





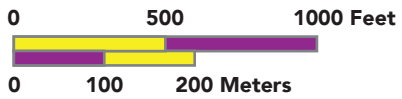
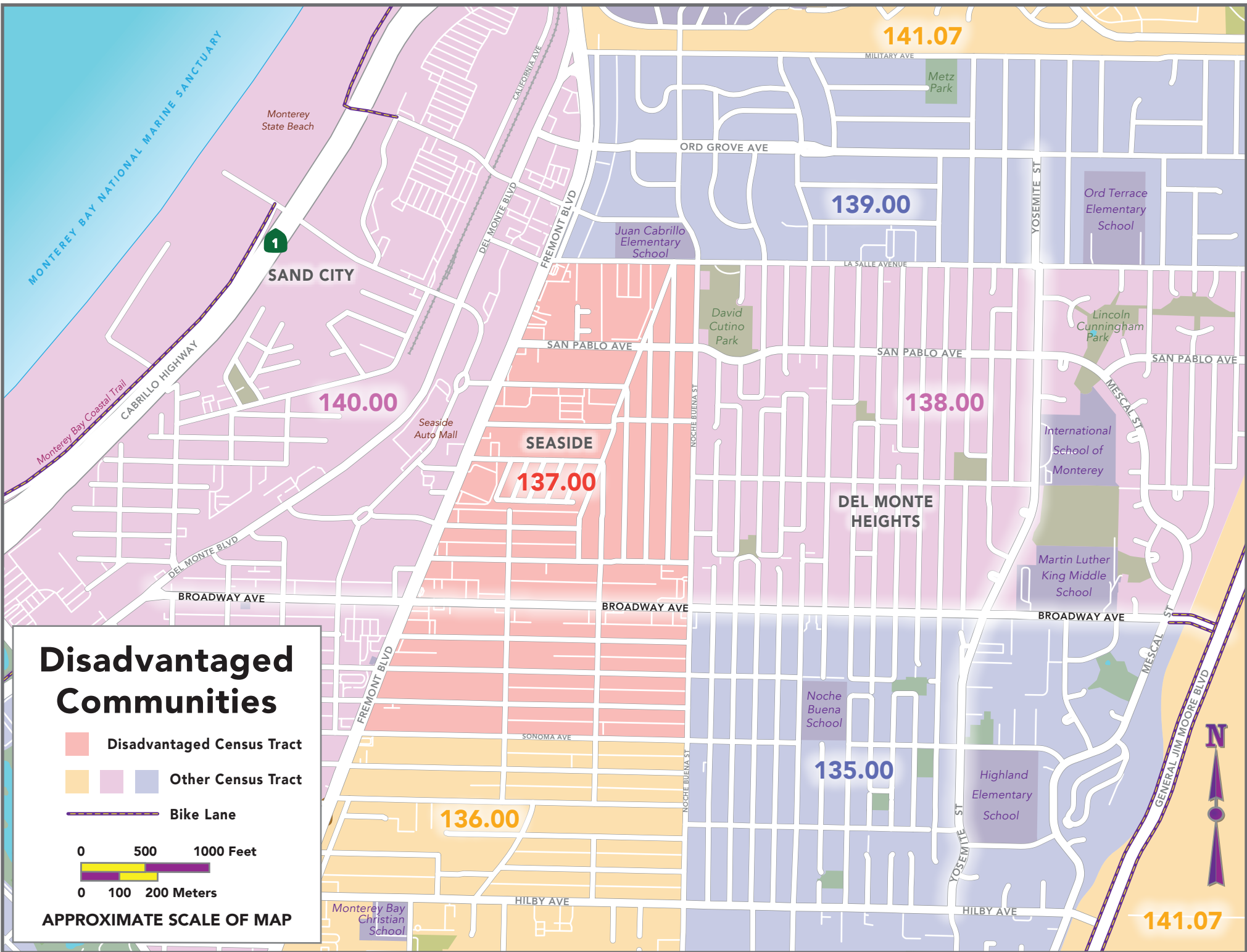


Broadway Avenue Complete Streets Corridor

-  Proposed Roundabout
-  Transit Stop
-  Bike Lane
-  School
-  Retail/Commercial
-  Building



APPROXIMATE SCALE OF MAP



Disadvantaged Communities Seaside CA (2020) - DATA SUMMARY

Healthy Places Index: <https://map.healthypacesindex.org/>

Score	Census Tract	Percentage of Households w/out access to an automobile	Active Commuting (workers 16+); transit, walking or cycling	Bachelor's Education or Higher (%people over age 25)	Below Poverty
25.5	6053013700 (137 in HPI)	11.8%	12.73%	8.7%	58.94%

CalEnviroScreen 3.0 Overall Results and Individual Indicator Maps (Population Characteristics)

Census Tract Percentile	Census Tract	Linguistic Isolation	Poverty	Housing Burden
79	6053013700	86	83	97

Free and reduced-price meals: at least 75% of students are eligible to receive free or reduced-price meals;

School District	School Name	Student Enrollment	% Free & Reduced Price Meals	Distance from Project Area
Monterey Peninsula Unified School District	Highland Elementary	306	95%	0.3 miles
Monterey Peninsula Unified School District	Martin Luther King Jr. School of the Arts	401	88%	0 miles

Students Who Are Overweight or Obese, by Grade Level: 2014 - 2018

(Grade Level: **All**)

Monterey Peninsula Unified (School District)	Percent				
	2014	2015	2016	2017	2018
Grade 5	53.9%	47.2%	47.4%	45.6%	45.3%
Grade 7	46.5%	46.4%	49.1%	47.2%	48.4%
Grade 9	43.5%	43.9%	43.2%	38.4%	39.9%

Definition: Percentage of public school students in grades 5, 7, and 9 with body composition falling above the "Healthy Fitness Zone" of the FitnessGram assessment, by grade level (e.g., in 2018, 40.5% of California 5th graders were overweight or obese).

Data Source: [As cited on kidsdata.org](https://kidsdata.org), California Dept. of Education, Physical Fitness Testing Research Files (Dec. 2018).

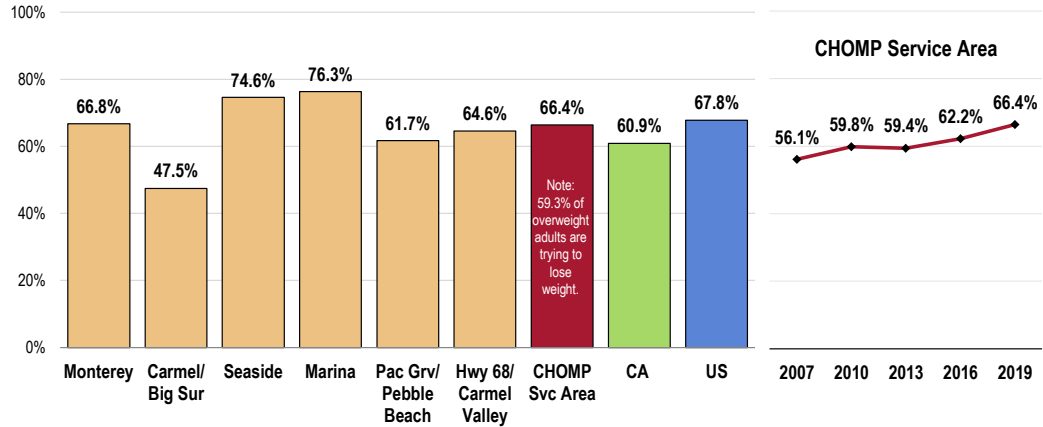
Overweight Status

Two-thirds of CHOMP Service Area adults (66.4%) are overweight.

Here, "overweight" includes those respondents with a BMI value ≥ 25 .

- **BENCHMARK:** Higher than the California prevalence.
- **TREND:** Denotes a statistically significant increase since 2007.
- **DISPARITY:** Highest in Seaside and Marina; lowest in Carmel/Big Sur.

Prevalence of Total Overweight (Overweight and Obese)



Sources: • 2019 PRC Community Health Survey, PRC, Inc. [Items 155, 191]
 • Behavioral Risk Factor Surveillance System Survey Data. Atlanta, Georgia. United States Department of Health and Human Services, Centers for Disease Control and Prevention (CDC): 2017 California data.
 • 2017 PRC National Health Survey, PRC, Inc.

Notes: • Based on reported heights and weights, asked of all respondents.
 • The definition of overweight is having a body mass index (BMI), a ratio of weight to height (kilograms divided by meters squared), greater than or equal to 25.0, regardless of gender. The definition for obesity is a BMI greater than or equal to 30.0.

Note that 29.9% of overweight adults have been given advice about their weight by a health professional in the past year (while most have not).

The overweight prevalence above includes 28.7% of CHOMP Service Area adults who are **obese**.

"Obese" (also included in overweight prevalence discussed previously) includes respondents with a BMI value ≥ 30 .

- **BENCHMARK:** Higher than the state percentage.
- **TREND:** Increasing significantly since 2007.
- **DISPARITY:** Highest in Seaside and Marina; lowest in Carmel/Big Sur and Pacific Grove/Pebble Beach. Reported more often among adults 40 to 64, low-income residents, and Hispanics in the service area.

