 points) Improves the quality of an existing facility with high existing usage in a way that will increase usage.	Yes (2 points) No (1 point)		This is a yes or no question. If there is an existing facility, and a new treatment at the facility is included in the Plan then the answer is YES.

Appendix 2 – Project Cost Estimates

Cost Estimate Assumptions

Based on local sidewalk and bicycle facility project bids, Alta Planning + Design and Harris and Associates, Inc. developed per mile cost estimates for the bicycle and pedestrian infrastructure improvements identified in this Plan. Some example State Active Transportation Program funded projects that the consultant team used in developing these per mile cost estimates:

- City of Greenfield: Oak Ave Safe Routes to School sidewalk, bike lane and crossing improvement (construction 2016)
- County of Monterey: Bids for Castroville Overcrossing Project (construction 2017-2018)
- City of Monterey: North Fremont Street cycletracks, pedestrian and transit improvements (construction 2018-2019)
- City of Salinas: East Market Street Safe Routes to School Project cycletracks/road diet (construction 2017)
- City of Soledad: sidewalk project (construction 2016)

Pedestrian Project Cost Assumptions

ITEM NO.	WORK DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE	Comments
Sidewalk Improvement						
1	Mobilization	LS	1	$130,000	$130,000	Assumed 5% of work items
2	Traffic Control	LS	1	$51,000	$51,000	Assumed 2% of work items
3	Clearing and Grubbing	LS	1	$38,000	$38,000	Assumed 1.5% of work items
4	Prepare Storm Water Pollution Prevention Plan	LS	1	$6,000	$6,000	
5	4" PCC Sidewalk	SF	63,360	$25	$1,584,000	
6	Curb and Gutter	LF	10,560	$80	$844,800	
7	ADA Curb Ramps	EA	8	$7,500	$60,000	
8	Fine Grading	SF	21,120	$0.75	$15,840	
				SUBTOTAL	**$2,729,640**	

Contingency (35%) (Rounded Up to Nearest Hundred)					**$955,400**	
Total Construction Cost Per Mile (Rounded Up to Nearest Hundred)					**$3,685,100**	
ITEM NO.	**WORK DESCRIPTION**	**UNIT**	**ESTIMATED QUANTITY**	**UNIT PRICE**	**TOTAL PRICE**	**Comments**
Pedestrian Intersection Improvement						
1	Mobilization	LS	1	$3,000	$3,000	Assumed 5% of work items,
2	Traffic Control	LS	1	$1,000	$1,000	Assumed 2% of work items
3	ADA Curb Ramps	EA	4	$7,500	$30,000	
4	Push Button	EA	4	$3,000	$12,000	
5	4" PCC Sidewalk	SF	240	$25	$6,000	
6	12" Wide Crosswalk Striping	LF	320	$3	$960	
				SUBTOTAL	**$52,960**	
Contingency (35%) (Rounded Up to Nearest Hundred)					**$18,600**	
Total Construction Cost Per Mile (Rounded Up to Nearest Hundred)					**$71,600**	

Pedestrian Intersection Improvement with Bulbout						
1	Mobilization	LS	1	$10,000	$10,000	Assumed 5% of work items,
2	Traffic Control	LS	1	$4,000	$4,000	Assumed 2% of work items
3	Excavation	CY	85	$40	$3,413	
4	ADA Curb Ramps	EA	4	$7,500	$30,000	
5	Aggregate Base (Fill)	CY	113	$75	$8,512	
6	Curb and Gutter	LF	364	$80	$29,120	
7	Push Button	EA	4	$3,000	$12,000	
8	4" PCC Sidewalk	SF	4,379	$25	$109,473	
9	12" Wide Crosswalk Striping	LF	320	$3	$960	

SUBTOTAL	**$207,478**
Contingency (35%) (Rounded Up to Nearest Hundred)	**$72,700**
Total Construction Cost Per Mile (Rounded Up to Nearest Hundred)	**$280,200**

ASSUMED SIDEWALK DIMENSIONS			
length	sidewalk width	sides	landscape
5280	6	2	2

ASSUMED SIDEWALK RECON AT RAMPS				
length	sidewalk width	sides	landscape	roadway width
10	6	4	2	80

sidewalk/bulbout assumptions							
length	sidewalk width	sides	landscape	bulbous width	roadway width	bulbout sf (assume 8' offset on both legs)	curb height
91	8	4	2	8	80	1094.7256	0.67

Bicycle Project Cost Assumptions

ITEM NO.	WORK DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE	Comments
Class 3 Bike Route						
1	Mobilization	LS	1	$500	$500	Assumed 5% of work items,
2	Traffic Control	LS	1	$200	$200	Assumed 2% of work items
3	Bike Route Sign/Wayfinding	EA	8	$500	$4,000	The Bike Lane (R81(CA)) sign should be placed at every arterial street and at 800 m (1/2 mi) intervals of each designated Bike lane.

ITEM NO.	WORK DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE	Comments
						Option: The BEGIN (R81A(CA)) and END (R81B(CA)) signs may be used below the R81(CA) sign to mark the beginning or end of a bike lane. Support: The R81(CA), R81A(CA) and R81B(CA) signs are shown in Figure 9B-2(CA).
4	Shared Lane Pavement Legend	EA	42	$100	$4,200	CALTRANS STATE EVERY 250 FEET AND AT INTERSECTIONS AND IN BOTH DIRECTIONS
				SUBTOTAL	**$8,900**	
				Contingency (35%) (Rounded Up to Nearest Hundred)	**$3,200**	
				Total Construction Cost Per Mile (Rounded Up to Nearest Hundred)	**$12,100**	
Class 2 Bike Lanes						
1	Mobilization	LS	1	$2,000	$2,000	Assumed 5% of work items
2	Traffic Control	LS	1	$800	$800	Assumed 2% of work items
3	Pavement Striping (Detail 39)	LF	10,560	$1	$10,560	
4	Sandblast Existing Striping	LF	10,560	$1.50	$15,840	
5	Bike Route Sign/Wayfinding	EA	8	$500	$4,000	The Bike Lane (R81(CA)) sign should be placed at every arterial street and at 800 m (1/2 mi) intervals of each designated Bike lane. Option: The BEGIN (R81A(CA)) and END (R81B(CA)) signs may be used below the R81(CA) sign to mark the beginning or end of a bike lane.

ITEM NO.	WORK DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE	Comments
						Support: The R81(CA), R81A(CA) and R81B(CA) signs are shown in Figure 9B-2(CA).
6	Bike Lane Pavement Legend	EA	6	$100	$600	bike lane markings every major intersection and every .5 mile
7	Bike Loop	EA	8	$625	$5,000	1/4-mile blocks 4*2 sides of the street
				SUBTOTAL	**$38,800**	
				Contingency (35%) (Rounded Up to Nearest Hundred)	**$13,600**	
				Total Construction Cost Per Mile (Rounded Up to Nearest Hundred)	**$52,400**	
Class 1 Shared Use Path - 10' Paved with 2' Shoulders						
1	Mobilization	LS	1	$28,000	$28,000	Assumed 5% of work items
2	Traffic Control	LS	1	$11,000	$11,000	Assumed 2% of work items
3	Clearing and Grubbing	LS	1	$8,000	$8,000	Assumed 1.5% work items
4	Prepare Storm Water Pollution Prevention Plan	LS	1	$6,000	$6,000	
5	Excavation	CY	2,216	$40	$88,640	
6	Fine Grading	SF	26,400	$0.75	$19,800	
7	Landscaping	SF	26,400	$0.50	$13,200	
8	HMA	TON	1,319	$110	$145,055	
9	Class 2 Aggregate Base	CY	978	$75	$73,333	
10	Decomposed Granite Shoulders	SF	21,120	$8	$168,960	
11	Striping	LF	5,280	$1	$5,280	
12	Bike Lane Pavement Legend	EA	4	$100	$400	bike lane markings every major intersection and every .5 mile

ITEM NO.	WORK DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE	Comments
13	Bike Route Sign/Wayfinding	EA	4	$500	$2,000	The Bike Lane (R81(CA)) sign should be placed at every arterial street and at 800 m (1/2 mi) intervals of each designated Bike lane. Option: The BEGIN (R81A(CA)) and END (R81B(CA)) signs may be used below the R81(CA) sign to mark the beginning or end of a bike lane. Support: The R81(CA), R81A(CA) and R81B(CA) signs are shown in Figure 9B-2(CA).
				SUBTOTAL	**$569,668**	
				Contingency (35%) (Rounded Up to Nearest Hundred)	**$199,400**	
				Total Construction Cost Per Mile (Rounded Up to Nearest Hundred)	**$769,100**	

Class 4 - Separated Bikeways/ Cycletracks						
1	Mobilization	LS	1	$43,000	$43,000	Assumed 5% of work items
2	Traffic Control	LS	1	$17,000	$17,000	Assumed 2% of work items
3	Clearing and Grubbing	LS	1	$13,000	$13,000	Assumed 1.5% work items
4	Prepare Storm Water Pollution Prevention Plan	LS	1	$6,000	$6,000	
5	Excavation	CY	1,955	$40	$78,219	
7	Landscaping	SF	21,120	$0.50	$10,560	
8	Curb and Gutter	LF	5,280	$80.00	$422,400	
9	Flexible Post	EA	264	$60.00	$15,840	
10	HMA	TON	1,319	$110	$145,055	
11	Class 2 Aggregate Base	CY	978	$75	$73,333	

ITEM NO.	WORK DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE	Comments
12	Raised Median for channelization	SF	5,280	$10	$52,800	
13	Striping	LF	5,280	$1	$5,280	
14	Bike Lane Pavement Legend	EA	4	$100	$400	
15	Bike Route Sign/Wayfinding	EA	4	$500	$2,000	bike lane markings every major intersection and every .5 mile
				SUBTOTAL	**$884,887**	The Bike Lane (R81(CA)) sign should be placed at every arterial street and at 800 m (1/2 mi) intervals of each designated Bike lane. Option: The BEGIN (R81A(CA)) and END (R81B(CA)) signs may be used below the R81(CA) sign to mark the beginning or end of a bike lane. Support: The R81(CA), R81A(CA) and R81B(CA) signs are shown in Figure 9B-2(CA).
				Contingency (35%) (Rounded Up to Nearest Hundred)	**$309,800**	
				Total Construction Cost Per Mile (Rounded Up to Nearest Hundred)	**$1,194,700**	

Class 1 Assumptions: Assume Typical Section 4" Hot Mixed Asphalt/6" AB			
length	paved width	shoulders	landscaping
5280	10	4	5
depths	0.833333333	0.333	0.3333

Class 4 Assumptions: Assume Typical Section 4" Hot Mixed Asphalt /6" AB

ITEM NO.	WORK DESCRIPTION	UNIT	ESTIMATED QUANTITY	UNIT PRICE	TOTAL PRICE	Comments

length	paved width	median	landscaping
5280	10	1	4
depths	0.833333333	0.333	0.3333

Assumptions for Class IV:
Full reconstruction of existing conditions
Typical Section Includes 1' median separation with curb and gutter on both sides
Incorporated both on street and on sidewalk elements to estimate
Assumed 1 bikeway per project (Two Way Travel)-10' wide bikeway

Pedestrian Projects List

ATP ID#:	jurisdiction	community	start:	end:	description:	feet:	miles:	CONSTRUCTION COST	NOTES
MC-139	Monterey County	San Ardo	Cattleman Rd	end of Main St	sidewalk	1291	0.24	**$899,164**	
MC-140	Monterey County	San Ardo	Main St	Cattleman Rd	sidewalk	1525	0.29	**$1,064,994**	
MC-141	Monterey County	San Ardo	Short St	College St	sidewalk	1351	0.26	**$943,386**	
MC-142	Monterey County	San Ardo	Rico St	Railroad St	sidewalk		0.37	**$1,378,227**	
MC-143	Monterey County	San Ardo	Annette St	Jolon Rd	sidewalk	1113	0.21	**$773,871**	
MC-144	Monterey County	San Ardo	Rico St	Center St	sidewalk	1078	0.20	**$751,760**	
MC-145	Monterey County	San Ardo	Annette St	Jolon Rd	sidewalk	1341	0.25	**$936,015**	
MC-146	Monterey County	San Ardo	Cattleman Rd	Center St	sidewalk	925	0.18	**$644,893**	
MC-147	Monterey County	San Ardo	Sargents Rd	Catholic Church	sidewalk	2217	0.42	**$1,547,742**	
MC-148	Monterey County	San Ardo	Short St	Jolon Rd	sidewalk	1249	0.24	**$873,369**	
MC-149	Monterey County	San Lucas	Monterey St	Mary St	sidewalk	2640	0.50	**$1,842,550**	
MC-150	Monterey County	San Lucas	Main St	San Benito St	sidewalk	366	0.07	**$255,444**	
MC-151	Monterey County	San Lucas	Mary St	Monterey St	sidewalk	2692	0.51	**$1,879,401**	
MC-152	Monterey County	San Lucas	Main St	San Benito St	sidewalk	326	0.06	**$228,476**	

ATP ID#:	jurisdiction	community	start:	end:	description:	feet:	miles:	CONSTRUCTION COST	NOTES
MC-153	Monterey County	San Lucas	Main St	San Benito St	sidewalk	331	0.06	**$232,161**	
MC-154	Monterey County	San Lucas	Main St	San Benito St	sidewalk	337	0.06	**$235,846**	
MC-155	Monterey County	San Lucas	Main St	San Benito St	sidewalk	329	0.06	**$228,476**	
MC-156	Monterey County	San Lucas	Main St	San Benito St	sidewalk	316	0.06	**$221,106**	
MC-157	Monterey County	Chualar	South St	Clay St	sidewalk	318	0.00	**$7,370**	
MC-158	Monterey County	Chualar	Lincoln St	Washington St	sidewalk	315	0.06	**$219,850**	
MC-159	Monterey County	Chualar	Lincoln St	Washington St	sidewalk	317	0.06	**$221,106**	
MC-160	Monterey County	Chualar	Clay St	Main St	sidewalk	297	0.06	**$207,287**	
MC-161	Monterey County	Chualar	Lincoln St	Grant St	sidewalk	721	0.14	**$504,859**	
MC-162	Monterey County	Chualar	South St	Chualar Rd	sidewalk	1990	0.38	**$1,389,283**	
MC-163	Monterey County	Chualar	Lincoln St	Grant St	sidewalk	696	0.13	**$482,748**	
MC-164	Monterey County	Chualar	Grant St	Lincoln St	sidewalk	725	0.14	**$504,859**	
MC-165	Monterey County	Chualar	Payson St	24204 Lincoln St	sidewalk	106	0.02	**$73,702**	
MC-166	Monterey County	Castroville	Merritt St	Wood St	pedestrian intersection improvement			**$71,600**	3 curb ramps 1 ped button

ATP ID#:	jurisdiction	community	start:	end:	description:	feet:	miles:	CONSTRUCTION COST	NOTES
MC-167	Monterey County	Castroville	Merritt St	Haro St	pedestrian intersection improvement			**$71,600**	2 curb ramps only
MC-168	Monterey County	Castroville	Seymour St	Geil St	sidewalk	298	0.06	**$207,985**	
MC-169	Monterey County	Castroville	Geil St	Pomber St	sidewalk	293	0.06	**$204,495**	
MC-170	Monterey County	Castroville	Merritt St	Mead St	sidewalk	260	0.05	**$181,463**	
MC-171	Monterey County	Castroville	Seymor St	Pomber St	sidewalk	635	0.12	**$443,189**	
MC-172	Monterey County	Castroville	Davis St	Axtell St	sidewalk	302	0.06	**$210,777**	
MC-173	Monterey County	Castroville	Preston St	Axtell St	sidewalk	281	0.05	**$196,120**	
MC-174	Monterey County	Castroville	Preston St	Rico St	sidewalk	327	0.06	**$228,225**	
MC-175	Monterey County	Castroville	Davis St	Rico St	sidewalk	290	0.05	**$202,401**	
MC-176	Monterey County	Castroville	Axtell St	Davis St	sidewalk	168	0.03	**$117,253**	
MC-177	Monterey County	Castroville	Geil St	Seymour St	sidewalk	142	0.03	**$99,107**	
MC-178	Monterey County	Castroville	USPS Castroville	McDougall St	sidewalk	161	0.03	**$112,368**	
MC-179	Monterey County	Castroville	Rico St	Axtell St	sidewalk	99	0.02	**$69,096**	
MC-180	Monterey County	Castroville	Rico St	Haight St	sidewalk	232	0.04	**$161,921**	

ATP ID#:	jurisdiction	community	start:	end:	description:	feet:	miles:	CONSTRUCTION COST	NOTES
MC-181	Monterey County	Castroville	Haight St	Seymour St	sidewalk	163	0.03	**$113,764**	
MC-182	Monterey County	Castroville	Rico St	Seymour St	sidewalk	217	0.04	**$151,452**	
MC-183	Monterey County	Castroville	Geil St	Merritt St	sidewalk	1022	0.19	**$713,290**	
MC-184	Monterey County	Castroville	Poole St	Haight St	sidewalk	265	0.05	**$184,953**	
MC-185	Monterey County	Castroville	Seymour St	Haight St	sidewalk	356	0.07	**$248,465**	
GR-15	Greenfield	ATP grant funded	13th St	980 feet east	sidewalk	980	0.19	**$683,976.89**	
GR-16	Greenfield	ATP grant funded	13th St	650 feet west	sidewalk	650	0.12	**$453,658.14**	
GR-17	Greenfield	ATP grant funded	13th St	1300 feet east	sidewalk	1300	0.25	**$907,316.29**	
GR-18	Greenfield	ATP grant funded	Clark Colony Ave	Don Vicente Dr	sidewalk		0.27	**$980,236.60**	
GR-19	Greenfield	ATP grant funded	Cerratos	Elmwood Dr	sidewalk	520	0.10	**$362,926.52**	
GR-20	Greenfield	ATP grant funded	Oak Ave	150 south	sidewalk	150	0.03	**$104,690.34**	
GR-21	Greenfield	ATP grant funded	Patriot Park	Patriot Park	sidewalk	265	0.05	**$184,952.94**	
GR-22	Greenfield	ATP grant funded	Elm Ave	Oak Ave	sidewalk	965	0.18	**$673,507.86**	
GR-23	Greenfield	ATP grant funded	Oak Ave	615 feet south	sidewalk	615	0.12	**$429,230.40**	
GR-24	Greenfield		Alves Ln	655 feet west	sidewalk	655	0.12	**$457,147.82**	

ATP ID#:	jurisdiction	community	start:	end:	description:	feet:	miles:	CONSTRUCTION COST	NOTES
GR-25	Greenfield		3rd St	230 feet west	sidewalk	230	0.04	**$160,525.19**	
GR-26	Greenfield		4th St	192 feet east	sidewalk	192	0.04	**$134,003.64**	
SNS-53	Salinas	Bolsa Knolls	Boronda Rd	Russell Rd	sidewalk		0.89	**$3,272,368.80**	
SNS-54	Salinas	Salinas	S Wood St	E Alisal St	pedestrian intersection improvement			**$71,600.00**	4 curb ramps. 4 push buttons, ac improvement, signal mod
SNS-55	Salinas	Salinas	Homestead Ave	Capitol St	sidewalk	1234	0.23	**$861,252.54**	
SNS-56	Salinas		W Laurel Dr	US 101 N	pedestrian intersection improvement	1		**$71,600.00**	2 curb ramps only, 1 push button
SNS-57	Salinas	Salinas	W Laurel Dr	US 101 S	pedestrian intersection improvement			**$71,600.00**	2 curb ramps only
SNS-58	Salinas	Salinas	N Main St	US 101 N	pedestrian intersection improvement			**$71,600.00**	2 curb ramps only
SNS-59	Salinas	Salinas	N Main St	US 101 S	pedestrian intersection improvement			**$71,600.00**	2 curb ramps only
SNS-60	Salinas	Salinas	John St	US 101 S	pedestrian intersection improvement			**$71,600.00**	
SNS-61	Salinas	Salinas	John St	US 101 N	pedestrian intersection improvement			**$71,600.00**	4 curb ramps
SNS-62	Salinas	Salinas	John St	Work St	pedestrian			**$71,600.00**	4 curb ramps

ATP ID#:	jurisdiction	community	start:	end:	description:	feet:	miles:	CONSTRUCTION COST	NOTES
					intersection improvement				6 push buttons
SNS-63	Salinas	Salinas	Fairview Ave	S Sanborn Rd	pedestrian intersection improvement			**$71,600.00**	6 curb ramps 5 push buttons
SNS-64	Salinas	Salinas	Fairview	US 101 N	pedestrian intersection improvement			**$71,600.00**	2 curb ramps
SNS-65	Salinas	Salinas	Growers St	railroad track gap	sidewalk	140	0.03	**$97,710.98**	
SNS-66	Salinas	Salinas	John St	S Sanborn Rd	pedestrian intersection improvement			**$71,600.00**	
CAL-10	Caltrans	Carmel	Rio Rd	SR 1	pedestrian intersection improvement			**$71,600.00**	
PG-18	Pacific Grove		Pine Ave	Congress Ave	pedestrian intersection improvement			**$71,600.00**	
MRY-50	Monterey		Reeside Ave	Monterey Rec Trail	pedestrian intersection improvement			**$71,600.00**	
MRY-51	Monterey		Monterey Rec Trail	Dickman Ave	pedestrian intersection improvement			**$71,600.00**	
MRY-52	Monterey		Drake Ave	Monterey Rec Trail	pedestrian intersection improvement			**$71,600.00**	
MRY-53	Monterey		David Ave	Monterey Rec Trail	pedestrian intersection			**$71,600.00**	