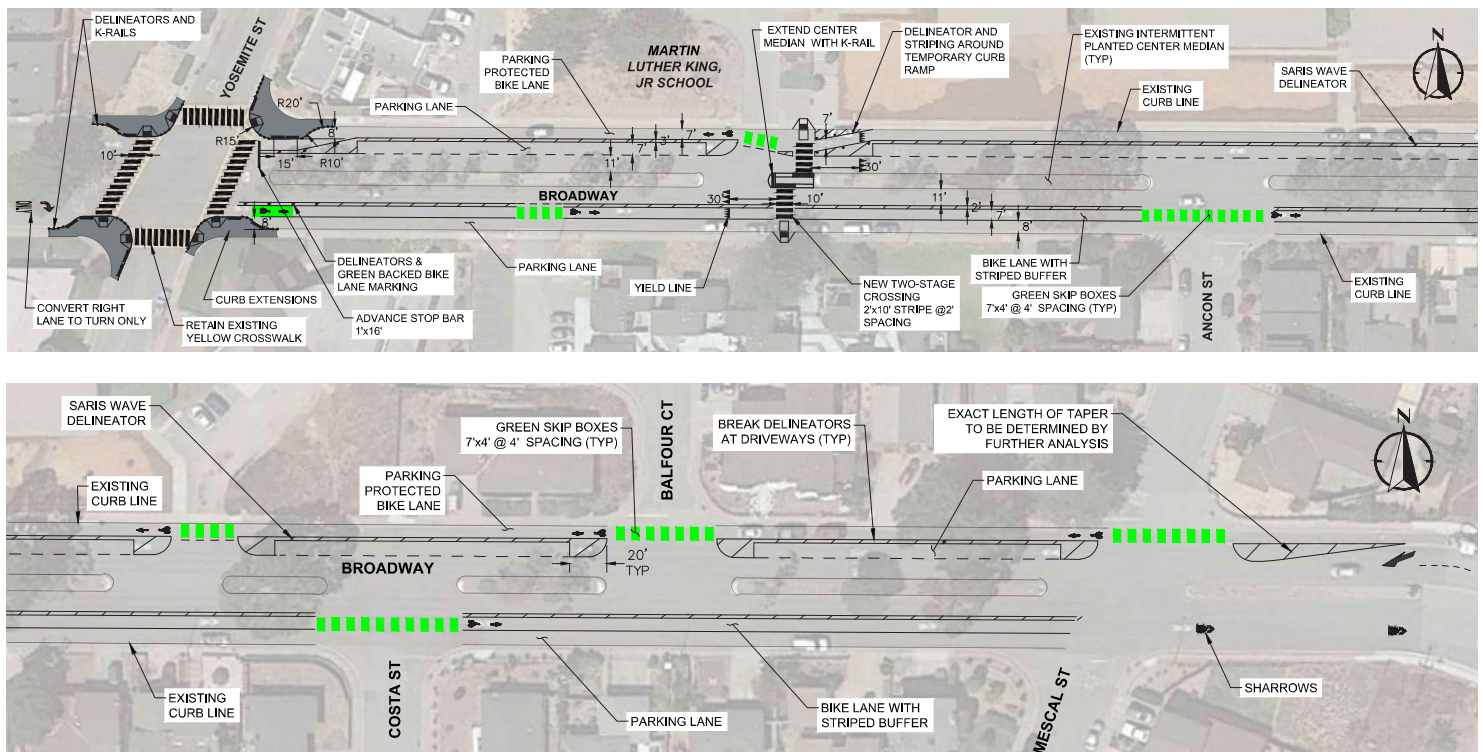
Chapter 6: Safe Streets Demonstrations

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

Seaside Demonstration

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

Demonstration Plans near Martin Luther King Jr. School of the Arts



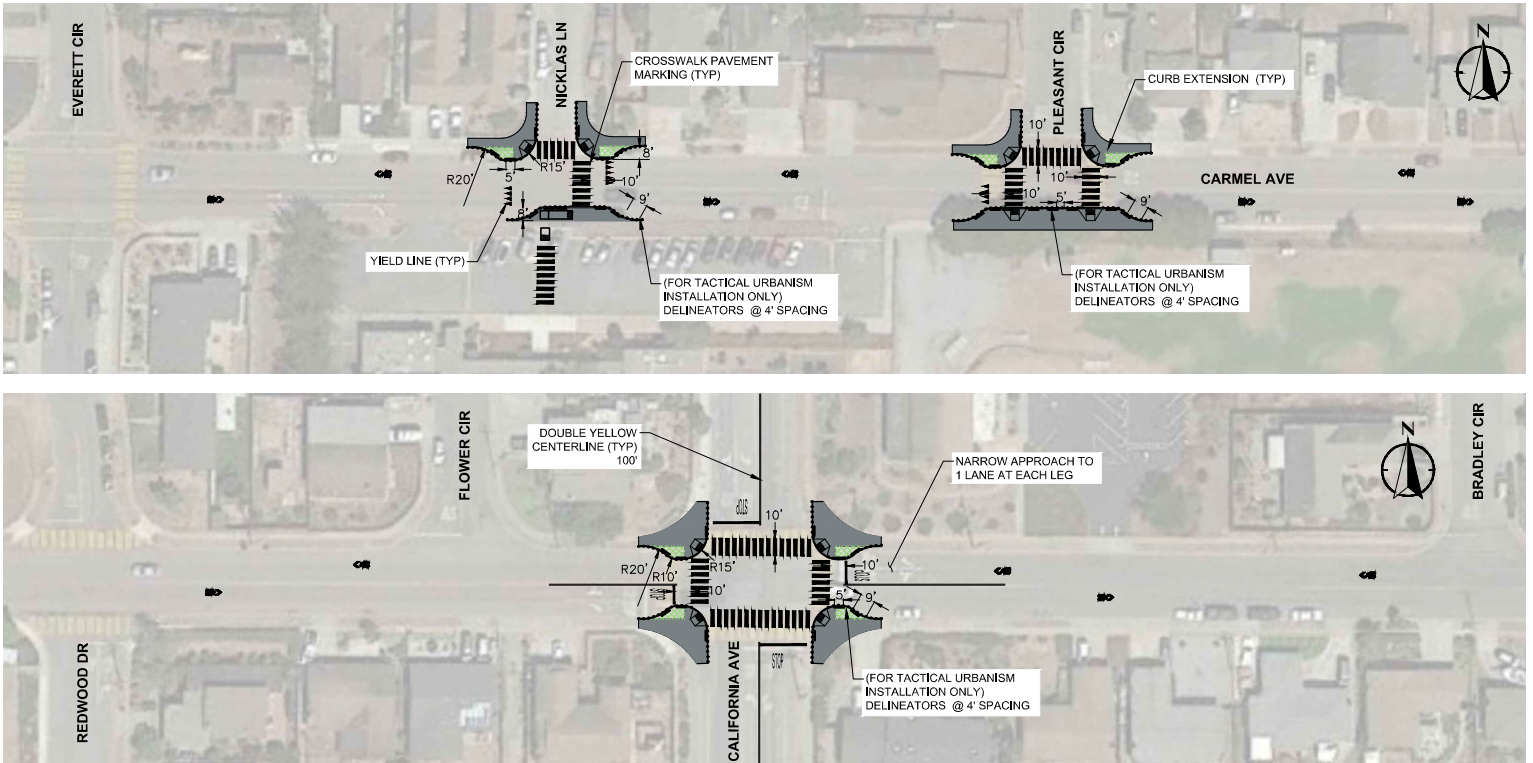
Source: Alta Planning + Design, 2019.

These changes were designed to address safety concerns along the Broadway Avenue corridor, including high traffic speeds, a lack of designated bicycle facilities, and pedestrian safety at the intersection of Broadway Avenue and Yosemite Street. The planning team also observed students and families crossing Broadway Avenue in front of the school without a marked crosswalk, and a temporary crosswalk was installed to give pedestrians a safe place to cross. The treatments included in the safe streets demonstration were designed to work together: the reduction from four travel lanes to two provided space for bicycle lanes and lowered traffic speeds, which made the new offset crosswalk safer.

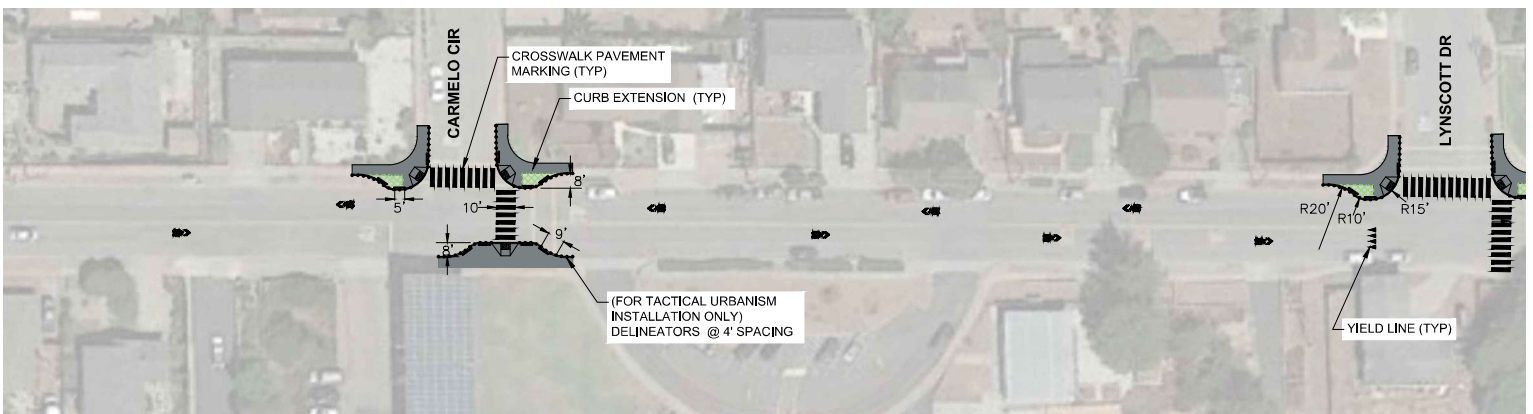
Marina Demonstration

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

Demonstration Plans near Marina Vista Elementary



Demonstration Plans Near Crumpton Elementary



Source: Alta Planning + Design, 2019.

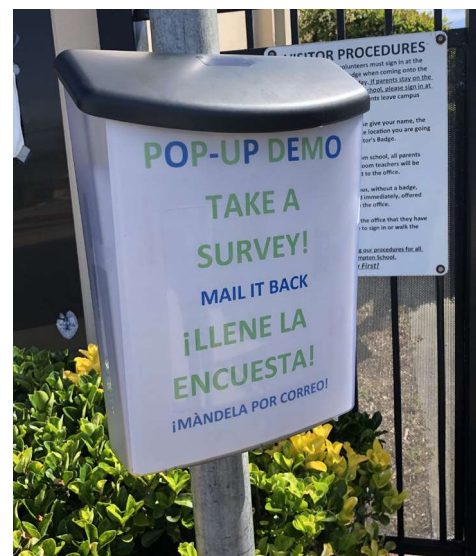
These treatments were designed to slow traffic on Carmel Avenue, increase the visibility of pedestrians, and provide a safe crossing of Carmel Avenue in front of Marina Vista Elementary. The Marina demonstration did not include new bike facilities, although sharrows were installed along Carmel Avenue.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

Outreach Methods

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

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

- Presentations to the Seaside City Council, Marina City Council, Seaside Traffic Advisory Committee, Marina Public Works Commission, Transportation Agency for Monterey County Bicycle and Pedestrian Facilities Advisory Committee, and Monterey Peninsula Unified School District Board.
- Project posters and fliers posted at businesses throughout Seaside and Marina.
- Press coverage in the Monterey Herald, Monterey Weekly, and KION news.
- Banners announcing the demonstrations installed in front of MLK, Marina Vista, and Crumpton, including an invitation and a link to take the survey.
- Fliers dropped off to neighbors on Broadway Avenue and Carmel Avenue a week before the demonstration, which included project information and a survey link.
- Announcements of the upcoming demonstration at meetings and community gatherings held at neighboring schools (Marina Vista, Olson, Crumpton).
- Project information and flier sent out through engaged parents (PTA).
- Project information and a survey link posted to the Safe Routes to Schools Plan website, the City of Seaside website, and Facebook, and emailed out to 130+ contacts on the Safe Routes to Schools Plan contact list.
- Survey link sent to parents at each school via Parentsquare and social media multiple times before, during, and after the demonstration.
- Staff members on-site on the first day of each demonstration, before and after school, to explain the project to parents and hand out surveys.



- Bike and walk to school days hosted by the Transportation Agency for Monterey County at MLK, Marina Vista, and Crumpton during the demonstrations. These events included a booth where staff conducted outreach and handed out surveys.
- Boxes of pre-stamped surveys installed on Broadway Avenue and Carmel Avenue during the demonstration.
- Surveys distributed to neighbors along the Broadway Avenue and Carmel Avenue corridors, and to Villa Del Monte residents in Seaside.
- Final outreach by staff to parents on the last day of each demonstration, handing out surveys and informing them that the demonstration was ending.

Data Analysis: Seaside

Traffic Counts

Traffic counts were conducted over an eight-day period for Broadway Avenue before and during the safe streets demonstration. The demonstration was successful in reducing traffic speeds: the average traffic speed was three miles per hour slower for eastbound traffic during the demonstration, and one mile per hour slower for westbound traffic. The 85th percentile speed, which is used as the basis for setting speed limits in California, was also reduced by three miles per hour for eastbound traffic and one mile per hour for westbound traffic. This outcome is consistent with studies conducted in other cities, which have found that reducing the number of travel lanes reduces traffic speeds.

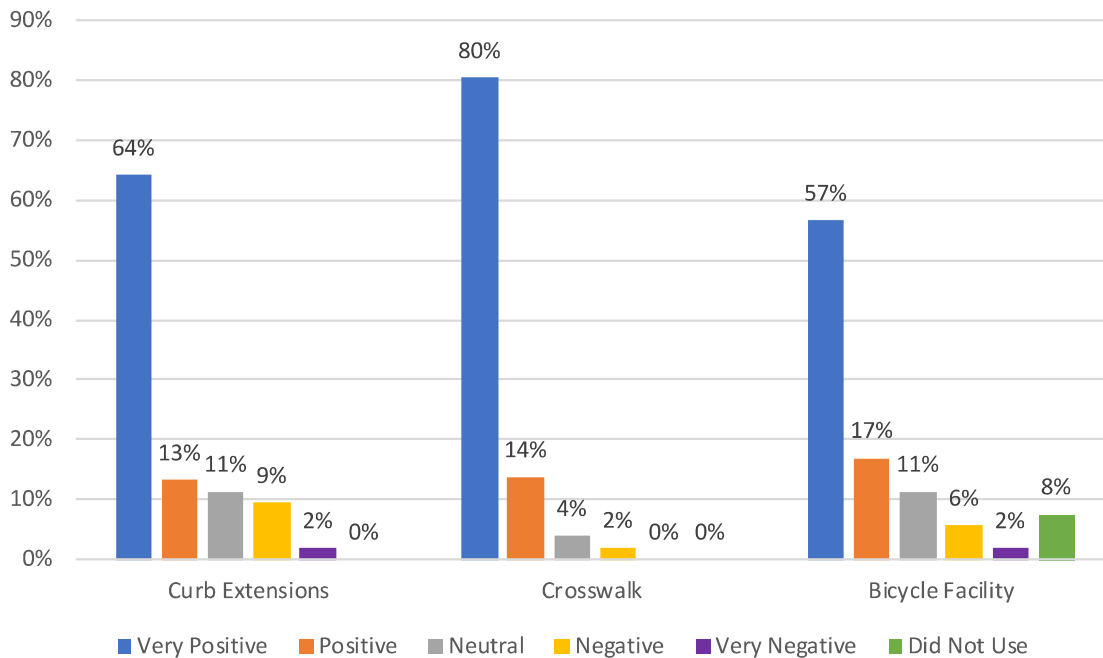


Survey Data

The planning team received 119 survey responses for the Seaside demonstrations: 73 electronic responses and 46 hard-copy ones.

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

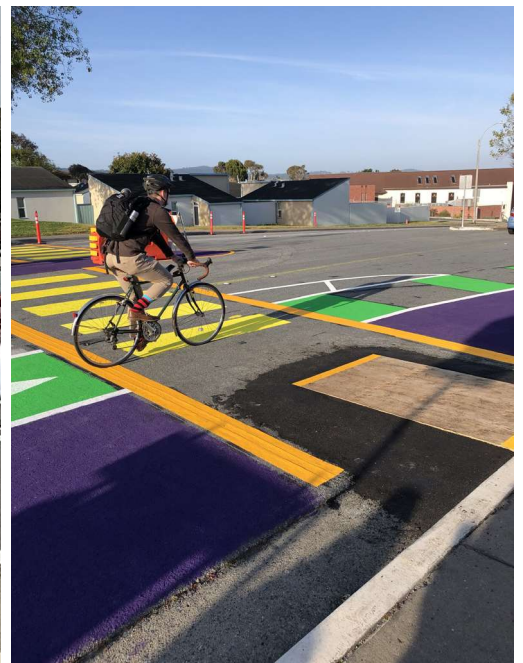
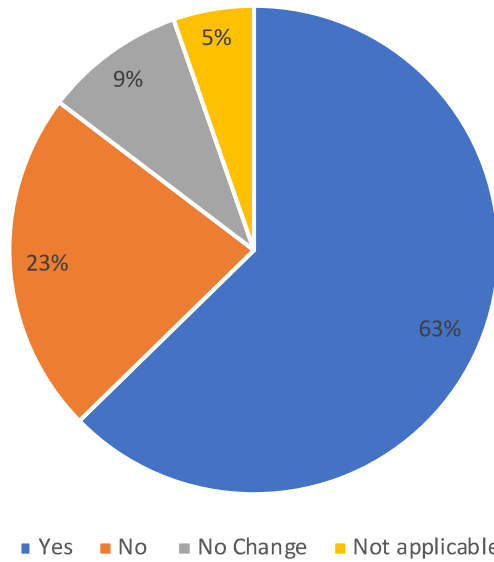
If you walked through the demonstration, describe your experience with the following treatments



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

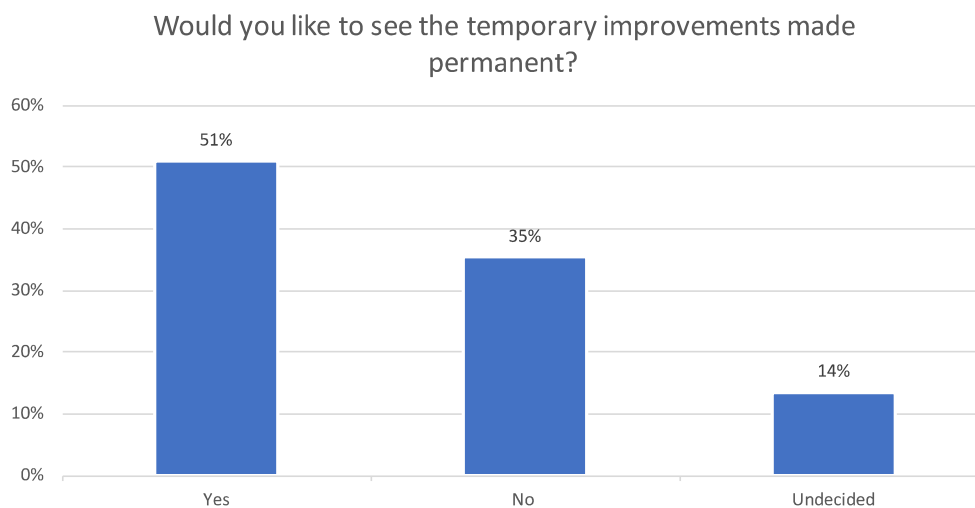
81% of respondents experienced the demonstration by car. Of this group, 58% had a positive or very positive experience with the curb extensions, while 26% had a negative or very negative experience. The crosswalk was again the most popular improvement, with 74% of respondents reporting a positive or very positive experience. Just under half of respondents had a positive or very positive experience with the bicycle facilities. The majority of respondents said that the temporary improvements made people who were walking or biking more visible, while 32% disagreed or saw no change. When asked if the temporary improvements made people who were biking and walking more predictable, 58% said yes, while 40% said no or saw no change.

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



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

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



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

When respondents were asked what their favorite thing about the demonstration was, increased safety was the top response (in 13 surveys) followed by the high-visibility crosswalks (9). Other common responses were the vibrant colors and the bicycle lanes. When asked what they would change about the demonstration, 13 people said that they wouldn't change anything. Five wanted to remove the bike lane, particularly the parking-protected bike lane, which some felt put parking spots in the middle of the street. Several respondents wanted to see a passing lane added so that through-traffic could pass drivers waiting to enter the school parking lot.

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

Respondent Demographics

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

Data Analysis: Marina

Traffic Counts

Traffic counts were conducted over an eight-day period at three locations before and during the safe streets demonstration: Carmel Avenue between Vaughn Avenue and Everett Circle, between Carmelo Circle and Lynscott Drive, and between Lynscott Drive and Barrett Lane. The demonstration was only moderately successful in reducing traffic speeds: two of the three count locations showed less than one mile per hour change in average speeds during the demonstration. The third location, Carmel Avenue between Carmelo Circle and Lynscott Drive, showed a one mile per hour speed reduction for both westbound and eastbound traffic during the demonstration. The 85th percentile speed, which is used as the basis for setting speed limits in California, was reduced by nearly two miles per hour for both westbound and eastbound traffic on Carmel Avenue between Carmelo Circle and Lynscott Drive.





School of the Arts

Dr. Martin Luther King, Jr.
School Of The Arts

1713 Broadway Ave.
Seaside, CA. 93955
(831) 392-3970
(831) 394-0859 Fax
www.mpusd.k12.ca.us/king

Monterey Peninsula
Unified School District

Dr. Allison Rowland
Principal TK-5

Our Mission & Vision

MLK School of the Arts:
Will empower students to
cultivate a passion for
learning through the arts.

MLK Artist Profile

Proud
Creative
Inquisitive
Open-Minded
Caring

September 10, 2020

CALTRANS
Division of Local Assistance
Attn: Office of State Programs
1120 N Street, MS 1
Sacramento, CA 95814

RE: Support for Broadway Ave Complete Streets Corridor

Dear Active Transportation Program Selection Committee:

The Principal at Dr. Martin Luther King Jr. School of the Arts supports the **Broadway Ave Complete Streets Corridor** grant application proposal. The project will build on the recently completed West Broadway Urban Village development funded through the Active Transportation Program to provide a continuous and safe corridor for bicyclists and pedestrians connecting residents to jobs and shopping on the west end and schools and affordable housing for families and seniors on the east end. The corresponding education and encouragement programming will be crucial to encourage and increase safe bicycling and walking and prevent unsafe behaviors that currently account for the high pedestrian and bicyclist collision rates involving children in our community. This programming will help ensure that all students and parents are provided with the opportunity to learn and practice safe walking and biking skills and habits in a safe environment, reduce the amount of traffic surrounding schools, increase the number of students walking, biking and carpooling to school and improve the health of children in Seaside.

The City adopted the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan in February 2020. The Plan identifies Broadway Avenue and Yosemite Avenue as important safe routes to school corridors serving four of the seven elementary schools in Seaside. Consistent with the Plan, the Broadway Ave Complete Streets Corridor will address the top community-identified safety concerns and barriers to children walking and biking to schools in the project area: safety of intersections and crossings; speed of traffic and amount of traffic. These community concerns are validated by the history of bicycle and pedestrian involved collisions on Broadway Avenue. Over the past decade, 13.5% of all bicycle and pedestrian collisions in Seaside occurred within the project area.

Our residents also have health struggles that could be helped by increased walking and bicycling especially for our children and African American community. In 2018, nearly half of all 5th graders in Seaside were overweight or obese. Our African American community is the largest in Monterey County, and

disproportionately affected by heart disease, diabetes, and obesity. We need more places in our city where people can feel safe and comfortable walking and bicycling and programming to help start the movement. The Broadway Ave Complete Streets Corridor project will be a huge step in the right direction.

The Principal, Dr. Allison Rowland, supports this important active transportation project and education program and asks that you approve the grant request. Thank you for your consideration of this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allison Rowland', with a long, sweeping flourish extending upwards and to the right.

Allison Rowland, Ed.L.D. Principal

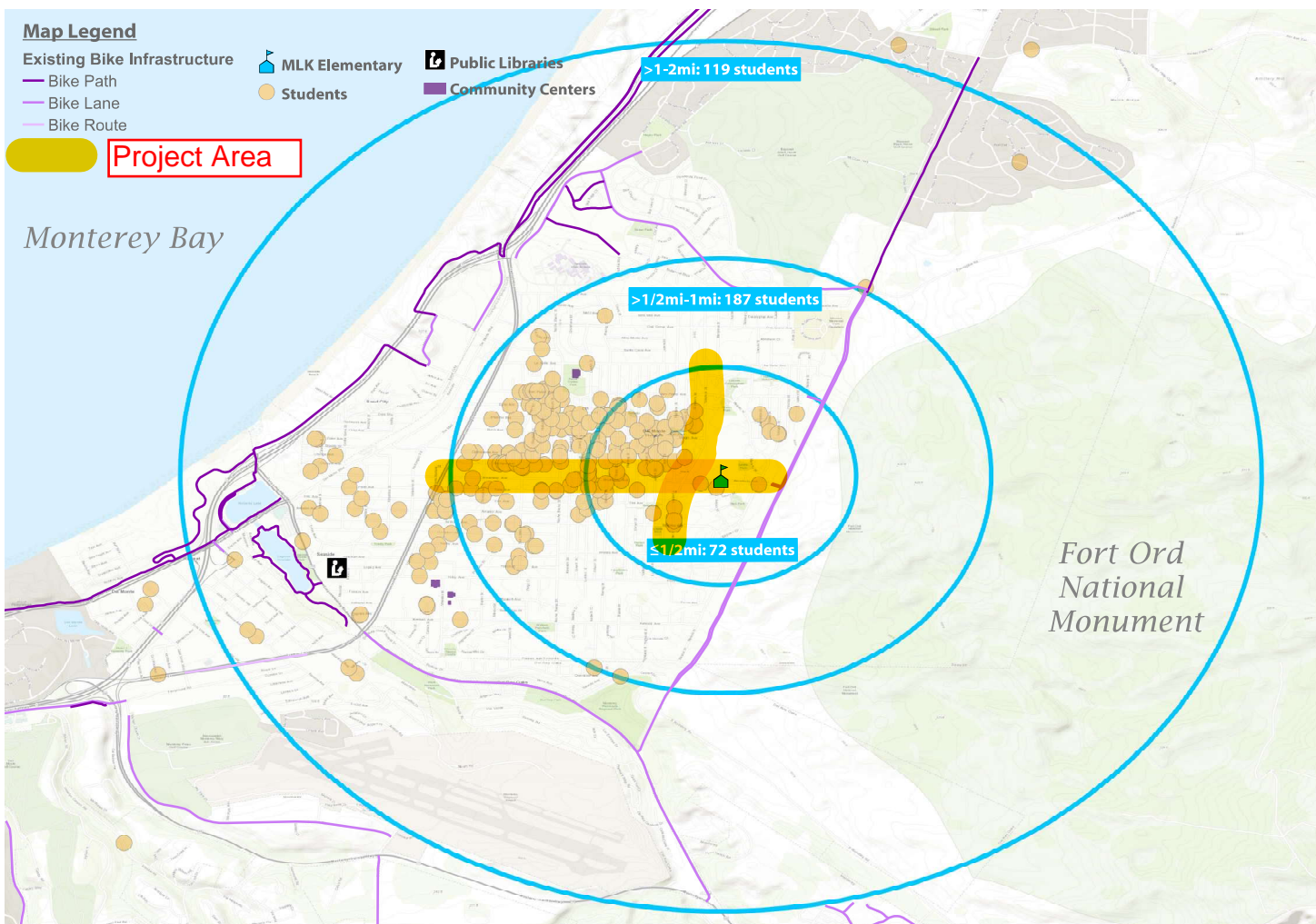
Dr. Martin Luther King Jr. School of the Arts