ATP ID#:	jurisdiction	community	start:	end:	description:	feet:	miles:	CONSTRUCTION COST	NOTES
					improvement				
MRY-54	Monterey		Irving Ave	Monterey Rec Trail	pedestrian intersection improvement			**$71,600.00**	
MRY-55	Monterey		Hoffman Ave	Monterey Rec Trail	pedestrian intersection improvement			**$71,600.00**	
MRY-56	Monterey		Drake Ave	Dickman Ave	sidewalk	322	0.06	**$224,791.10**	
MRY-57	Monterey		Municipal Wharf 2	Monterey Rec Trail	pedestrian intersection improvement			**$71,600.00**	
MRY-58	Monterey		Camino El Estero	Del Monte Ave	pedestrian intersection improvement			**$71,600.00**	
MRY-59	Monterey		Fishermans Wharf	Del Monte Ave	pedestrian intersection improvement			**$71,600.00**	
MRY-60	Monterey		English Ave	Del Monte Blvd	pedestrian intersection improvement			**$71,600.00**	2 curb ramps
DRO-5	Del Rey Oaks		Canyon Del Rey Blvd	Fremont Blvd	pedestrian intersection improvement			**$71,600.00**	4 curb ramps 4 push buttons
GZ-20	Gonzales	Gonzales	S Alta St	Gonzales River RdÂ	pedestrian intersection improvement			**$71,600.00**	
MAR-43	Marina	Marina	Palm Ave	Del Monte Blvd	pedestrian intersection improvement			**$71,600.00**	

ATP ID#:	jurisdiction	community	start:	end:	description:	feet:	miles:	CONSTRUCTION COST	NOTES
MAR-44	Marina	Marina	Carmel Ave	Del Monte Blvd	pedestrian intersection improvement			**$71,600.00**	
SEA-41	Seaside	Seaside	Fremont Blvd	Monterey Bay Sanctuary Scenic Trail	pedestrian intersection improvement			**$71,600.00**	
CAL-11	Caltrans	Castroville	Nashua Rd	Haro St	guardrail		1.33	**$280,896.00**	
								$34,811,461.03	

Bicycle Project List

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
1	MAR-1	Marina	Reservation Rd	Salinas Ave	Del Monte Blvd	1.39	4	protected bike lane/cycletrack	90	$1,660,633
2	SNS-8	Salinas	E Alisal St	N Madeira Ave	Skyway Blvd	1.16	4	protected bike lane/cycletrack	85	$1,385,852
3	SNS-10	Salinas	Laurel Dr	Adams St	Williams Rd	3.39	4	protected bike lane/cycletrack	84	$4,050,033
4	SNS-4	Salinas	Chinatown Bridge	Soledad St	E Market St	0.15	1	bike path	82.75	*Requires additional analysis
5	SNS-6	Salinas	Natividad Rd	Sherwood Dr	Boronda Rd	2.03	4	protected bike lane/cycletrack	82.5	$2,425,241
5	SNS-7	Salinas	Alisal St	College Dr	Front St	1.22	4	protected bike lane/cycletrack	82.5	$1,457,534
7	SNS-36	Salinas	Martella St Path	Rossi St	Station Pl cul-de-sac	0.21	1	bike path	81	$158,921
8	SNS-5	Salinas	E Laurel Dr	Constitution Blvd	St Edwards Dr	0.73	1	bike path	80.1	$564,519
9	SNS-9	Salinas	Williams Rd	E Alisal St	E Boronda Rd	1.95	4	protected bike lane/cycletrack	80	$2,329,665
10	SNS-11	Salinas	N Main St	E Bernal Dr	E Alvin Dr	1.25	4	protected bike lane/cycletrack	79	$1,493,375
11	SNS-12	Salinas	N Main St	San Juan Grade Rd	Russell Rd	1.22	4	protected bike lane/cycletrack	78	$1,457,534
12	SC-7	Sand City	La Playa Ave	Metz Rd	Noche Buena St	0.49	2	bike lane	77.5	$25,478
13	MC-77	County	Las Lomas Dr	Hall Rd	Clausen Rd	0.75	2	bike lane	76	$39,363
14	SEA-24	Seaside	Broadway	Del Monte Blvd	Mescal St	1.58	2	bike lane	75	$82,741

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
14	MC-125	County	Reservation Rd	Blanco Rd	Hwy 68	5.51	2	bike lane	75	$288,521
16	GZ-6	Gonzales	Alta St	10th St	1St St	0.64	4	protected bike lane/cycletrack	74	$762,219
16	SNS-2	Salinas	E Romie Ln	Pajaro St	Abbott St	0.94	4	protected bike lane/cycletrack	74	$1,119,434
16	SC-3	Sand City	UPRR RWT	Tioga Ave	La Playa Ave	0.22	1	bike path	74	$165,996
16	MC-136	County	Salinas Rd - Hall Rd - Tarpey Rd	Porter Dr	San Juan Rd	1.73	2	bike lane	74	$90,691
16	MC-79	County	Salinas Rd	Salinas Rd	Werner Rd	0.02	2	bike lane	74	$1,300
21	MC-122	County	Blanco	Luther Way	Abbott St	2.50	2	bike lane	73	$130,768
22	SNS-14	Salinas	N Sanborn Rd	Del Monte Ave	Abbott St	2.73	4	protected bike lane/cycletrack	72.5	$3,261,531
23	SC-6	Sand City	Tioga Ave	Metz Rd	Del Monte Blvd	0.15	3	bike route	72	$1,796
23	MC-11	County	Collins Rd Path	Axtell St	Castroville Blvd	0.31	1	bike path	72	$241,781
25	SNS-26	Salinas	Boronda Rd	proposed Rossi St Extension	Davis Rd	1.15	3	bike route	71.5	$13,954
25	SNS-27	Salinas	Davis Rd Path	Larkin St	Rossi St	0.41	1	bike path	71.5	$315,298
27	GZ-16	Gonzales	Alta St	1st St	C St	0.21	2	bike lane	71	$11,023
27	KC-1	King City	1st St	US 101	Bitterwater Rd	1.21	4	protected bike lane/cycletrack	71	$1,433,640
27	MAR-7	Marina	Reservation Rd	Salinas Ave	Blanco Rd	1.39	2	bike lane	71	$72,950
27	SEA-18	Seaside	General Jim Moore Blvd	Divarty St	Normandy Rd	1.16	1	bike path	71	$892,156
27	SC-1	Sand City	Peninsula Path	Vista del Mar St	Peninsula Trail near La Playa Ave	0.19	2	bike lane	71	$9,787
27	MC-111	County	Hwy 183	Salinas MST Station (Lincoln Ave)	Hwy 156	8.05	2	bike lane	71	$421,563

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
33	SNS-1	Salinas	Pajaro St	E San Joaquin St	Market St	1.39	4	protected bike lane/cycletrack	70.5	$1,660,633
33	SNS-28	Salinas	Davis Rd Median Path	Larkin St	Calle del Adobe	0.30	1	bike path	70.5	$231,287
35	MAR-6	Marina	Imjin Rd/12th St	Imjin Rd	Reservation Rd	2.72	2	bike lane	70	$142,453
35	SNS-13	Salinas	Bardin Rd	Alisal Rd	Williams Rd	0.49	4	protected bike lane/cycletrack	70	$588,987
35	SNS-19	Salinas	Boronda Rd	San Juan Grade Rd	Main St	0.32	2	bike lane	70	$16,709
35	SNS-50	Salinas	Natividad Creek	Boronda Rd	Las Casitas Dr	0.59	1	bike path	70	$455,595
35	MC-27	County	Castroville Blvd - Dolan Rd	San Miguel Canyon Rd	Hwy 1	6.64	2	bike lane	70	$347,688
35	MC-55	County	Prunedale North Rd	San Miguel Canyon Rd	300' S of Hwy 156 overpass	1.06	2	bike lane	70	$55,731
41	SEA-23	Seaside	Del Monte Blvd	Canyon del Rey Blvd	Broadway	0.20	2	bike lane	69.5	$10,587
41	MC-35	County	Davis Rd	Reservation Rd	Blanco Rd	2.10	2	bike lane	69.5	$110,120
43	MC-107	County	Carmel Valley Rd	Loma del Rey	Via Contenta	6.47	2	bike lane	69	$339,054
43	MC-31	County	Natividad Rd	Boronda Rd	Old Stage Rd	2.14	2	bike lane	69	$112,111
43	MC-7	County	Blanco Rd	Research Dr	Luther Way	5.16	2	bike lane	69	$270,603
46	SNS-51	Salinas	Gabilan Creek	Danbury St	Constiution Blvd	0.88	1	bike path	68	$673,608
47	MC-10	County	Hwy 68	Viejo Rd	Presidio Blvd	2.32	2	bike lane	67	$121,327
47	MC-46	County	Salinas Rd	Hwy 1	Salinas Rd/County Rd 12	1.62	2	bike lane	67	$84,671
47	MC-80	County	Pajaro Rail Line	Salinas Rd	Pajaro River Levee	0.69	1	bike path	67	$529,597
50	SNS-18	Salinas	San Juan Grade Rd	Russell Rd	Boronda Rd	0.91	2	bike lane	66.5	$47,796

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
51	KC-2	King City	King St	Sandringraham St	Beech St	0.77	4	protected bike lane/cycletrack	66	$919,919
51	SEA-16	Seaside	Lightfighter Dr	General Jim Moore Blvd	1st Ave	0.41	4	protected bike lane/cycletrack	66	$486,243
51	SEA-17	Seaside	Lightfighter Dr	General Jim Moore Blvd	1st Ave	0.40	4	protected bike lane/cycletrack	66	$482,659
51	MC-49	County	Elkhorn Rd	Paradise Valley Rd	Hall Rd	4.52	2	bike lane	66	$236,651
55	PG-15	Pacific Grove	Forest Ave	Sinex Ave	Ocean View Blvd	0.68	2	bike lane	65.5	$35,762
56	GZ-7	Gonzales	5th St	Alta St	Herold Pkwy	0.81	3	bike route	65	$9,810
56	KC-3	King City	Beech St	San Antonio Dr	King St	0.15	4	protected bike lane/cycletrack	65	$178,010
56	SOL-2	Soledad	Kidder St	Front St	Market St	0.18	2	bike lane	65	$9,517
56	MC-25	County	Jolon Rd	Hwy 101	Nacimiento Lake Dr	39.29	2	bike lane	65	$2,058,601
56	MC-56	County	S Prunedale Rd	300' S of Hwy 156 overpass	Blackie Rd	0.95	2	bike lane	65	$49,620
56	MC-81	County	Pajaro River Levee	Pajaro Rail Line	Drainage Pond/Miller Property	0.69	1	bike path	65	$530,251
56	MC-5	Monterey County	Orilla Del Agua	Orilla Del Agua	Castroville Blvd	0.06	1	bike path	65	$45,377
63	SNS-16	Salinas	Alisal St	Blanco Rd	College Dr	0.65	2	bike lane	64.5	$33,944
64	KC-4	King City	Broadway	Mildred Ave	San Lorenzo St	0.12	2	Bike Lane	64	$6,157
64	SNS-17	Salinas	Russell Rd	Main St	San Juan Grade Rd	0.89	2	bike lane	64	$46,451