City of Seaside

Martin Luther King Jr. School of the Arts (MLK)

MLK is located in central Seaside along the Broadway Avenue corridor. Most MLK students live in the surrounding neighborhoods, though the majority live more than a half-mile from the school (see map below).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K-5	402	64.4%	88.6%	14%

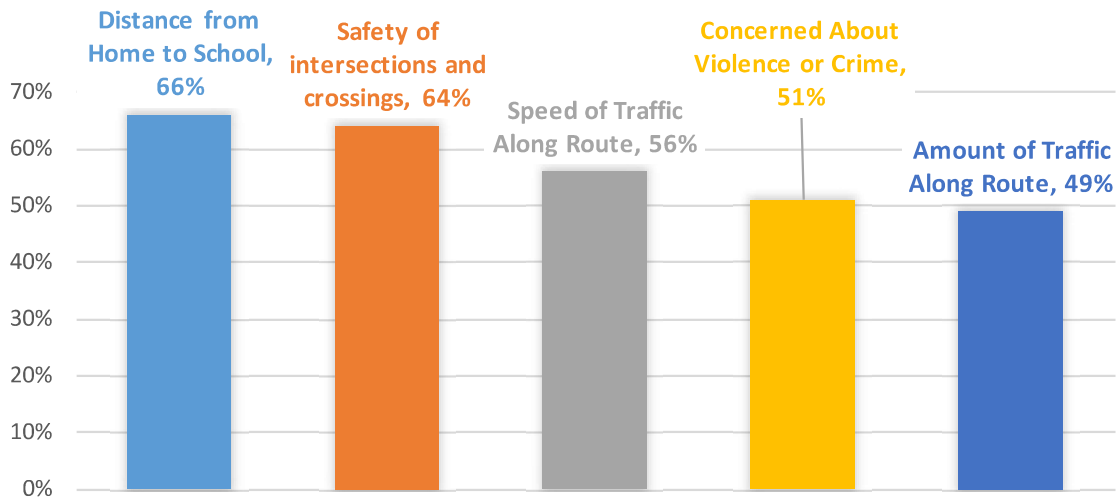


Parent Survey

MLK parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 164 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.

TOP FIVE ISSUES FOR MLK PARENTS



Current Infrastructure Conditions

Motorist Conditions

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

Pedestrian Conditions

- There are complete sidewalks on Broadway Avenue, Yosemite Street, and other roadways near the school.
- There are high-visibility yellow crosswalks on all legs of the intersection of Broadway Avenue and Yosemite Street. The intersection is large and has long crossing distances for pedestrians.
- There are no marked crosswalks on Broadway Avenue between Yosemite Street and General Jim Moore Boulevard.
- There are pedestrian pathways to campus from Yosemite Street near Mingo Avenue and from Mescal Street and Marietta Street. The gates to the school were not open at the time of the audit.

Bicycling Conditions

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



HIGHLAND ELEMENTARY SCHOOL

1650 Sonoma Ave. - Seaside, California 93955

Phone: (831) 583-2024 Fax 831-899-3857

Hecate Rosewood, Principal

September 13, 2020

CALTRANS

Division of Local Assistance

Attn: Office of State Programs

1120 N Street, MS 1

Sacramento, CA 95814

RE: Support for Broadway Ave Complete Streets Corridor

Dear Active Transportation Program Selection Committee:

Highland Elementary School, in Monterey Unified School District, supports the **Broadway Ave Complete Streets Corridor** grant application proposal. The project will build on the recently completed West Broadway Urban Village development funded through the Active Transportation Program to provide a continuous and safe corridor for bicyclists and pedestrians connecting residents to jobs and shopping on the west end and schools and affordable housing for families and seniors on the east end. The corresponding education and encouragement programming will be crucial to encourage and increase safe bicycling and walking and prevent unsafe behaviors that currently account for the high pedestrian and bicyclist collision rates involving children in our community. This programming will help ensure that all students and parents are provided with the opportunity to learn and practice safe walking and biking skills and habits in a safe environment, reduce the amount of traffic surrounding schools, increase the number of students walking, biking, and carpooling to school and improve the health of children in Seaside.

The City adopted the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan in February 2020. The Plan identifies Broadway Avenue and Yosemite Avenue as important safe routes to school corridors serving four of the seven elementary schools in Seaside. Consistent with the Plan, the Broadway Ave Complete Streets Corridor will address the top community-identified safety concerns and barriers to children walking and biking to schools in the project area:

HIGHLAND ELEMENTARY SCHOOL

1650 Sonoma Ave. - Seaside, California 93955

Phone: (831) 583-2024 Fax 831-899-3857

Hecate Rosewood, Principal

the safety of intersections and crossings; the speed of traffic, and amount of traffic. These community concerns are validated by the history of bicycle and pedestrian-involved collisions on Broadway Avenue. Over the past decade, 13.5% of all bicycle and pedestrian collisions in Seaside occurred within the project area.

Our residents also have health struggles that could be helped by increased walking and bicycling especially for our children and the African American community. In 2018, nearly half of all 5th graders in Seaside were overweight or obese. Our African American community is the largest in Monterey County and disproportionately affected by heart disease, diabetes, and obesity. We need more places in our city where people can feel safe and comfortable walking and bicycling and programming to help start the movement. The Broadway Ave Complete Streets Corridor project will be a huge step in the right direction.

The Highland Elementary School, in Monterey Unified School District, supports this important active transportation project and education program and asks that you approve the grant request. Thank you for your consideration of this project. Feel free to contact me with any further questions.

Sincerely,

Hecate Rosewood

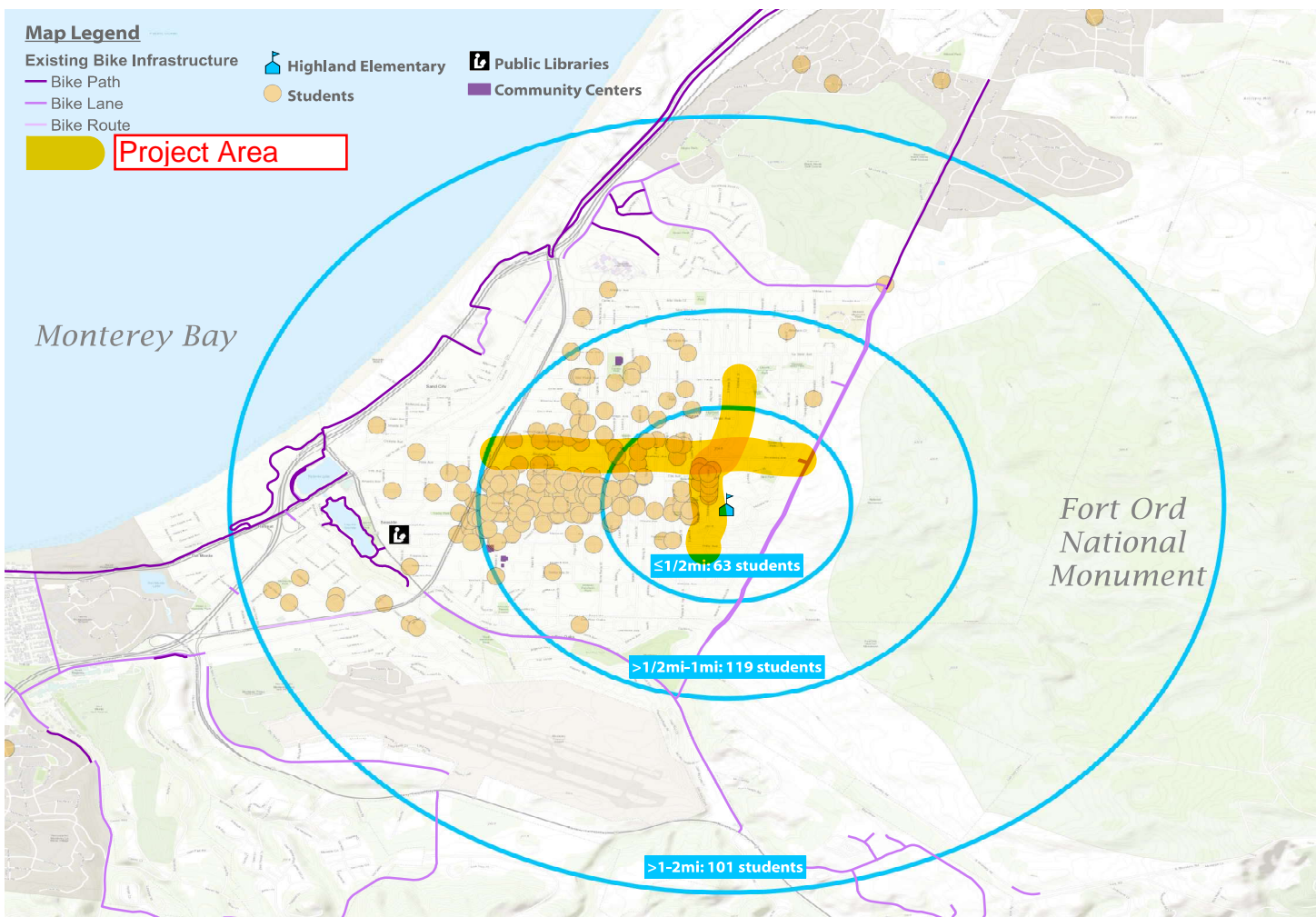
Ms. Hecate Rosewood
Principal
Highland Elementary School
(831) 359-1579 cell

City of Seaside

Highland Elementary

Highland is located in eastern Seaside near the Broadway Avenue corridor. It draws most of its students from the surrounding neighborhoods, though the majority live more than a half-mile from the school (see map below).

Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K-5	333	54.7%	93.7%	16%



Parent Survey

Highland parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 178 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.

TOP FIVE ISSUES FOR HIGHLAND PARENTS



Current Infrastructure Conditions

Motorist Conditions

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



Pedestrian Conditions

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



Bicycling Conditions

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



ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive collision maps to allow users to track and document pedestrian and bicycle collisions and generate data summaries within specified project and/or community limits.

Step 1: Select a County/City, Bike/Ped, Severity, and Years

County: Monterey

City: Seaside

Include 1 mile buffer outside of selected County/City: No

Include State Highway Related Collisions: Yes

Involved With: Pedestrian and Bicycle

Collision Severity: Fatal, Severe Injury, Other Visible Injury, and Complaint of Pain

Year: 2008 - 2019

Collision Summary for initial parameters defined above:

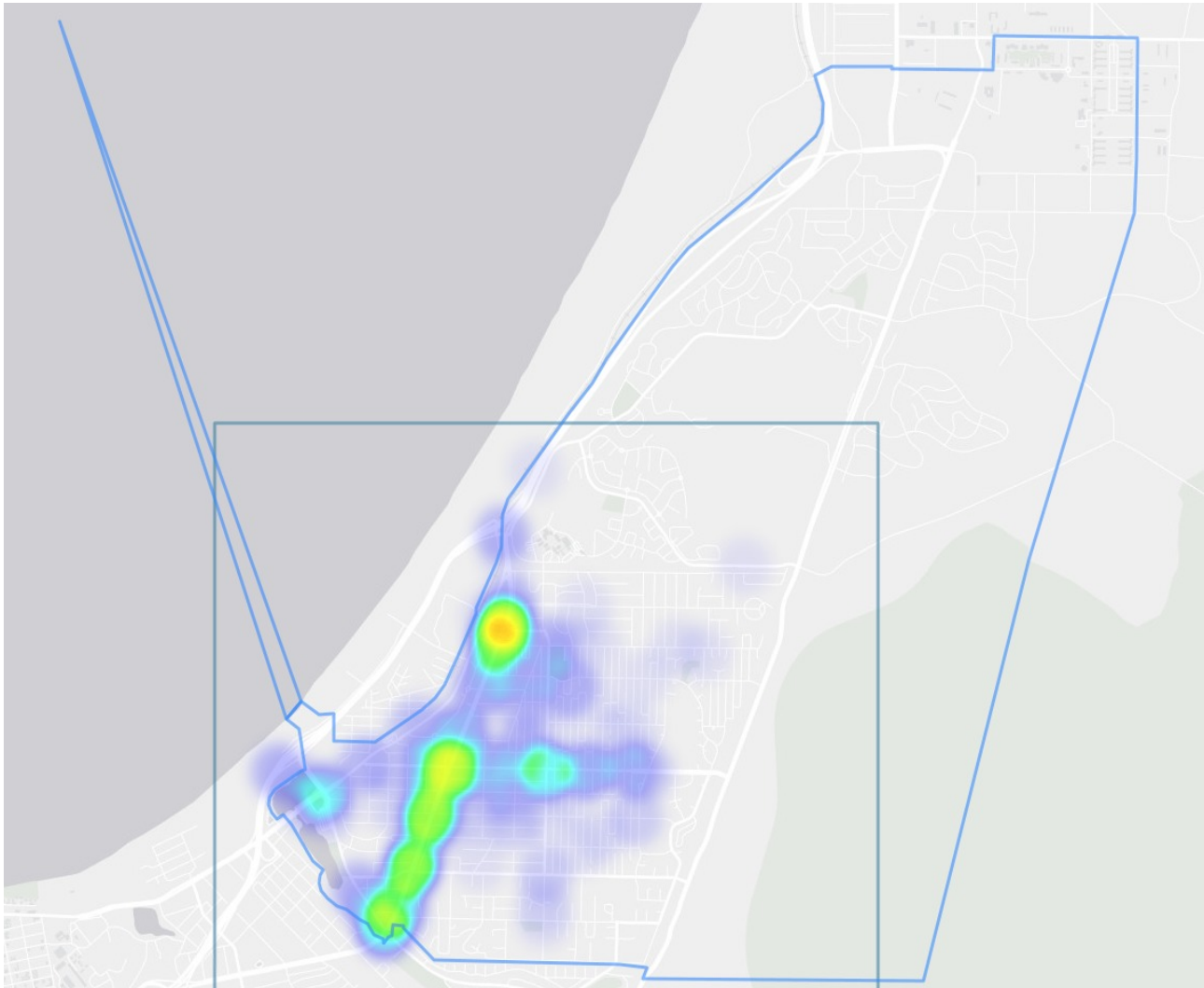
Number of Collisions by Collision Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	3	43	37	83
Pedestrian	3	13	40	48	104

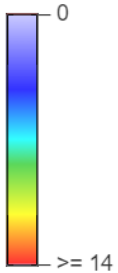
County/City Heat Map:

Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: Less than 3 miles across.



of Collisions



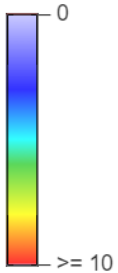
The heat map intensity scale is constant throughout the state.

Community Heat Map:

Step 3: Draw the project boundaries to get detailed collision data summaries and map



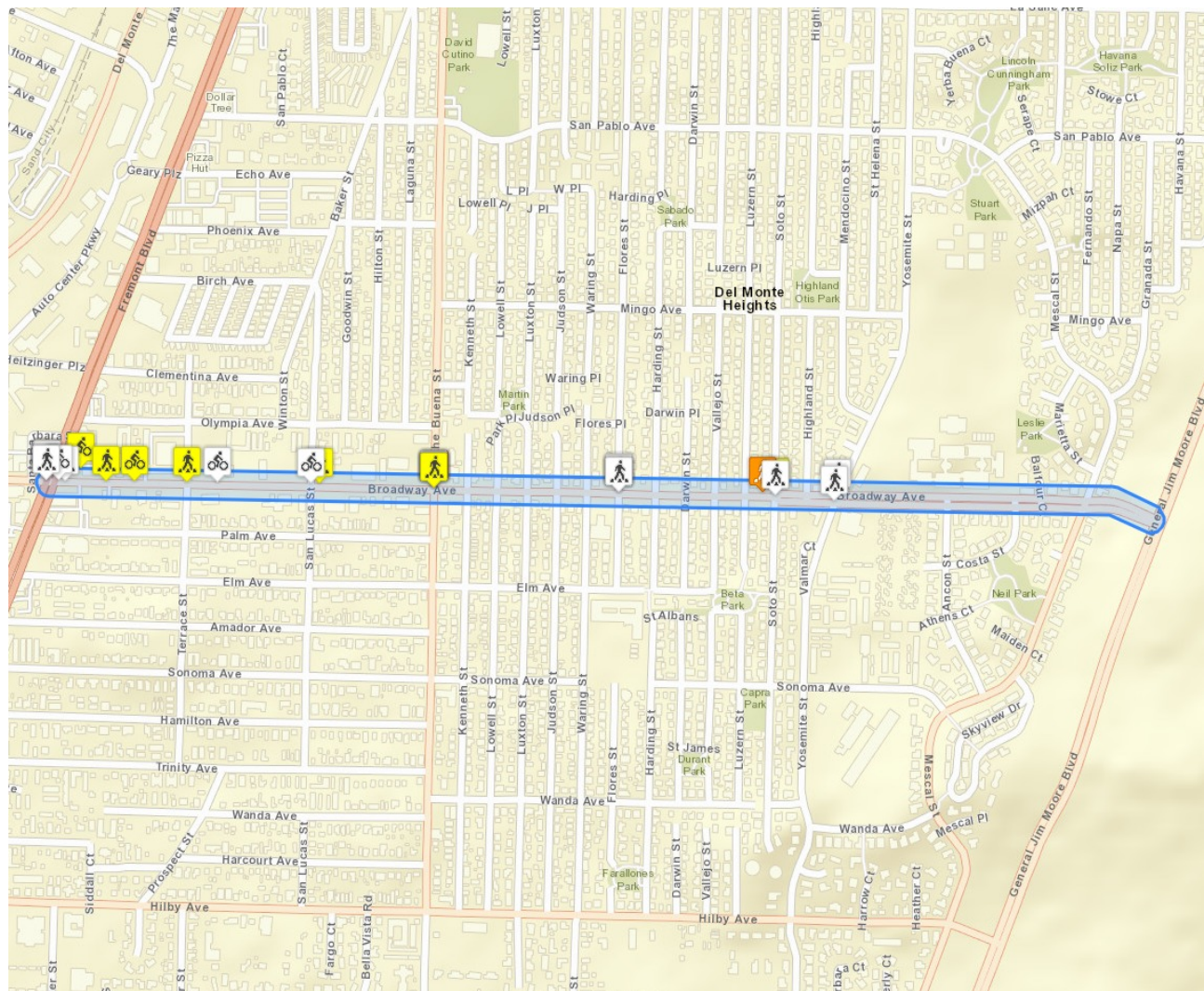
of Collisions



The heat map intensity scale is custom generated for the selected community.

Project Area Collision Map: 26 total collisions.

Step 4: Review the project-specific collision map



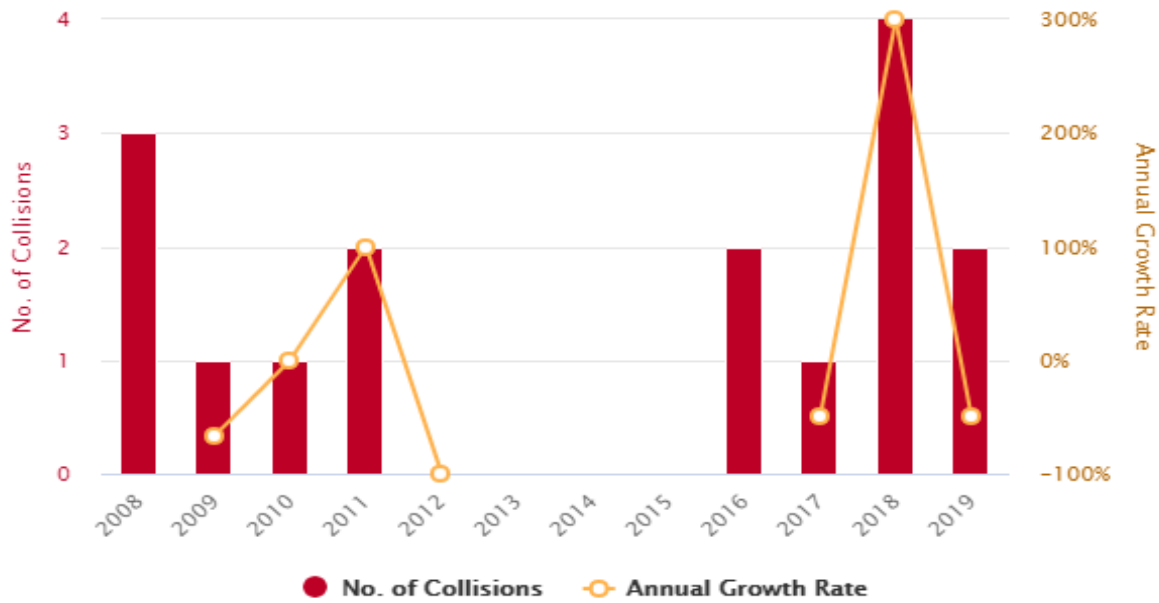
- Collision Severity**
- Fatal
 - Severe Injury
 - Other Visible Injury
 - Complaint of Pain

Step 5: Review the collision summary data, graphs and tables provided.