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
64	SNS-22	Salinas	Alvin Dr	Kip Dr	Natividad Rd	0.75	2	bike lane	64	$39,497
64	SNS-32	Salinas	Constitution Blvd Extension	Laurel Dr	Proposed Sherwood Pl Extension	0.83	2	bike lane	64	$43,330
64	SEA-1	Seaside	Fremont Blvd	Canyon Del Rey Blvd	Military Ave	1.67	2	bike lane	64	$87,508
64	SEA-19	Seaside	Gigling Rd	7th Ave	6th Division Rd	1.11	4	protected bike lane/cycletrack	64	$1,326,117
64	SEA-21	Seaside	Peninsula PathConnection	Laguna Grande Regional Park	Laguna del Rey	0.06	1	bike path	64	$47,234
64	SC-2	Sand City	Tioga Ave	Sand Dunes Dr	Metz Rd	0.18	2	bike lane	64	$9,555
64	MC-128	County	Hwy 68	San Benancio Rd	Salinas Creek Bridge (S	4.40	2	bike lane	64	$230,673
64	MC-129	County	Hatton Canyon MUP	Carmel Valley Rd	Hwy 1	2.60	1	bike path	64	$1,999,059
64	MC-21	County	Gonzales River Rd	River Rd	Alta St	2.52	2	bike lane	64	$131,987
64	MC-44	County	Alisal - Old Stage Rd - San Juan Grade Rd	San Juan Grade Rd	Old Stage Rd Hwy 101 On Ramp	23.00	3	bike route	64	$278,353
64	MC-95	County	Arroyo Seco Rd	Fort Romie Rd	Elm Ave	8.04	3	bike route	64	$97,311
77	SNS-40	Salinas	Airport Blvd Path	Airport Blvd	Hansen St	0.30	1	bike path	63.5	$232,735
78	MC-130	County	River Rd	Hwy 68	Fort Romie Rd	23.39	3	bike route	63.25	$283,068
79	SEA-34	Seaside	Noche Buena St	Plumas Ave	Military Ave	1.69	3	bike route	63	$14,871
79	MC-26	County	Salinas St	Haight St	Merritt St	0.34	2	bike lane	63	$17,713
79	MC-6	Monterey County	Oak Hills - North County High	Charter Oak Blvd	Castroville Blvd	0.84	1	bike path	63	$649,120
82	SEA-2	Seaside	Del Monte Blvd	Fremont Blvd	Broadway Ave	1.14	2	bike lane	62.5	$59,736

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
83	SNS-15	Salinas	Davis Rd	Laurel Dr	Larkin St	0.60	2	bike lane	62	$31,322
83	SNS-35	Salinas	Casentini - Bridge	Main St	Rossi St	0.24	2	bike lane	62	$12,325
83	SOL-3	Soledad	Front St	East St	4th St	0.59	2	bike lane	62	$30,764
83	MC-13	County	Reservation Rd Path	Reservation Rd	Creekside Terrace	0.22	1	bike path	62	$166,039
83	MC-14	County	Metz Rd	Soledad City Limits	King City City Limits	18.47	3	bike route	62	$223,462
83	MC-43	County	Moss Landing Rd	Potrero Rd	end of Moss Landing Rd	0.74	2	bike lane	62	$38,773
83	MC-65	County	San Juan Grade Rd	Russell Rd	Rogge Rd	0.40	3	bike route	62	$4,847
90	SNS-45	Salinas	Alisal Rd	Bardin Rd	City Limits	0.86	3	bike route	61.5	$10,408
90	SEA-22	Seaside	Canyon del Rey Blvd	Fremont Blvd	Del Monte Blvd	0.67	2	bike lane	61.5	$35,095
90	MC-102	County	Front Rd Extension	Camphora Gloria Rd	Encinal St	2.20	2	bike lane	61.5	$115,424
90	MC-2	Monterey County	Harkins Rd	Nutting St	Spreckes Ave	1.79	2	bike lane	61.5	$93,796
94	MAR-30	Marina	Crescent Ave	Reservation Rd	end of Reservation Rd	0.49	2	bike lane	61	$25,829
94	SEA-9	Seaside	Mescal St - Plumas Ave	Hillby Ave	Tweed St	1.03	4	protected bike lane/cycletrack	61	$1,230,541
94	MC-119	County	Old Stage - San Juan Grade	Herbert Rd	Crazy Horse Canyon Rd	1.18	2	bike lane	61	$61,836
94	MC-134	County	Hatton Canyon MUP	Rio Rd	Carmel River Bridge	0.24	1	bike path	61	$184,815
94	MC-32	County	Espinosa Rd	Hwy 101	Hwy 183	4.93	2	bike lane	61	$258,273
94	MC-33	County	Blackie Rd	Hwy 101	Hwy 183	4.81	2	bike lane	61	$252,224
94	MC-37	County	Blackie Rd	Castro St	Merritt St	0.07	3	bike route	61	$810

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
94	MC-64	County	Harrison Rd	Damian Wy	Russell Rd (Salinas)	1.90	2	bike lane	61	$99,566
94	MC-9	County	Laureles Grade Rd	Hwy 68	Carmel Valley Rd	5.86	2	bike lane	61	$306,856
103	KC-5	King City	Division St	1st St	Canal St	0.70	2	Bike Lane	60	$36,523
103	KC-6	King City	Broadway	San Lorezno St	1st St	0.45	3	Bike Route	60	$5,448
103	MC-105	County	York - Blue Larkspur Path	York Rd	Blue Larkspur Ln	0.87	1	bike path	60	$667,181
103	MC-108	County	Cattleman Rd	Wildhorse Canyon Rd	Paris Valley Rd	16.83	3	bike route	60	$203,688
103	MC-132	County	Hwy 68	Salinas Creek Bridge (N)	Salinas City Limit	1.45	2	bike lane	60	$75,913
103	MC-133	County	Harkins Road	Nutting Street	5th Street	1.55	2	bike lane	60	$81,335
103	MC-78	County	Werner Rd	Salinas Rd	Elkhorn Rd	0.22	2	bike lane	60	$11,293
103	MC-92	County	Fort ROmie Rd	River Rd	Arroyo Seco Rd	3.87	3	bike route	60	$46,779
103	MC-1	Monterey County	San Lorenzo Park Rd	San Antonio Dr	San Lorenzo Park Rd	0.83	1	bike/ped path	60	$639,891
112	MC-126	County	Hwy 156	Prunedale Rd	Castroville Blvd	4.27	2	bike lane	59.5	$223,947
113	GR-1	Greenfield	El Camino Real	Thorne Rd	Walnut Ave	0.93	3	bike route	59	$11,288
113	MAR-28	Marina	Beach Rd	Monte Rd	Costa del Mar Rd	0.65	2	bike lane	59	$34,074
113	SNS-25	Salinas	Calle del Adobe	Davis Rd	Boronda Rd	0.57	2	bike lane	59	$30,025
113	MC-115	County	San Jaun Rd	Porter Dr	Florence Ave	0.11	2	bike lane	59	$5,912
113	MC-123	County	Tafton Rd	Bluff Rd	2nd Bend in Trafton Rd	0.58	3	bike route	59	$7,070
113	MC-124	County	Tafton Rd - MBSST	Salinas Rd	Pajaro River Trails	1.00	3	bike route	59	$12,128
113	MC-135	County	Carmel River Bridge	Carmel River (N)	Carmel River (S)	0.08	1	bike path	59	$59,825

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
113	MC-45	County	Abbott St	Harkins Rd	Firestone Business Park	2.93	2	bike lane	59	$153,739
113	MC-67	County	McCoy Road	Soledad Prioson Rd	Camphora Gloria Rd	2.01	2	bike lane	59	$105,499
113	MC-68	County	Lanini Rd	Tavernetti Rd	Tavernetti Rd Hwy 101 On Ramp	0.67	2	bike lane	59	$35,203
123	SNS-33	Salinas	Cesar Chavez Park - Natividad Creek MUP	Cesar Chavez Park	Natividad Creek	1.08	1	bike path	58.5	$831,505
124	KC-7	King City	Broadway St	San Lorenzo Rd	N San Lorenzo St	0.85	2	Bike Lane	58	$44,436
124	MAR-33	Marina	Carmel Ave	Sunset Ave	Salinas Ave	1.27	2	bike lane	58	$66,732
124	MRY-4	Monterey	Monterey Rec Trail	Casa Verde Way	Warf #1	1.70	1	bike path	58	$1,307,470
124	SEA-27	Seaside	7th Ave	3rd St	Gigling Rd	0.75	3	bike route	58	$9,048
124	SEA-6	Seaside	Baker St - San Lucas - Prospect	LaSalle Ave	Hillby Ave	1.12	3	bike route/bike boulevard	58	$13,552
124	SOL-4	Soledad	San Vincente Rd	Vista del Sol Rd	Hwy 101	1.00	2	bike lane	58	$52,191
124	SOL-6	Soledad	Orchard Lane	Metz Rd	Asilomar Rd	0.52	2	bike lane	58	$27,186
124	MC-106	County	York School Path	Blue Larkspur Ln	York School	0.24	1	bike path	58	$180,755
124	MC-18	County	San Juan Rd	Porter Dr	Hwy 101	8.87	2	bike lane	58	$464,578
124	MC-76	County	El Camino Real	City Limits	Susan Ln	0.19	3	bike route	58	$2,335
134	SNS-20	Salinas	Alvin Dr	Main St	Hwy 101	0.61	2	bike lane	57.5	$32,092
135	KC-8	King City	Mildred Ave	San Antonio Dr	Division St	0.90	2	Bike Lane	57	$46,217
135	KC-9	King City	Vanderhurst Ave	King St	Villa Dr	0.86	2	Bike Lane	57	$44,996
135	MAR-31	Marina	Seacrest Ave	Carmel Ave	Reservation Rd	0.29	2	bike lane	57	$15,040
135	MAR-35	Marina	Reindollar Ave	Bostick Ave	Monte Rd	1.27	2	bike lane	57	$66,801

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
135	SNS-49	Salinas	Riker St	Woodside Dr	Alisal St	0.90	3	bike route	57	$10,854
135	SEA-35	Seaside	Hilby Ave	Canyon del Rey Blvd	Watkins Gate Rd	1.55	3	bike route	57	$18,720
135	SC-4	Sand City	Contra Costa St	California Ave	Del Monte Blvd	0.23	3	bike route	57	$2,769
135	SC-5	Sand City	California Ave	Contra Costa St	Tioga Ave	0.47	3	bike route	57	$5,736
135	MC-101	County	Tavernetti Rd	Lanini Rd	Soledad Prison Rd	2.20	2	bike lane	57	$115,060
135	MC-103	County	York Rd	Trail Rd/York Rd	end of York	1.14	2	bike lane	57	$59,951
135	MC-121	County	15th Ave	Bay View Ave	Rio Rd	0.80	2	bike lane	57	$41,858
135	MC-29	County	San Juan Grade Rd	Herbert Rd	Rogge Rd	2.05	2	bike lane	57	$107,647
135	MC-47	County	Tafton Rd	Salinas Rd	McGowan Rd	2.58	3	bike route	57	$31,169
135	MC-48	County	Bluff Rd	Hwy 1	Pajaro River	1.70	3	bike route	57	$20,629
135	MC-87	County	Old Stage Rd	Associated Ln/101	Alta St	0.36	3	bike route	57	$4,360
150	SNS-3	Salinas	Pajaro St	Blanco Rd	E San Joaquin St	0.24	2	bike lane	56.5	$12,471
150	SNS-52	Salinas	Central Ave	David Rd	Hartnell College	0.45	2	bike lane	56.5	$23,389
150	MC-34	County	Intergarrison Rd	Reservation Rd	Old County Rd	0.61	2	bike lane	56.5	$31,903
153	GZ-17	Gonzales	Alta St	Existing BL on Alta St	Hwy 101 Overpass	0.42	3	bike route	56	$5,040
153	GR-2	Greenfield	El Camino Real	Apple Ave	Hwy 101 Ramp	0.89	3	bike route	56	$10,775
153	KC-10	King City	N Vanderhurst Ave	Queen St	Broadway St	0.50	2	Bike Lane	56	#N/A
153	PG-1	Pacific Grove	Pine Ave	Spencer St	Alder St	1.12	4	protected bike lane/cycletrack	56	$1,338,064
153	SNS-31	Salinas	Madeira Ave Path	Madeira Ave	Yorkshire Way	0.18	1	bike path	56	$139,235
153	MC-131	County	Reese Cir - Country Meadows Rd	Blackie Rd	Damian Wy	1.09	3	bike route	56	$13,152
153	MC-51	County	Moro Rd	San Miguel Canyon	Hwy 101	1.93	3	bike route	56	$23,413