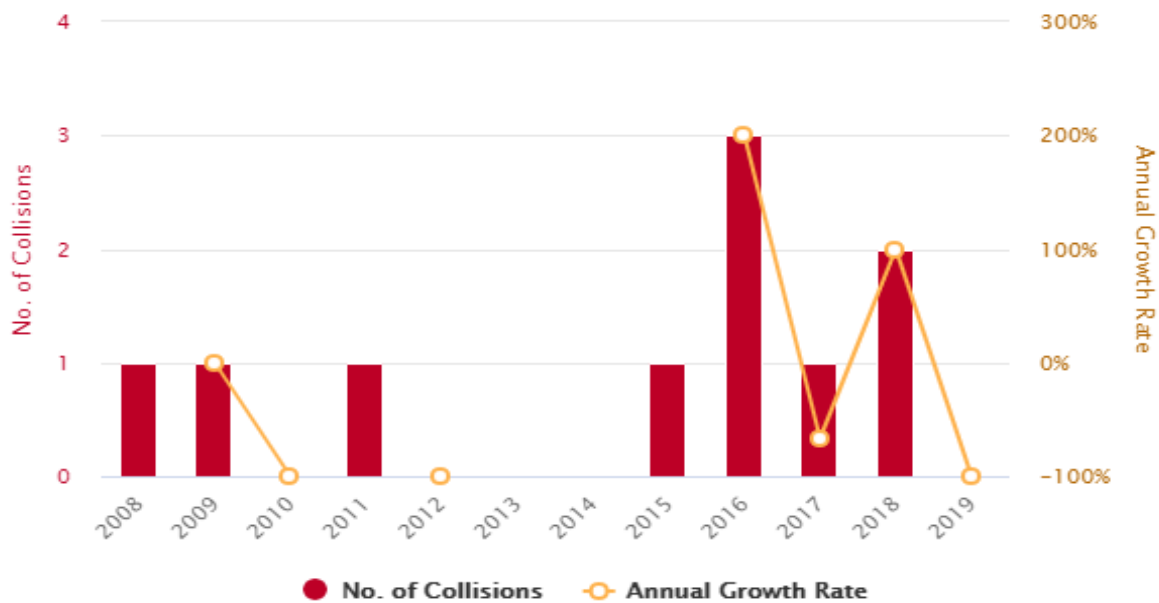
Summary Results

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	0	0	4	6	10
Pedestrian	0	2	5	9	16

Pedestrian Collisions Annual Growth (N/A)



Bicycle Collisions Annual Growth (N/A)



Collision List

CASE ID	Date	Time	Primary Rd	Secondary Rd	Dist & Dir from Int.	Bike	Ped	Killed	Injured
3964385	09/10/2008	16:30	Fremont Bl	Broadway Av	At Int	No	Yes	0	1
3957551	09/26/2008	19:35	Broadway Av	San Lucas St	54 ft East	No	Yes	0	1
4002044	11/17/2008	16:32	Broadway Av	Yosemite St	At Int	No	Yes	0	1
4019458	12/25/2008	07:40	Broadway Av	Soto St	At Int	Yes	No	0	1
4184084	03/23/2009	07:39	Fremont Bl	Broadway Av	At Int	Yes	No	0	1
4524622	10/28/2009	08:07	Broadway Av	Flores St	At Int	No	Yes	0	1
4572164	01/14/2010	18:10	Broadway Av	Noche Buena	At Int	No	Yes	0	1
5148578	02/01/2011	16:49	Broadway Av	Noche Buena St	8 ft West	No	Yes	0	1
5148629	02/20/2011	22:39	Broadway Av	San Lucas St	At Int	Yes	No	0	1
5379211	10/22/2011	15:23	Broadway Av	Soto St	77 ft West	No	Yes	0	1
7160753	12/31/2015	09:30	Broadway Av	Flores St	At Int	Yes	No	0	1
8067584	03/15/2016	15:03	Broadway Av	Terrace St	316 ft West	Yes	No	0	1
8126980	06/22/2016	20:22	Fremont Bl	Broadway Av	At Int	Yes	No	0	1
8183001	10/06/2016	07:54	Soto St	Broadway Av	At Int	No	Yes	0	1
8182997	10/18/2016	07:48	Broadway Av	Yosemite St	At Int	No	Yes	0	1
8314981	11/17/2016	17:26	Broadway Av	Noche Buena St	At Int	Yes	No	0	1
8481616	09/19/2017	07:45	Broadway Av	Noche Buena St	At Int	No	Yes	0	2
8513457	11/26/2017	15:29	Fremont Bl	Fremont Bl 1600	At Int	Yes	No	0	1
8582905	01/12/2018	06:40	Terrace St	Broadway Av	At Int	No	Yes	0	1
8587297	03/26/2018	20:40	Broadway Av	Fremont Bl	355 ft East	No	Yes	0	1
8720216	09/08/2018	18:07	Noche Buena St	Broadway Av	At Int	No	Yes	0	1
8720966	09/11/2018	16:36	Broadway Av	Terrace St	180 ft East	Yes	No	0	1
8761577	11/06/2018	19:33	Broadway Av	Broadway Av 1000	At Int	No	Yes	0	1
8800311	12/21/2018	17:52	Broadway Av	Fremont Bl	71 ft East	Yes	No	0	1
8827008	02/05/2019	20:15	Broadway Av	Fremont Bl	At Int	No	Yes	0	1
8827012	02/27/2019	07:44	Broadway Av	Flores St	At Int	No	Yes	0	1

SWITRS Query & Map

Result Summary

User Entered Case ID(s).

[Change Filters](#) [Download Raw Data](#)

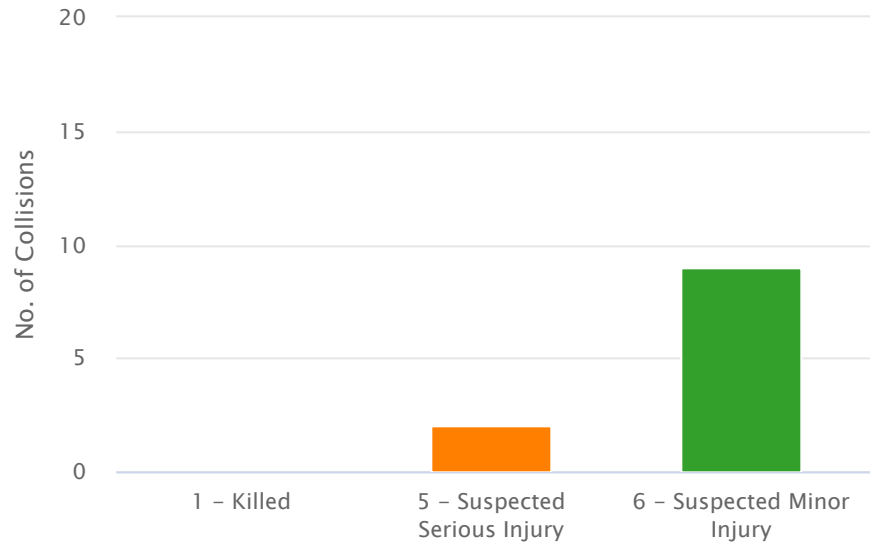
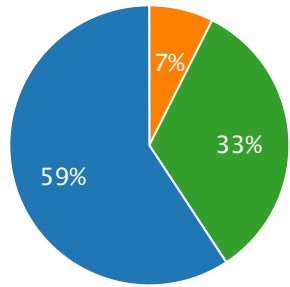
Total Collisions	26	Total Victims	0 Killed & 27 Injured	State Highway	None
Ped Collisions	16 (61.5%)	Bike Collisions	10 (38.5%)	Motorcycle Collisions	None

[Victim Summary](#)

By Victim Degree of Injury

Number of Victims by Victim Degree of Injury

27 Victims



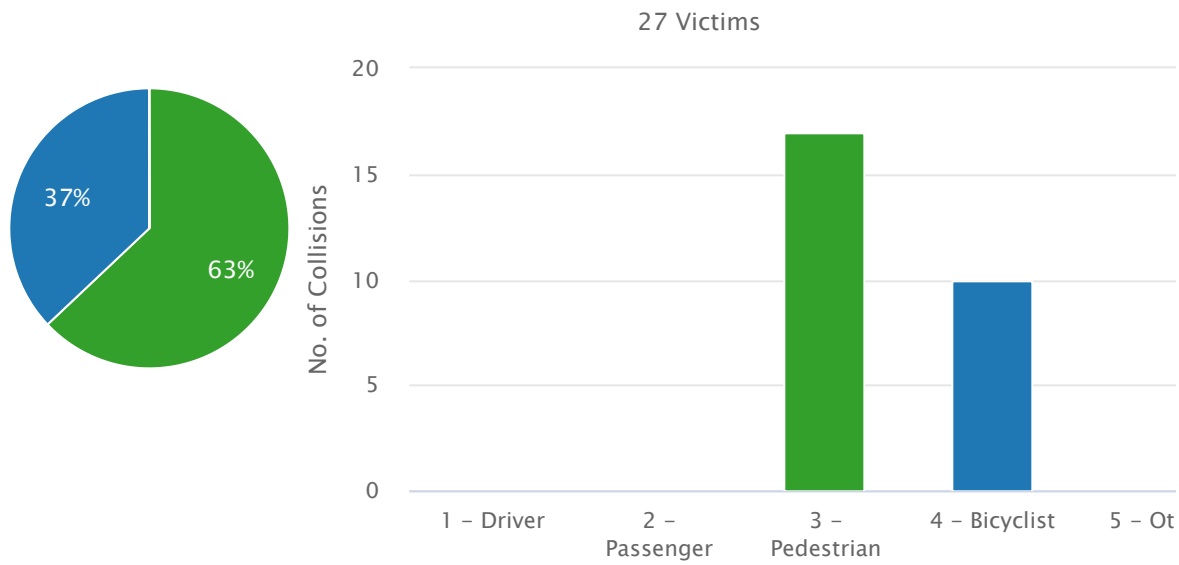
Victim Degree of Injury	Count
5 - Suspected Serious Injury	2
6 - Suspected Minor Injury	9
7 - Possible Injury	16

Victim Degree of Injury

- 1 - Killed
- 5 - Suspected Serious Injury
- 6 - Suspected Minor Injury
- 7 -

By Victim Role

Number of Victims by Victim Role



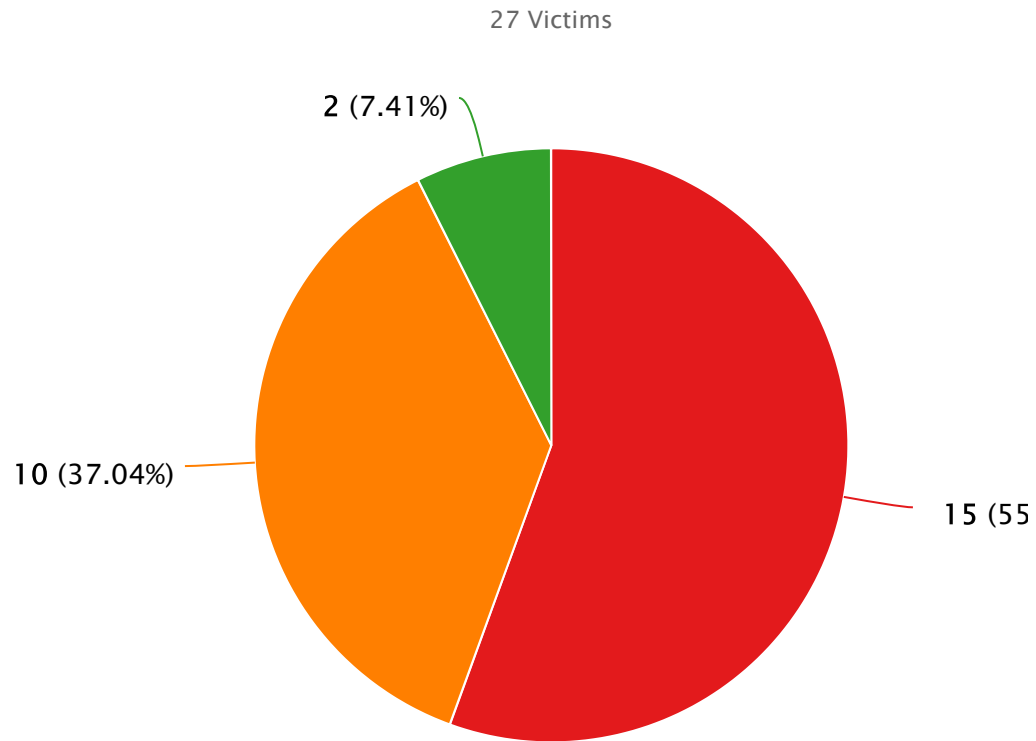
Victim Role	Count	%
3 - Pedestrian	17	62.96%
4 - Bicyclist	10	37.04%