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
				Rd						
160	SOL-5	Soledad	Nestles Rd	Los Coches Rd	Front St	0.48	2	bike lane	55.5	$25,199
410	CAR-1	Carmel-by-the-Sea	Carpenter St	SR 1	Ocean Ave	0.74	3	bike route	30.5	$8,942
161	DRO-1	Del Rey Oaks	Canyon del Rey Blvd	General Jim Moore Blvd	Hwy 68	0.76	2	bike lane	55	$39,660
364	GZ-4	Gonzales	Gonzales Slough Trail	Centennial Dr	Fairview Dr	0.30	1	bike path	38	$226,885
411	KC-11	King City	3rd St	Broadway St	Division St	0.88	2	Bike Lane	30	$45,902
308	MAR-36	Marina	Hillcrest Ave	Redwood Dr	end of Hillcrest Ave	0.84	2	bike lane	43	$43,958
419	MRY-12	Monterey	Fremont St	Abrego St	Camino Aguajito	0.55	2	bike lane	25	$28,826
178	MRY-42	Monterey	Fremont Blvd	Canyon del Rey Blvd	Casa Verde	0.70	2	bike lane	53	$36,705
274	PG-3	Pacific Grove	Sinex Ave	David Ave	Asilomar Ave	0.96	2	bike lane	45	$50,304
364	SEA-26	Seaside	1st St	Beach Range	2nd Ave	0.43	2	bike lane	38	$22,494
331	MC-19	County	South Boundary Rd	City Limit	Barloy Canyon Rd	3.32	2	bike lane	41	$174,037
415	MC-28	County	Crazy Horse Canyon Rd	Hwy 101	San Juan Grade Rd	3.78	2	bike lane	26	$198,176
161	CAR-10	Carmel-by-the-Sea	San Carlos St - Rio Rd Rte	Lasuen Dr	Camino del Monte Ave	1.15	3	bike route	55	$13,855
181	DRO-2	Del Rey Oaks	South Boundary Rd	Gen Jim Moore Blvd	York Rd	1.73	2	bike lane	52	$90,424
163	GZ-5	Gonzales	Gonzales Slough Trail	Fairview Dr	4th St	0.23	1	bike path	54	$179,969
163	GR-9	Greenfield	Elm Ave	4th St	3rd St	0.25	2	bike lane	54	$13,044
163	KC-12	King City	Canal St	Division St	River Dr	0.29	2	Bike Lane	54	$3,476

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
163	KC-13	King City	Pearl St	San Lorenzo Ave	1st St	0.44	2	Bike Lane	54	$14,956
163	MAR-10	Marina	Robin Dr	Lake Dr	Reservation Rd	0.02	2	bike lane	54	$1,257
163	MRY-8	Monterey	Foam St	David Ave	Lighthouse Ave	0.79	2	bike lane	54	$41,230
163	MRY-9	Monterey	Soledad - Viejo	Munras Ave	Existing MUP	0.70	1	bike path	54	$540,518
163	SEA-33	Seaside	Yosemite St	Hilby Ave	Military Ave	1.34	3	bike route	54	$16,227
163	MC-127	County	Hwy 1	Ocean Ave	Carmel High School	0.23	3	bike route	54	$2,762
163	MC-71	County	Main St	Grant St	Lincoln St	0.14	2	bike lane	54	$7,511
163	MC-3	Monterey County	Rio Rd	SR 1	Val Verde Dr	0.46	2	bike lanes	54	$24,261
176	SNS-44	Salinas	Market St	Cross Ave	Alisal St	0.11	3	bike route	53.5	$1,383
176	SEA-7	Seaside	Kimball Ave	Fremont Blvd	Noche Buena St	0.67	3	bike route/bike boulevard	53.5	$8,071
364	CAR-11	Carmel-by-the-Sea	Camino del Monte Ave	San Carlos St	Serra Ave	0.49	3	bike route	38	$5,878
308	KC-14	King City	Ellis St	1st St	Mildred Ave	0.57	2	Bike Lane	43	$29,706
419	KC-15	King City	3rd	San Antonio Dr	Division St	0.90	2	Bike Lane	25	#N/A
178	MRY-17	Monterey	Abrego St	El Dorado St	Webster St	0.29	3	bike route	53	$3,552
274	SNS-21	Salinas	Kip Dr	Block Ave	Alvin Dr	0.14	3	bike route	45	$1,728
364	SNS-24	Salinas	Calle del Adobe	Adams St	Davis Rd	0.31	3	bike route	38	$3,710
331	SNS-34	Salinas	John St	Abbott St	Wood St	0.63	3	bike route	41	$7,632
415	MC-72	County	Grant St	Hwy 101	Payson St	0.60	3	bike route	26	$7,207
364	SEA-36	Seaside	Fremont Blvd	Military Ave	Hwy 1 Ramp	0.16	3	bike route	38	$1,976
411	CAR-12	Carmel-by-the-Sea	Serra Ave	Camino del Monte Ave	Hwy 1	0.39	3	bike route	30	$4,666

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
163	GR-10	Greenfield	3rd St	Walnut Ave	Elm Ave	0.75	2	bike lane	54	$39,345
181	GR-14	Greenfield	12th St	Elm Ave	550' N of Walnut Ave	0.86	2	bike lane	52	$44,822
181	MAR-38	Marina	Patton Pkwy Path	Reindollar Ave	Patton Pkwy	0.50	1	bike path	52	$381,486
181	MRY-11	Monterey	Camino Aguajito	Monterey Peninsula Recreational Trail	Fremont St	0.47	2	bike lane	52	$24,842
181	MRY-14	Monterey	Soledad - Viejo	Munras Ave	Existing MUP	0.69	2	bike lane	52	$36,184
181	MRY-16	Monterey	Munras Ave	Soledad Dr	El Dorado St	0.80	2	bike lane	52	$41,860
181	SNS-42	Salinas	Los Palos Dr	Manor Dr	Abbott St	0.20	3	bike route	52	$2,381
181	SNS-48	Salinas	Hemingway Dr	Nantucket Blvd	Boronda Rd	0.17	2	bike lane	52	$9,143
181	SEA-39	Seaside	General Jim Moore	City Limits	Coe Ave	0.02	2	bike lane	52	$1,108
181	MC-110	County	Pesante Rd	Hwy 101	Cross Rd	0.68	3	bike route	52	$8,248
181	MC-30	County	Rogge Rd	San Juan Grade Rd	Natividad Rd	1.29	2	bike lane	52	$67,716
181	MC-53	County	Castroville Blvd	Del Monte Farms Rd	Dolan Rd	0.32	3	bike route	52	$3,905
181	MC-66	County	Chualar River Rd	River Rd	Grant St	2.56	3	bike route	52	$30,949
181	MC-74	County	McGowan Rd - MBSST	Trafton Rd	Santa Cruz Co Line	0.70	3	bike route	52	$8,523
181	MC-93	County	Arroyo SEco	Fort Romie	Hwy 101	1.69	3	bike route	52	$20,436
197	SNS-37	Salinas	Terven Ave	Sanborn Pl	Airport Blvd	0.42	2	bike lane	51.5	$22,189
198	GR-6	Greenfield	Walnut Ave	10th St	El Camino Real	0.13	2	bike lane	51	$6,575
198	KC-16	King City	San Antonio Dr	Metz Rd	Broadway St	1.55	2	Bike Lane	51	$81,066
198	KC-17	King City	Broadway Cir	San Antonio Dr	River Dr	0.39	3	Bike Route	51	$4,721
198	MRY-46	Monterey	Pearl-Jefferson-Johnson-	Camino Aguajito	Alvardo St	0.69	3	bike route	51	$8,404

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
			Skyline Route Bicycle Bou*							
198	SEA-11	Seaside	Elm Ave	Del Monte Blvd	Hillsdale St	0.24	3	bike route/bike boulevard	51	$2,928
198	SEA-20	Seaside	Colonel Durham St	7th Ave	Malmedy Rd	0.72	2	bike lane	51	$37,780
198	SEA-38	Seaside	Melmedy Rd	Gigling Ave	General Jim Moore Blvd	0.34	2	bike lane	51	$17,841
198	SOL-1	Soledad	Benito St	North St	Gabilan Dr	0.34	3	bike route	51	$4,054
198	MC-120	County	Jonathan St	Salinas Rd	Florence St	0.14	2	bike lane	51	$7,305
198	MC-138	County	Aguajito Rd	Hwy 1	Monhollan Rd	2.53	3	bike route	51	$30,573
198	MC-20	County	San Benancio - Corral de Tierra Rd Loop	Hwy 68	Hwy 68	12.34	2	bike lane	51	$646,389
198	MC-52	County	Cross Rd	Reese Rd	Pesante Rd	0.71	2	bike lane	51	$37,416
198	MC-84	County	Monte Rd - MBSST	Nashua Rd	Lapis Rd	1.88	2	bike lane	51	$98,486
198	MC-94	County	Elm Ave	Metz Rd	3rd St (Greenfield)	2.15	3	bike route	51	$26,043
212	SEA-4	Seaside	Sonoma Ave	Mescal St	Canyon Del Rey Blvd	1.56	3	bike route/bike boulevard	50.25	$18,876
213	GZ-2	Gonzales	Belden St	10th St	5th St	0.35	2	bike lanes	50	$18,445
213	GR-13	Greenfield	Apple Ave	Thorp Ave	4th St	0.51	2	bike lane	50	$26,488
213	MAR-2	Marina	Marina Green Dr	Del Monte Blvd	Paul Davis Dr	0.09	2	bike lane	50	$4,611
213	MAR-21	Marina	Carmel Ave	Sunset Ave	Monte Rd	0.16	2	bike lane	50	$8,584
213	MAR-8	Marina	Imjin Rd	8th St	12th St	0.33	2	bike lane	50	$17,044
213	MRY-30	Monterey	Laine St Bicycle Boulevard	David Ave	Lighthouse Ave	0.82	3	bike route	50	$9,872

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
213	MC-83	County	Florence Ave	Pajaro River Levee	End of Florence Ave	0.29	2	bike lane	50	$15,266
213	MC-96	County	Elm Ave	Arroyo Seco Rd	13th St	4.74	3	bike route	50	$57,407
213	MC-97	County	Thorne Rd	Arroyo Seco Rd	El Camino Real	3.50	3	bike route	50	$42,338
222	SNS-23	Salinas	Adams St	Tulane St	Laurel Dr	0.18	3	bike route	49.5	$2,173
223	DRO-4	Del Rey Oaks	Ryan Ranch Rd	Canyon del Rey Blvd	end of Ryan Ranch	0.42	2	bike lane	49	$21,878
223	GZ-13	Gonzales	7th St	Alta St	Del Monte Cir	0.52	3	bike route	49	$6,280
223	GR-11	Greenfield	Apple Ave	El Camino Real	end of Apple	0.33	3	bike route	49	$3,984
223	MRY-10	Monterey	Lighthouse Ave	David Ave	Private Bolio Rd	0.74	2	bike lane	49	$38,927
223	MRY-2	Monterey	Pacific St	Polk St	Artillery St	0.56	2	bike lane	49	$29,554
223	MC-117	County	Brooklyn St	San Juan Rd	Bishop St	0.19	3	bike route	49	$2,285
223	MC-50	County	Strawberry Rd	San Miguel Canyon Rd	Elkhorn Rd	3.32	3	bike route	49	$40,179
223	MC-60	County	Pajaro - Axtell - Benson Rte	Merritt St	Benson Rd	0.51	3	bike route	49	$6,226
223	MC-8	County	Canada de la Segunda	Hwy 68	Carmel Valley Rd	4.14	3	bike route	49	$50,126
223	MC-86	County	Payson St - Chualar Rd	Grant St	Old Stage Rd	1.41	3	bike route	49	$17,050
233	PG-4	Pacific Grove	Central Ave	David Ave	1St St	0.22	2	bike lane	48.5	$11,371
234	GZ-1	Gonzales	Center St	10th St	Fairview Dr	0.64	2	bike lane	48	$33,326
234	MAR-14	Marina	Crestview Ct	Reservation Rd	end of Crestview Ct	0.12	2	bike lane	48	$6,222
234	MAR-23	Marina	Neeson Rd	Imjin Rd	end of Neeson Rd	0.53	2	bike lane	48	$27,603
234	MAR-27	Marina	Cardoza Ave	Beach Rd	end of Cardoza	0.49	2	bike lane	48	$25,869

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
					Ave					
234	MAR-29	Marina	de Forest Rd	Costa del Mar Rd	Reservation Rd	0.40	2	bike lane	48	$21,192
234	SNS-43	Salinas	Freedom Pkay + Extension	Tuscany Blvd	Alisal Rd	1.15	2	bike lane	48	$60,002
234	MC-104	County	Blue Larkspur Ln	York Rd	end of Blue Larkspur	0.64	2	bike lane	48	$33,315
234	MC-36	County	Cherry Ave	10th St	end of 10th St	0.36	2	bike lane	48	$18,817
234	MC-61	County	Seymour St	Salinas St	Washington St	0.76	3	bike route	48	$9,145
234	MC-82	County	Drainage Pond/Miller Property	Florence Extension	Levee	0.37	2	bike lane	48	$19,639
244	MRY-13	Monterey	Jefferson-Skyline Route Bicycle Boulevard	Alvarado St	Hwy 68	2.57	3	bike route/bike boulevard	47.5	$31,057
244	SEA-34	Seaside	La Salle Ave	Del Monte Blvd	Nadina St	1.23	3	bike route	47.5	$14,871
246	DRO-3	Del Rey Oaks	General Jim Moore	Canyon del Rey Blvd	City Limits	0.43	2	bike lane	47	$22,361
246	GZ-9	Gonzales	Belden St	5th St	3rd St	0.14	3	bike route	47	$1,722
246	GR-3	Greenfield	Walnut Ave	Hwy 101	2nd St	0.79	2	bike lane	47	$41,236
246	MAR-24	Marina	Viking Ln	Reservation Rd	Peninsula Dr	0.11	2	bike lane	47	$6,024
246	MRY-18	Monterey	Alvarado St Bicycle Boulevard	Pearl St	Monterey Peninsula Recreational Trail	0.37	3	bike route	47	$4,514
246	SNS-38	Salinas	Airport Blvd	Terven Ave	de la Torre	0.12	2	bike lane	47	$6,427
246	SNS-39	Salinas	Airport Blvd	Moffett St	existing bike lane on Airport Blvd	0.13	2	bike lane	47	$6,935
246	SEA-29	Seaside	Monterey Rd	6th Division Cir	Buna Rd	1.59	2	bike lane	47	$83,401

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
246	MC-112	County	Mesa Verde	Wildhorse Canyon Rd/Hwy 101	1st St	2.56	3	bike route	47	$30,962
246	MC-41	County	Artichoke Ave	Merritt St/Poole St	Hwy1/Watsonville Rd	0.98	2	bike lane	47	$51,300
246	MC-59	County	Mead St	Tembladera St	Gambetta Middle School	0.34	3	bike route	47	$4,149
246	MC-62	County	Wood St	Merritt St	Castro St	0.25	3	bike route	47	$2,969
246	MC-73	County	Foletta Rd	Chualar River Rd	Alta St/Old US Hwy 101	4.14	3	bike route	47	$50,042
246	MC-98	County	Espinosa Rd	Central Ave	Susan Ln (// to Hwy 101)	1.82	3	bike route	47	$22,014
260	SEA-37	Seaside	Hwy 1 Crossing	Fremont Blvd	Monterey Rd	0.03	3	bike route	46.5	$402
261	GZ-19	Gonzales	4th St	Center St	Gonzales High School	0.14	2	bike lane	46	$7,428
261	GZ-3	Gonzales	Belden St	3rd St	C St	0.36	2	bike lane	46	$18,602
261	MAR-12	Marina	Lynscott Dr	Carmel Ave	Reservation Rd	0.31	2	bike lane	46	$16,042
261	MAR-9	Marina	Salinas Ave	Carmel Ave	Reservation Rd	0.27	2	bike lane	46	$14,385
261	MRY-33	Monterey	Van BUren St Bicycle Boulevard	Madison St	Scott St	0.45	3	bike route/bike boulevard	46	$5,426
261	PG-17	Pacific Grove	17 Mile Dr	Hwy 68	840' S of Hwy 68	0.16	3	bike route	46	$1,926
261	SEA-25	Seaside	Parker Flats	Gigling Rd	Eucalyptus Rd	1.16	2	bike lane	46	$60,532
261	MC-17	County	Copper - Nashua Rd	Blanco Rd	Monte Rd	4.89	3	bike route	46	$59,133
261	MC-42	County	Meade St (Extension)	Tembladera St	Artichoke Ave (Extension)	0.04	2	bike lane	46	$2,161
261	MC-85	County	Williams Rd	Boronda Rd	Old Stage Rd	1.12	3	bike route	46	$13,547

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
261	MC-88	County	Alta St/Old US Hwy 101	Foletta Rd	10th St	1.23	3	bike route	46	$14,924
261	MC-89	County	Tavernetti Rd	Hwy 101 Overpass	Gloria Rd	0.18	3	bike route	46	$2,120
261	MC-99	County	Susan Ln	El Camino Real	Espinosa Rd	0.32	3	bike route	46	$3,897
308	CAR-13	Carmel-by-the-Sea	Rio Road	Lasuen Dr	Atherton Dr	0.24	2	bike lane	43	$12,586
274	GR-4	Greenfield	4th St	Elm Ave	Apple Ave	0.50	3	bike route	45	$6,109
274	GR-5	Greenfield	PIne Ave	690' W of El Camino Real	end of Pine Ave	0.34	2	bike lane	45	$17,613
274	MAR-11	Marina	Lake Dr	Robin Dr	174' E of Hwy 1	0.51	2	bike lane	45	$26,824
274	MAR-18	Marina	Crescent St	Reindollar Ave	end of Crescent St	0.13	2	bike lane	45	$6,983
274	MAR-22	Marina	Palm Ave	Lake Dr	Clarke Pl	0.03	2	bike lane	45	$1,470
274	MAR-32	Marina	Palm Ave	Lake Dr	Sunset Ave	0.35	2	bike lane	45	$18,574
274	MRY-31	Monterey	Hoffman Ave	Laine St	Monterey Peninsula Recreational Trail	0.28	3	bike route	45	$3,338
274	MRY-36	Monterey	Oliver St	Van Buren St	Monterey Peninsula Recreational Path	0.18	3	bike route	45	$2,208
274	SEA-3	Seaside	San Pablo	Fremont Blvd	Yosemite St	0.81	3	bike route/bike boulevard	45	$9,825
274	MC-116	County	Bishop St	Salinas Rd	Florence Ave	0.12	3	bike route	45	$1,438
274	MC-40	County	Pine Canyon Rd	Jolon Rd	Pine Meadow Dr	1.35	2	bike lane	45	$70,974
274	MC-54	County	Meridian Rd	Castroville Blvd	Hwy 156	2.74	3	bike route	45	$33,143
274	MC-69	County	Park Rd	Ryan Ranch Rd	end of Park Rd	0.07	2	bike lane	45	$3,599
274	MC-90	County	Iverson Rd	5th St (from	Old Stage Rd	4.66	2	bike lane	45	$244,215

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
				Gonzales City Limits)						
291	MRY-15	Monterey	Soledad Dr	Pacific St	Munras Ave	0.08	2	bike lane	44.5	$4,169
291	PG-5	Pacific Grove	Central Ave	1st St	Fountain Ave	0.51	3	bike route	44.5	$6,159
291	PG-6	Pacific Grove	Lighthouse Ave	Ocean View Blvd	Asilmoar Blvd	0.22	3	bike route	44.5	$2,603
291	SNS-29	Salinas	Rossi St Extension	Davis Rd	Boronda Rd	0.51	2	bike lane	44.5	$26,766
291	SNS-30	Salinas	Sherwood Pl Extension	Sherwood Dr	Yorkshire Way	0.57	2	bike lane	44.5	$29,856
296	KC-18	King City	Metz Rd	Airport Rd	1st St	0.72	2	Bike Lane	44	$37,540
296	MAR-34	Marina	Bayer St - Bostick Ave	Reindollar Ave	Reservation Rd	0.59	2	bike lane	44	$30,860
296	MAR-37	Marina	Sunset Ave	Reindollar Ave	Carmel Ave	0.28	2	bike lane	44	$14,854
296	MRY-29	Monterey	David Ave	Cannery Row	Hwy 68	1.32	3	bike route	44	$15,932
296	MRY-32	Monterey	Franklin St	Van Buren St	Bowen St	0.65	3	bike route	44	$7,911
296	MRY-34	Monterey	Van Buren St	Scott St	Seeno St	0.05	2	bike lane	44	$2,735
296	MRY-40	Monterey	Abrego St	Webster St	Del Monte Ave	0.29	3	bike route	44	$3,458
296	MRY-47	Monterey	Herman - Madison Route Bicycle Boulevard	Via del Rey	Pacific St	0.35	2	bike route/bike boulevard	44	$18,315
296	MC-118	County	Fremont St	Salinas Rd	End of Fremont St	0.13	3	bike route	44	$1,525
296	MC-15	County	Old Stage - San Juan Grade	Crazy Horse Canyon Rd	County Limit	4.25	3	bike route	44	$51,476
296	MC-4	Monterey County	Bitterwater Rd	Airport Rd	SR 25	13.70	3	bike route	44	$165,770
307	SEA-40	Seaside	San Pablo Ave	General Jim Moore Blvd	Yosemite St	0.40	3	bike route	43.5	$4,865