Victim Role

- 1 - Driver
- 2 - Passenger
- 3 - Pedestrian
- 4 - Bicyclist
- 5 - Other
- 6 - Non-Injured Pa

By Victim Safety Equipment 1

Number of Victims by Victim Safety Equipment 1

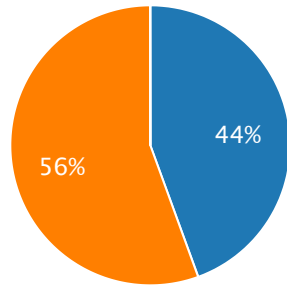


Victim Safety Equipment 1	Count
- or blank - Not Stated	15
P - Not Required	10
V - Driver, Motorcycle Helmet Not Used	2

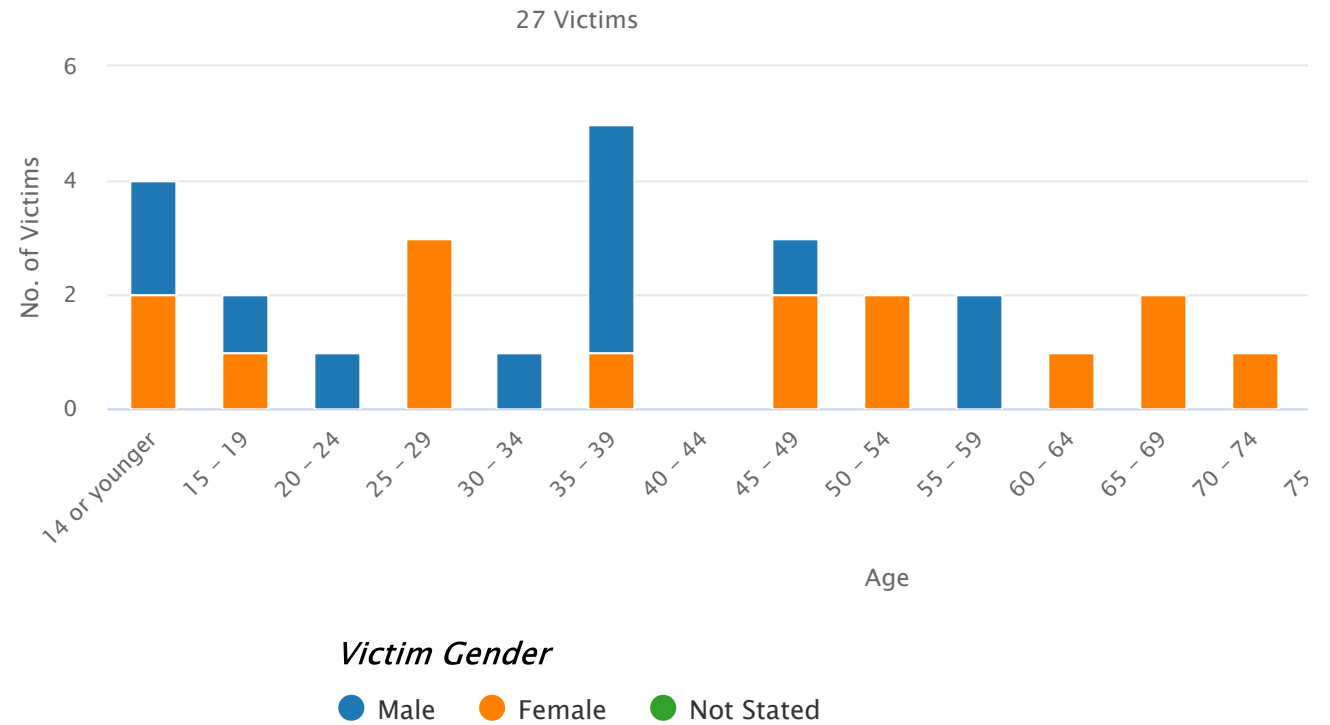
Victim Safety Equipment 1

- - or blank - Not Stated
- P - Not Required
- V - Driver, Motorcycle Helmet Not Used

By Victim Gender and Age



Number of Victims by Victim Gender and Age



SWITRS Query & Map

Result Summary

User Entered Case ID(s).

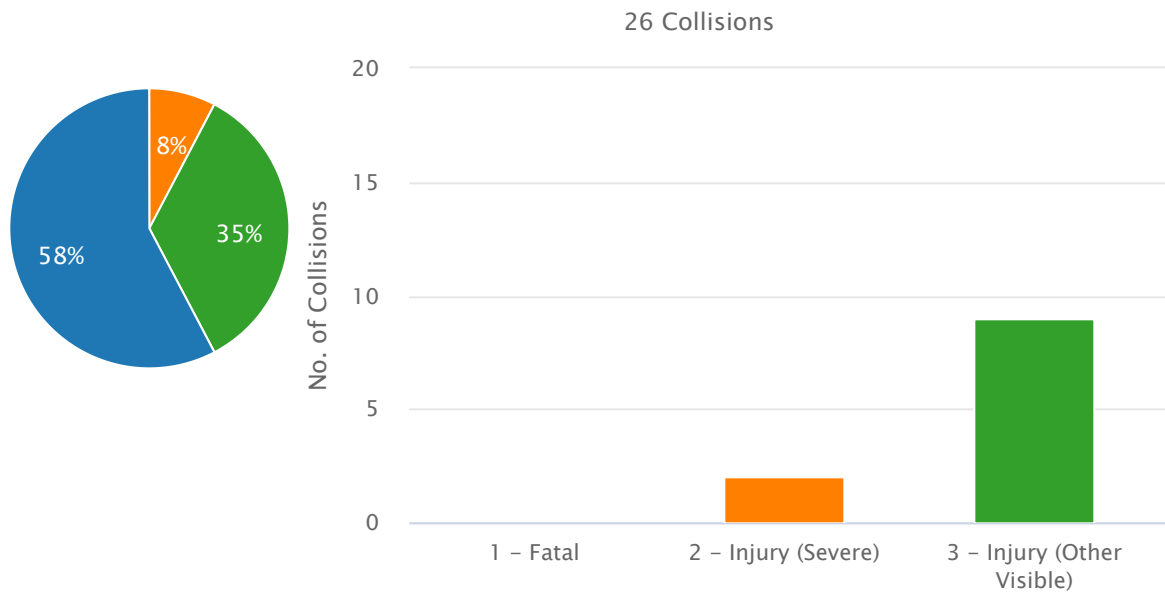
[Change Filters](#) [Download Raw Data](#)

Total Collisions	26	Total Victims	0 Killed & 27 Injured	State Highway	None
Ped Collisions	16 (61.5%)	Bike Collisions	10 (38.5%)	Motorcycle Collisions	None

Overall

By Collision Severity

Number of Collisions by Collision Severity



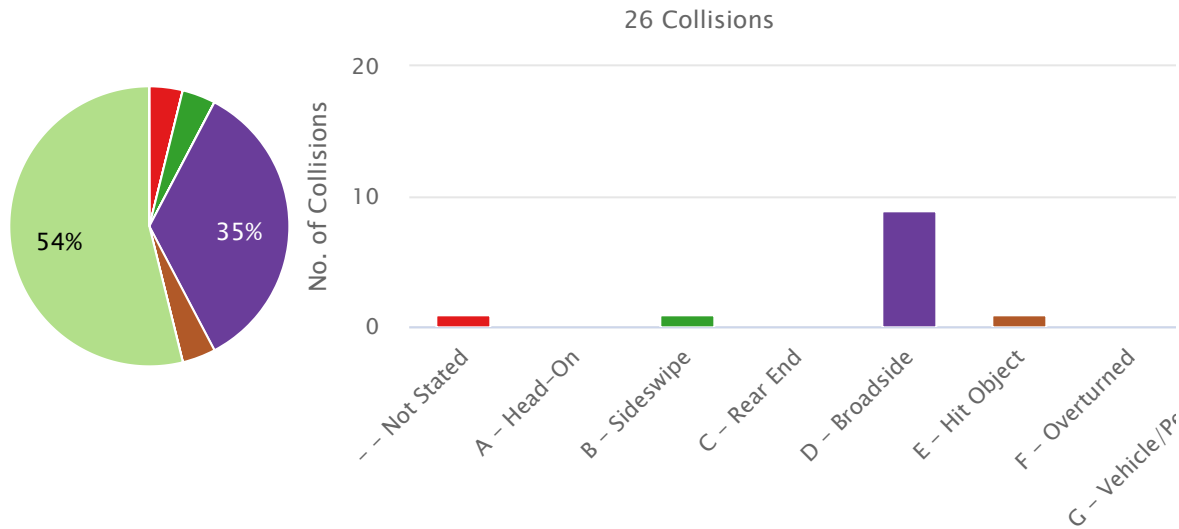
Collision Severity	Count	%
2 - Injury (Severe)	2	7.69%
3 - Injury (Other Visible)	9	34.62%
4 - Injury (Complaint of Pain)	15	57.69%

Collision Severity

- 1 - Fatal
- 2 - Injury (Severe)
- 3 - Injury (Other Visible)
- 4 - Injury (Complaint of Pain)

By Collision Type

Number of Collisions by Type of Collision



Type of Collision	Count	%
-- Not Stated	1	3.85%
B - Sideswipe	1	3.85%
D - Broadside	9	34.62%
E - Hit Object	1	3.85%
G - Vehicle/Pedestrian	14	53.85%

Type of Collision

- -- Not Stated
- A - Head-On
- B - Sideswipe
- C - Rear End
- D - Broadside
- E - Hit Object
- F - Overturned
- G - Vehicle/Pedestrian
- H - Other

By Day of Week and Time

By Primary Collision Factor (PCF) Violation

Public Meetings - Poster and Banner



Join us in planning a safer way to school.

Over the next two years, members of our community will create a Safe Routes to Schools plan for 15 schools in Marina and Seaside to make it safer and easier for students to walk and bike to school. Join us for a public meeting to learn more about the planning process, share your concerns, and suggest ways to make walking and biking to school safer, easier, and more fun.



Dinner, childcare, and Spanish translation provided.

For more information and ways to participate in the process, visit www.ecoact.org/planningmonterey

Wednesday, August 29, 6:30 – 8:00pm
MLK Elementary
1713 Broadway Ave., Seaside

Thursday, August 30, 6:30 – 8:00pm
Crumpton Elementary
460 Carmel Ave., Marina



Safe Routes to School Audit Poster



YOU ARE INVITED!

Over the next two years, our community will create a Safe Routes to Schools Plan for 15 schools in Marina and Seaside. The plan will identify barriers to students walking and biking to school safely and include a list of projects that will improve access to schools.

Give your input on traffic safety issues around each school by participating in a school walking audit. See below for the list of dates and RSVP at www.ecoact.org/planningmonterey

All parents and community members are welcome!

	SCHOOL	JURISDICTION	AUDIT DATE	AUDIT TIME
1	Olson Elementary	Marina	9/5/2018	7:30-9:00a
2	Seaside Middle School	Seaside	9/6/2018	7:45-9:15a
3	Marina Vista Elementary	Marina	9/11/2018	7:30 – 9:00a
4	Marshall Elementary	Seaside	9/12/2018	7:30-9:00a
5	King Elementary	Seaside	9/13/2018	7:30-9:00a
6	International School of Monterey	Seaside	9/18/2018	7:30-9:00a
7	Central Coast High School	Seaside	9/19/2018	7:15-8:45a
8	Los Arboles Middle School	Marina	9/20/2018	8:00-9:30a
9	Crompton Elementary	Marina	9/25/2018	7:30-9:00a
10	Dual Language Academy	Seaside	9/26/2018	7:30-9:00a
11	Marina High School	Marina	9/27/2018	7:20-8:50a
12	Highland Elementary	Seaside	10/16/2018	7:30-9:00a
13	Ord Terrace Elementary	Seaside	10/17/2018	7:30-9:00a
14	Seaside High School	Seaside	10/18/18	7:00 – 9:00a
15	Del Rey Woods Elementary	Seaside	TBD	TBD

Spring Presentation Poster

SPRING SAFE ROUTES TO SCHOOLS PRESENTATIONS

We want to hear from you! Join us to give your feedback on recommendations to improve safety, reduce traffic and make it easier to bike and walk to your child's school.

SCHOOL	DATE	TIME
Highland Elementary – Parent Meeting	2/19/19	6:00pm
Seaside High School – ELAC Meeting	2/26/19	6:00pm
Del Rey Woods – Parent meeting	2/27/19	8:00am
Marshall Elementary – PTA Family Night	3/1/19	5:00pm
Marina Vista Elementary – PTA Meeting	3/5/19	5:30pm
International School of Monterey – Coffee with Admin	3/8/19	8:00am
Martin Luther King School	3/11/19	1:30pm
Olson Elementary – PTA Meeting	3/12/19	5:30pm
Seaside Middle School – Site Council Meeting	3/14/19	4:00pm
Dual Language Academy – Site Council Meeting	3/14/19	6:15pm
Ord Terrace Elementary – ELAC Meeting	4/9/19	8:15am
Central Coast High School – Open House	5/9/19	5:15pm
Los Arboles Middle School – Site Council Meeting	5/22/19	5:00pm
Crumpton Elementary	TBD	TBD
Marina High School	TBD	TBD

For more information on each meeting contact Gino Garcia, Assistant Planner with Ecology Action, at (831) 915-9750 or ggarcia@ecoact.org

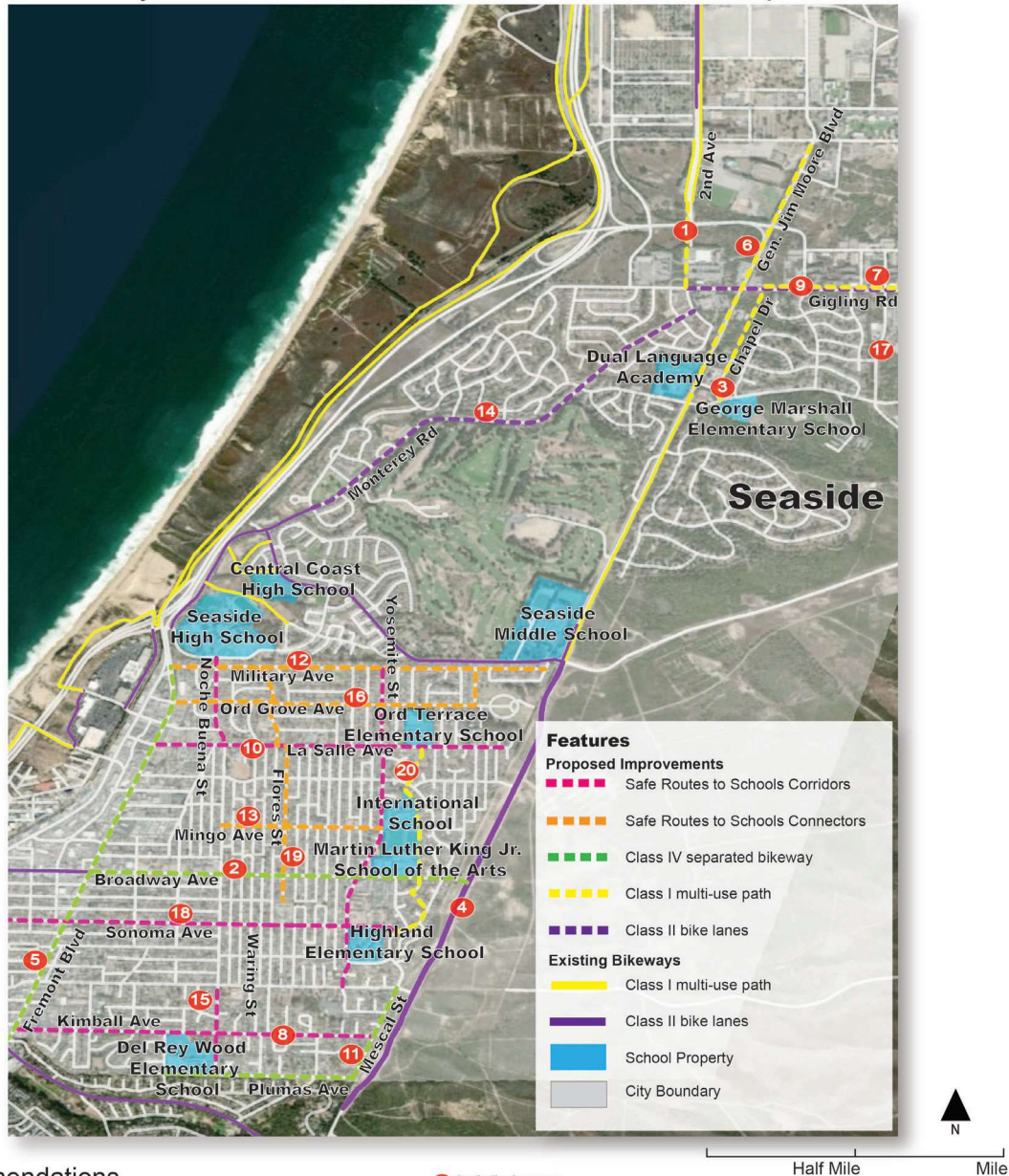
<https://ecoact.org/planningmonterey>



COUNTY OF MONTEREY
HEALTH DEPARTMENT



City of Seaside SRTS Recommendations Map



Recommendations

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



FINAL

2018

ROADWAYS



MONTEREY COUNTY
REGIONAL TRANSPORTATION PLAN

MASS TRANSIT



COMPLETE STREETS

CYCLING



2018 Monterey County Regional Transportation Plan Project List

Regionally Significant Projects (Current Year; \$1,000's)

ID No.	Sponsor	Project Title	Project Description	Total Cost	2020	2035	2040
MON-MST011-MST	MST	Salinas Bus Rapid Transit	Construct Bus Rapid Transit improvements along Alisal Street and North Main Street.	\$20,000		\$20,000	
MON-MST016-MST	MST	South Monterey County Regional Transit Improvements	Increase the frequency of MST service between King City and Salinas .	\$27,500	\$5,000	\$22,500	
MON-MST017-MST	MST	Commuter Bus, Salinas Valley Transit Centers & Vanpools	Build two transit centers in the Salinas Valley (Salinas, King City) and expand commuter bus and vanpool service.	\$25,000	\$5,000	\$20,000	
MON-TAMC003-TAMC	TAMC	Rail Extension to Monterey County	Extends existing rail service from San Jose to Salinas and constructs station improvements in Gilroy, Pajaro, Castroville and Salinas. Kickstart phase to be completed by 2020 will establish stops in Gilroy and Salinas with limited Salinas station improvements.	\$135,710	\$68,025	\$67,685	
MON-TAMC004-TAMC	TAMC	Coast Rail Service	Establishes once daily rail service between downtown San Francisco and downtown Los Angeles with stops in Salinas, Soledad and King City.	\$500	\$500		
MON-TAMC009-TAMC	TAMC	Habitat Preservation/Advance Mitigation	Countywide Habitat Preservation/Advance Mitigation for projects	\$5,000	\$1,000	\$4,000	
MON-TAMC010-TAMC	TAMC	Safe Routes to School	Projects and programs that promote safe walking, bicycling and rides to schools, including transportation to Rancho Cielo.	\$20,000	\$2,000	\$8,000	\$10,000
MON-TAMC011-TAMC	TAMC	Senior & Disabled Transportation	Projects and programs to increase transportation for older adults and persons with disabilities.	\$15,000	\$1,500	\$6,000	\$7,500
Subtotal				\$1,463,190	\$167,945	\$1,014,335	\$280,910
Non-Regional Grouped Project Costs (Current Year; \$1,000's)							
Transit							
		Rail and Bus Rapid Transit New Facilities		\$6,086	\$6,086		
		Capital, Rehab & New Facilities		\$315,915	\$50,915	\$86,000	\$179,000
		Operations		\$556,099	\$60,277	\$305,000	\$190,822
		ADA & Mobility Management		\$266,000	\$63,000	\$170,000	\$33,000
		Subtotal		\$1,144,100	\$180,278	\$561,000	\$402,822
Highways							
		Highway Projects		\$15,491	\$3,116	\$12,375	\$0
		Highway Operations, Maintenance and Rehab		\$633,576	\$0	\$478,139	\$155,437
		Subtotal		\$649,067	\$3,116	\$490,514	\$155,437
Local Streets & Roads							
		Capital Expansion		\$221,987	\$6,492	\$93,615	\$121,880
		Operations, Maintenance & Rehab		\$440,421	\$48,266	\$345,580	\$46,575
		Subtotal		\$662,408	\$54,758	\$439,195	\$168,455
Active Transportation, Transportation Demand & System Management							
		Active Transportation		\$156,522	\$20,739	\$96,897	\$38,886
		Transportation Demand Management		\$5,250	\$1,500	\$3,750	
		Transportation Systems Management		\$1,670	\$435	\$1,235	
		Subtotal		\$163,442	\$22,674	\$101,882	\$38,886
Other							
		Airports		\$67,296	\$5,929	\$56,367	\$5,000
		Subtotal		\$67,296	\$5,929	\$56,367	\$5,000
Total				\$4,149,503	\$434,700	\$2,663,293	\$1,051,510



Memorandum

To: Board of Directors
From: Madilyn Jacobsen, Transportation Planner
Meeting Date: December 4, 2019
Subject: Measure X Funding Agreement - Monterey-Salinas Transit

RECOMMENDED ACTION:

APPROVE and **AUTHORIZE** the Executive Director to enter into a Measure X Funding Agreement with Monterey-Salinas Transit, subject to approval by Agency Counsel, for an amount not to exceed \$1,450,000, to support the preliminary engineering and environmental analysis for the Highway 1 Busway project.

SUMMARY:

Monterey-Salinas Transit (MST) is the implementing agency for the proposed Busway project within TAMC's Monterey Branch Line right-of-way. This Funding Agreement between Monterey-Salinas Transit and TAMC allows MST's project costs to be funded and reimbursed through Measure X.

FINANCIAL IMPACT:

This funding agreement will allow the Transportation Agency to reimburse Monterey-Salinas Transit for expenses paid on the preliminary engineering and environmental analysis phase of the project, not to exceed \$1,450,000 in Measure X Funds; the remaining costs will be paid out of MST's share of the State of California's Local Partnership Program (\$100,000). Funding for all phases of the Highway 1 Busway project is identified in Measure X (up to a total of \$15 million). This project is also eligible for SB 1 gas tax and fee revenues through multiple grant programs.

DISCUSSION:

The Highway 1 Busway Project, recently re-branded as "*Surf!* Bus Rapid Transit," was identified as a regional project in Measure X. The proposed rapid bus corridor along Highway 1 between Monterey and Marina would be built within the Monterey Branch Line rail right-of-way owned by the Transportation Agency, to provide commuters a traffic-free alternative to Highway 1. The *Surf!* Bus Rapid Transit project was identified in Measure X to support commuters to the Monterey Peninsula, with the goals of:

- Increasing transit service
- Reducing transit and automobile delay along Highway 1, and
- Improving air quality

Monterey-Salinas Transit has hired a consultant to prepare preliminary engineering and environmental analysis for the *Surf!* Bus Rapid Transit project. The Scope of Work for this contract is available as a **web attachment**. This pre-construction phase kicked-off at the end of November 2019 and will extend into 2021.

WEB ATTACHMENTS:

[Scope of Work - Preliminary Engineering and Environmental Analysis](#)