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
419	CAR-2	Carmel-by-the-Sea	2nd Ave	Monterey St	Junipero St	0.33	3	bike route	25	$3,957
308	KC-19	King City	San Lorenzo Ave	Collins St	Division St	0.40	2	Bike Lane	43	$29,292
308	KC-20	King City	Bitterwater Rd	Airport Dr	1st St	0.51	2	Bike Lane	43	$26,501
308	MAR-13	Marina	Bayer Dr	Bostick Ave	end of Bayer Dr	0.42	2	bike lane	43	$21,877
308	MRY-20	Monterey	Pacific St	Pacific St Bike Lane at Martin St	Madison St	0.23	3	bike route	43	$2,811
308	MRY-25	Monterey	English Ave	Del Monte Ave	Montecito Ave	0.22	3	bike route	43	$2,673
308	MRY-35	Monterey	Van Buren St Path	Seeno St	near Artillery St	0.05	1	bike path	43	$35,182
308	SEA-10	Seaside	Hillsdale St	Broadway Ave	Sonoma Ave	0.20	3	bike route/bike boulevard	43	$2,456
308	SEA-12	Seaside	Contra Costa St	Broadway Ave	Elm Ave	0.10	3	bike route/bike boulevard	43	$1,258
308	SEA-8	Seaside	Tweed St	Kimball Ave	Plumas Ave	0.17	3	bike route/bike boulevard	43	$2,045
308	MC-38	County	Portola Dr	Torero Dr	Muleta Dr	0.38	2	bike lane	43	$19,984
321	SEA-32	Seaside	Military Ave	Fremont Blvd	Paralta Ave	1.25	3	bike route	42.5	$15,099
322	MRY-43	Monterey	Ryan Ranch Park MUP	Park Rd	Harris Ct	0.32	1	bike path	42	$245,935
322	PG-13	Pacific Grove	Asilomar Blvd	Lighthouse Ave	Ocean View Blvd	0.37	3	bike route	42	$4,523
322	SEA-28	Seaside	6th Division Circle	Gigling Rd	Monterey Rd	0.10	2	bike lane	42	$5,076
322	MC-100	County	Espinosa Rd	Patricia Ln	Elm Ave	2.73	3	bike route	42	$33,048
322	MC-24	County	Camphora Gloria Rd	Gloria Rd	Hwy 101	5.27	2	bike lane	42	$276,368
322	MC-63	County	Castro St	Blackie Rd	Wood St	0.28	3	bike route	42	$3,417
322	MC-70	County	Geil St	Wood St	Hwy 156 Bike/Ped	0.19	3	bike route	42	$2,293

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
					Overcrossing					
329	MAR-39	Marina	Bayer Dr - California Ave MUP	Carmel Ave/Salinas Ave	California Ave	0.86	2	bike lane	41.5	$45,166
329	PG-2	Pacific Grove	Laurel Ave	Laine St	Alder St	1.23	3	bike route	41.5	$14,883
		multiple	Carmel Area Park Connection	TBD	TBD	TBD	1	bike path	*unranked, added late	
331	MAR-26	Marina	Melanie Rd	Peninsula Dr	Beach Rd	0.33	2	bike lane	41	$17,526
331	MRY-1	Monterey	Wave St	David Ave	Monterey Rec Trail	0.42	3	bike route	41	$5,070
331	MRY-24	Monterey	Casa Verde Way	Hwy 1	Del Monte Ave	0.22	3	bike route	41	$2,677
331	MRY-50	Monterey	Casa Verde Way	Fairground Rd	Fremont St	0.08	3	bike route	41	$909
331	PG-10	Pacific Grove	19th St - Park St	Jewell Ave	Hwy 68	0.99	3	bike route	41	$12,014
331	MC-39	County	Central Ave	Elm Ave	Hwy 101	7.21	3	bike route	41	$87,192
340	PG-11	Pacific Grove	Lighthouse Ave	17 Mile Dr	Asilomar Blvd	0.47	3	bike route	40.5	$5,722
340	SEA-5	Seaside	Mescal St	San Pablo Ave	Hillby Ave	0.97	3	bike route/bike boulevard	40.5	$11,725
342	SNS-46	Salinas	Madeira Ave	Circle Dr	St Edwards Ave	0.25	3	bike route	40.1	$2,979
343	GZ-11	Gonzales	1st St	Alta St	Elko St	0.25	3	bike route	40	$2,981
343	KC-21	King City	San Antonio Dr	Metz Rd	Bitterwater Rd	0.52	2	Bike Lane	40	$27,428
343	KC-22	King City	Willow St	San Antonio Dr	N Mildred Ave	0.34	2	Bike Lane	40	$17,816
343	MAR-19	Marina	Vaughn Ave	Reindollar Ave	Carmel Ave	0.28	2	bike lane	40	$14,892
343	MAR-3	Marina	Paul Davis Rd	Marina Green Dr	Healy Ave	0.21	2	bike lane	40	$11,056

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
343	MAR-42	Marina	Lake Dr	174' E of Hwy 1	end of Lake Dr	0.29	2	bike lane	40	$15,380
343	MRY-21	Monterey	Herman - Madison Route Bicycle Boulevard	Via del Rey	Pacific St	0.37	3	bike route/bike boulevard	40	$4,436
343	MRY-23	Monterey	Casa Verde Way	Fremont St	Hwy 1	0.20	3	bike route	40	$2,455
343	MRY-48	Monterey	Polk St Bicycle Boulevard	Pacific St	Pearl St	0.05	2	bike lane	40	$2,515
343	PG-16	Pacific Grove	Asilomar Blvd	Sinex Ave	Lighthouse Ave	0.87	3	bike route	40	$10,578
343	SEA-31	Seaside	Coe Ave	Hibiscus Heights	General Jim Moore Blvd	0.72	2	bike lane	40	$37,724
343	SEA-15	Seaside	Normandy Rd	General Jim Moore Blvd	Parker Flats Cut Off Rd	1.01	2	bike lane	40	$52,924
343	MC-114	County	Abrams Dr	Imjin Rd	Intergarrison Rd	0.91	3	bike route	40	$11,044
343	MC-23	County	Gloria Rd	Hwy 101	Camphora Gloria	3.77	2	bike lane	40	$197,438
357	MAR-15	Marina	Redwood Dr	Reindollar Ave	end of Redwood Dr	0.35	2	bike lane	39.5	$18,541
357	SNS-47	Salinas	St Edwards Ave	Circle Dr	Laurel Dr	0.51	3	bike route	39.5	$6,159
359	GR-8	Greenfield	Apple Ave	13th St	El Camino Real	1.00	2	bike lane	39	$52,399
359	MAR-20	Marina	Crescent Ave + Extension	Hillcrest Ave	Carmel Ave	0.14	2	bike lane	39	$7,591
359	MRY-22	Monterey	Polk St Bicycle Boulevard	Alvarado St	Hartnell St	0.10	2	bike lane	39	$5,213
359	SEA-30	Seaside	Eucalyptus Rd	Parker Flats	General Jim Moore Blvd	1.55	2	bike lane	39	$81,192
359	MC-75	County	5th St	Herold Pkwy	650' N of Herold Pkwy	0.13	3	bike route	39	$1,568
274	CAR-4	Carmel-by-the-Sea	San Antonio Ave	Carmel Way	Ocean Ave	0.30	3	bike route	45	$3,664

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
364	CAR-5	Carmel-by-the-Sea	Scenic Rd	8th Ave	Ocean Ave	0.17	3	bike route	38	$2,113
331	CAR-6	Carmel-by-the-Sea	Ocean Ave	San Antonio Ave	Scenic Rd	0.05	3	bike route	41	$575
364	GR-7	Greenfield	13th St	Oak Ave	Apple Ave	0.25	2	bike lane	38	$13,144
364	MAR-16	Marina	Berney Dr	Reindollar Ave	Hillcrest Ave	0.10	2	bike lane	38	$5,123
364	MRY-38	Monterey	Fairground Rd	Garden Rd	Montsalas Dr	0.07	3	bike route	38	$843
364	PG-12	Pacific Grove	Asilomar Blvd	Sunset Dr	Sinex Ave	0.23	3	bike route	38	$2,839
364	PG-7	Pacific Grove	Jewell Ave	Lighthouse Ave	17th St	0.78	3	bike route	38	$9,435
364	MC-109	County	Tustin Rd	Hwy 101	Echo Valey Rd	1.94	3	bike route	38	$23,473
364	MC-16	County	Johnson Canyon Rd	650' NE of Herold Pkwy	Iverson Rd	1.09	2	bike lane	38	$57,266
378	GZ-8	Gonzales	C St	Belden St	Alta St	0.10	2	bike lane	37	$5,466
378	MRY-45	Monterey	York Rd	Hwy 68	South Boundary Rd	0.37	2	bike lane	37	$19,163
378	MRY-49	Monterey	Fairground Rd	Casa Verde Way	Airport Rd	0.21	2	bike lane	37	$11,147
378	SNS-41	Salinas	Maplewood Dr	Grove St	Sierra Dr	0.07	3	bike route	37	$897
378	MC-22	County	Iverson Rd	Johnson Canyon Rd	Gloria Rd	2.17	2	bike lane	37	$113,928
378	MC-58	County	Valley/Willow Rd	Meridian Rd	Elkhorn School	0.19	3	bike route	37	$2,289
384	GZ-12	Gonzales	Fairview Dr	Elko St	5th St	0.50	3	bike route	36	$6,040
384	GZ-18	Gonzales	Fanoe Rd	Rhone Rd	5th St	0.96	2	bike lane	36	$50,139
384	KC-23	King City	Airport Rd	Metz Rd	Bitterwater Rd	0.91	3	Bike Route	36	$11,001
384	MRY-26	Monterey	Montecito Ave	Casa Verde Way	English Ave	0.43	3	bike route	36	$5,240

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
384	MRY-37	Monterey	Fairground Rd	Garden Rd	Casa Verde Way	0.24	2	bike lane	36	$12,427
384	MRY-7	Monterey	Josselyn Canyon Rd	SR 68	Mark Thomas Dr	1.49	1	bike path	36	$1,145,959
384	SEA-13	Seaside	Wheeler St	Hillby Ave	Kimball Ave	0.20	3	bike route/bike boulevard	36	$2,372
384	SEA-14	Seaside	Nadina St	LaSalle Ave	San Pablo Ave	0.14	3	bike route	36	$1,706
384	MC-57	County	Ormart Rd	Del Monte Farms Rd	Meridian Rd	0.15	3	bike route	36	$1,857
393	MAR-25	Marina	Peninsula DR	Viking Ln	Melanie Rd	0.03	2	bike lane	35	$1,610
393	MAR-5	Marina	Healy Ave	Marina Dr	Abby Way	0.15	3	bike route	35	$1,755
393	MRY-27	Monterey	Casanova Ave	Montecito Ave	Euclid Ave	0.73	3	bike route	35	$8,830
393	MRY-28	Monterey	Airport Rd - Euclid Ave	Casanova Ave	Fremont St	0.69	3	bike route	35	$8,404
393	MRY-41	Monterey	Josselyn Canyon Rd	Hwy 68	Mark Thomas Rd	1.51	2	bike lane	35	$78,881
393	MRY-6	Monterey	Prescott Ave	Forest Ave	Lighthouse Ave	1.20	3	bike route	35	$14,520
393	MC-91	County	Teague Ave	Central Ave	Hwy 101	1.22	3	bike route	35	$14,723
400	MRY-44	Monterey	3rd St Bicycle Boulevard	Sloat Ave	Camino Aguajito	0.24	3	bike route	34	$2,907
400	MRY-5	Monterey	El Dorado St	Munras Ave	Pacific St	0.27	2	bike lane	34	$13,938
400	PG-9	Pacific Grove	Pine Ave	Alder St	17 Mile Dr	0.16	3	bike route	34	$1,877
403	MAR-17	Marina	Ellen Ct	Reindollar Ave	end of Ellen Ct	0.15	2	bike lane	33	$7,873
403	MAR-4	Marina	Abby Way	Aaron Way	Drew St	0.47	3	bike route	33	$5,675
403	PG-14	Pacific Grove	Pine Ave	Eardley Ave	David Ave	0.05	3	bike route	33	$576
403	PG-8	Pacific Grove	17 Mile Dr	Sunset Dr	Jewell Ave	0.81	3	bike route	33	$9,789
403	MC-113	County	Wildhorse Canyon Rd	Cattlemen Rd	Mesa Verde Rd	0.15	3	bike route	33	$1,829

Rank	ID #	Jurisdiction	Street	From	To	Miles	Class	type	TOTAL Points (100 points)	Cost Estimate
408	GZ-10	Gonzales	10th St	Alta St/Old US Hwy 101	Belden St	0.10	3	bike route	32	$1,206
409	MRY-39	Monterey	Olmsted Rd	Hwy 68	Garden Rd	0.10	2	bike lane	31	$5,121
415	CAR-7	Carmel-by-the-Sea	4th Ave	San Antonio Ave	Carmelo St	0.05	3	bike route	26	$577
364	CAR-8	Carmel-by-the-Sea	Carmelo St	4th Ave	15th Ave	0.90	3	bike route	38	$10,884
411	GZ-15	Gonzales	Rincon Rd	Del Monte Rd	5th St	0.21	3	bike route	30	$2,574
411	MRY-3	Monterey	Reeside Ave	Hawthorne St	Foam St	0.11	2	bike lane	30	$5,921
181	CAR-9	Carmel-by-the-Sea	8th Ave	Scenic Rd	San Carlos St	0.38	3	bike route	52	$4,622
415	GZ-14	Gonzales	Del Monte Cir	7th St	Rincon Rd	0.08	3	bike route	26	$973
163	MC-14	County	Canyon/Flanders/Carmel Hills Dr MUP	Flanders Dr	End of Carmel Hills Dr	1.17	1	bike path	54	$223,462
422	MRY-19	Monterey	Pacific St	Soledad Dr	Pacific St Bike Lane	0.70	3	bike route	22	$8,480

Appendix 3 – Existing Bicycle and Pedestrian Mode Share

Bicycle Mode Share Estimate

Variable	Figure	Source
Existing Population	442,365	California Dept. of Finance Population 2017
Existing Employed Population	182,614	American Community Survey 2012-2016, Commuting Table S0801
Existing Bike-to-Work Mode Share	0.80%	American Community Survey 2012-2016, Commuting Table S0801
Existing number of bike-to-work commuters	1,461	Employed persons * bike-to-work mode share
Existing work-at-home mode share	4.50%	American Community Survey 2010-2014, Commuting Table S0801
Existing number of work-at-home bike commuters	821.763	Assumes 10% of population working at home makes at least one daily bicycle trip
Existing transit-to-work mode share	2.00%	American Community Survey 2010-2014, Commuting Table S0801
Existing number of bike to transit-to-work commuters	109.5684	Estimate of 3% transit to work commuters bike to transit based on survey results from "Marina Service Area Study" (Monterey-Salinas Transit, 2009), "South County Service Analysis" (Monterey-Salinas Transit, 2010), and "Salinas Area Service Study II" (Monterey-Salinas Transit, 2012)
Existing school children bicycling mode share	3.00%	Estimate based on National Safe Routes to School Partnership estimated 13% of children that walk or bike to school in the U.S. This analysis assumes 5% of those children bicycle and due to the rural setting of Monterey County, a slightly less percent (3%) of children are estimated to bicycle to school.
Existing school children (grades K-12)	81,772	American Community Survey 2010-2014, School Enrollment Table S1401
Existing school children bike commuters	2,453	School children population * school children bicycling mode share
Existing number of college students in the area	29,698	American Community Survey 2010-2014, School Enrollment Table S1401
Existing estimated college bicycling mode share	3.40%	California State University, Monterey Bay Campus Commuter Survey 2016
Existing college	1009.732	College student population * college student bicycling mode share.

bike commuters		
Existing total number of bike commuters	**5,746**	**Total bike-to-work, school, college and utilitarian bike trips. Does not include recreation.**
Estimated Countywide Bicycle Mode Share	**2.60%**	**Total daily bicycle trips/population (does not include recreational bicycle trips)**
Estimated total daily bicycling trips	**11,491**	**Total bicycle commuters * 2 (for round trips)**

Pedestrian Mode Share Estimate

Variable	Figure	Source
Existing Population	442,365	California Dept. of Finance Population 2014
Exisitng Employed Population	182,614	American Community Survey 2010-2014, Commuting Table S0801
Existing Walk-to-Work Mode Share	3.10%	American Community Survey 2010-2014, Commuting Table S0801
Existing number of walk-to-work commuters	**5,661**	**Employed persons * walk-to-work mode share**
Exisisting work-at-home mode share	4.50%	American Community Survey 2010-2014, Commuting Table S0801
Exisisting number of work-at-home walk commuters	**2054.408**	**Assumes 25% of population working at home makes at least one daily walking trip**
Existing transit-to-work mode share	2.00%	American Community Survey 2010-2014, Commuting Table S0801
Existing number of walk to transit-to-work commuters	**3,214**	**Estimate of 88% transit to work commuters walk to transit based on survey results from "Marina Service Area Study" (89.7% walk to transit, Monterey-Salinas Transit, 2009), "South County Service Analysis" (80.5% walk to transit, Monterey-Salinas Transit, 2010), and "Salinas Area Service Study II" (94% walk to transit, Monterey-Salinas Transit, 2012)**
Existing school children walking mode share	8.00%	Estimate based on National Safe Routes to School Partnership estimated 13% of children that walk or bike to school in the U.S. This analysis assumes 8% of those children walk to school.
Existing school children (grades K-12)	81,772	American Community Survey 2010-2014, School Enrollment Table S1401

Existing school children walk commuters	**6,542**	**School children population * school children walking mode share**
Existing number of college students in the area	29,698	American Community Survey 2010-2014, School Enrollment Table S1401
Existing estimated college walking mode share	9.90%	California State University, Monterey Bay Campus Commuter Survey 2016
Existing college walk commuters	**2,940**	**College student population * college student walking mode share.**
Existing total number of walk commuters	**20,411**	**Total walk to work, school, college and utilitarian walking trips. Does not include recreation.**
Estimated Countywide Walk Mode Share	**4.61%**	**Total daily walk trips/population (does not include recreational bicycle trips)**
Estimated total daily walking trips	**40,823**	**Total walk commuters * 2 (for round trips)**

Appendix 4 –Requirements for Active Transportation Plans

	The Active Transportation Guidelines require that an active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable.	Relevant Chapters	If not, explain why not applicable.
A	Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	• Chapter 2: Existing Conditions • Appendix 4: Mode Share	
B	Description of Land Use/Destinations: A map and description of existing and proposed land uses which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	• Chapter 2: Existing Conditions • Chapters 5.1 to 5.13: Jurisdiction chapter maps	At the regional level, highlighting each jurisdiction's land use does not make sense as each jurisdiction maintains and amends land use maps. Each jurisdiction chapter includes maps showing the locations of schools, shopping centers, public buildings, major transit hubs, and other destinations.
C	Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	• Chapter 2: Existing Conditions • Chapters 5.1 to 5.13: Jurisdiction chapters	

	The Active Transportation Guidelines require that an active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable.	Relevant Chapters	If not, explain why not applicable.
D	Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those that serve public and private schools.	• Chapter 2: Existing Conditions • Chapters 5.1 to 5.13: Jurisdiction chapters	
E	Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of any existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	• Chapter 3: Plans and Programs	A high-level discussion of TAMC's bike parking program is included in Chapters 2 and 3. At the regional scale, a map of bicycle parking is not feasible.
F	Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	• Chapter 3: Plans and Programs	

	The Active Transportation Guidelines require that an active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable.	Relevant Chapters	If not, explain why not applicable.
G	Non-Infrastructure Programs: A description of existing and proposed bicycle and pedestrian education, encouragement, enforcement programs conducted in the area included within the plan. Include efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.	• Chapter 3: Plans and Programs	
H	Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	• Chapter 1: Introduction includes countywide safety goals • Chapter 2: Existing Conditions • Chapters 5.1 to 5.13 include collisions maps for all Monterey County jurisdictions	
I	Equity Analysis: Identify census tracts that are considered to be disadvantaged or low-income and identify the bicycle and pedestrian needs of those disadvantaged or low-income residents.	• Chapters 5.1 to 5.13 include the identification of disadvantaged communities, if these are present and a discussion of their needs.	
J	Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	• Chapter 1: Introduction includes a discussion of community engagement	

	The Active Transportation Guidelines require that an active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable.	Relevant Chapters	If not, explain why not applicable.
K	Coordination: A description of how the plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	• Chapter 3: Plans and Programs • Chapters 5.1 to 5.13 includes this discussion for individual jurisdictions	
L	Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	• Chapter 6: Funding and Implementation • Appendix 1: Project Ranking Criteria	
M	Funding: A description of-future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential grant funding for bicycle and pedestrian uses.	• Chapter 6: Funding and Implementation	
N	Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	• Chapter 6: Funding and Implementation	
O	Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of	• Chapter 1: Introduction includes goals related to maintenance.	TAMC does not maintain bicycle and pedestrian facilities, but coordinates with the underlying jurisdictions when a

	The Active Transportation Guidelines require that an active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable.	Relevant Chapters	If not, explain why not applicable.
	traffic control devices including striping and other pavement markings, and lighting.		maintenance request is received.
P	Resolution: A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	• Resolution pending TAMC Board of Directors approval on June 27, 2018.	