

Walking Tour

A

APPENDIX



# SAND CITY SUSTAINABLE TRANSPORTATION PLAN

## APPENDIX A– INITIAL PUBLIC INPUT

### TABLE OF CONTENTS

Walking Tour Comments.....	1
Walking Tour Materials .....	19



# WALKING TOUR COMMENTS

This table provides a summary of walking tour comments and City staff response. Refer to the Walking Tour Materials, presented later, for the maps referenced in this table as A-F. Email and letter comments are presented following the table.

## Summary of Walking Tour Comments

Affiliation (if any)	Commenter	Date Received	Comment	Response
City of Monterey	Fernanda Roveri, Senior Associate Planner	09/04/2020 email	It would be helpful if Sand City boundaries were mapped.	All Sheets Boundaries will be added.
The Blind and Visually Impaired Center of Monterey County	Esmeralda Ortiz Orientation and Mobility Specialist, M.A., COMS.	09/04/2020 email/attached letter	<i>Canyon del Rey and Del Monte Blvd.:</i> Truncated domes in each corner assists the Blind and Visually Impaired know they are standing on the curb and not on the street. It also assists in visual contrast for low vision travelers.	Area A Truncated domes should be added within existing sidewalks. Replace existing treatment. Coordination with Seaside and Cal-Trans will be necessary in this intersection
			<i>Del Monte Blvd and Broadway Ave./Contra Costa St:</i> a. APS [accessible pedestrian signals] to assist the Blind and Visually Impaired in determining a safe time to cross b. Truncated domes on each corner; street blends with curb.	Area A Truncated domes should be added within existing sidewalks. Add APS to existing devices. (upgrade) Coordination with Seaside and Cal-Trans will be necessary in this intersection
			<i>Redwood Ave. and Hickory St:</i> Truncated domes on each corner; street blends with curb.	Area F This street corner was recently upgraded. Driveway apron issue, cannot be changed. Add truncated domes if feasible.
			<i>Holly St./Dias St:</i> Truncated domes on each corner.	Area F Existing on two corners, upgrade north side, resolve utility pole issue. Utility issue is cost sensitive. Slopes to deal with, not ADA due to slope.
			<i>California Ave. at Monterey Rd.:</i> Truncated domes on each corner.	Area B Existing bus stop at this location. No ADA crossings exist. Would need APS also to make safe

Affiliation (if any)	Commenter	Date Received	Comment	Response
				crossing, if trying to cross to Monterey Road. No sidewalks exist at California Ave crossing. TAMC roundabout project at this intersection. Interim solution should be in this Plan.
			<p><i>Sand Dollar Shopping Center:</i></p> <p>a. Truncated domes on each corner. b. Median brighter paint.</p>	<p>Area E</p> <p>Add truncated domes in addition to existing treatment. (Playa &amp; California) Repaint medians. Other improvements also necessary at this intersection. Private property coordination necessary. Ideally establish through pedestrian connection within shopping center</p>
			<p><i>Fremont Blvd./Monterey Rd.:</i></p> <p>a. Truncated domes on each corner. b. APS if not available: crossing too complex.</p>	<p>Area B</p> <p>Roundabout planned in this location with a future pedestrian connection. Interim plan could be added to this plan. City to work with Cal-Trans to get requested items in plan.</p>
			<p><i>Monterey Rd.:</i> Truncated domes on each corner. b. APS if not available: crossing too complex.</p>	<p>Area B</p> <p>Roundabout planned in this location with a future pedestrian connection. Interim plan could be added to this plan. City to work with Cal-Trans to get requested items in plan.</p>
Sand City Public Works (TAC Member)	Mark Parker, Public Works Supervisor	09/21/2020	<p><i>Roberts and Olympia Avenue:</i> Even though all of this area is within City of Seaside right of way, it effects Sand City. This is a major thoroughfare/short cut from Canyon Del Rey to Sand City or the other direction, Del Monte Blvd through the Home Depot parking lot to Canyon Del Rey. The condition of the road and lack of sections of sidewalks make this heavily used area unsafe for pedestrians or bicycles. The Olympia section of street, has the Sand City businesses on the West side and TAMC right of way on the opposite side (the Olympia Street right-of-way is within City of Seaside).</p>	<p>Area A</p> <p>Crosswalks needed along with additional sidewalk. Cars park in intersection. Need Truncated domes in sidewalk. Coordination necessary with private property owner if improvements through shopping center to be made and with Seaside for improvements to Olympia.</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<i>Del Monte to Contra Costa to Orange to Catalina and then to Roberts and through Home Depot parking lot.</i> A majority of heavy traffic takes this short cut through Sand City	Area A This area will need consultation with private land owner and Seaside, and further discussion to determine solution. Bike/pedestrian traffic could be directed to trail on railroad ROW with coordination with Seaside and TAMC.
			<i>Shasta Ave at Catalina Street.</i> South East area, vehicle parking only with no sidewalk provided.	Area F Need truncated domes. Encourage crossing to existing sidewalk by adding crosswalk paint. Resolve utility pole issue. Grant in this area bulb-outs proposed.
			<i>Redwood Avenue:</i> Vehicle parking only with no sidewalk provided.	Area F Add truncated domes. Consider if street can be made narrower to add sidewalk. Consider if Redwood Ave can be configured as a one-way street.
			<i>North Ends of Shasta and Elder Avenues:</i> Lack of sidewalks and vehicles inundated into street from businesses.	Area F This Issue being studied in City's parking study.
			<i>Ortiz Ave at Contra Costa:</i> The South West corner at the side of Carmel Stone is an asphalt ramp/sidewalk with railing to avoid a storm drain and slope, poor sidewalk condition, not ADA compliant.	Area F Add truncated domes. Could rework the grade, add curb and sidewalk, until you get to parking. Would need to work with property owner. This project would include stormwater change, removal of parking, and a retaining wall. This is a big job.
			<i>Redwood and Dias Avenues,</i> Missing sidewalks, inundated with commercial vehicles. Between Hickory and Holly Streets residential use is mixed in with commercial. Some sidewalks, none connect and no safe pedestrian use, except walking in the street.	Area F Add sidewalk along residential frontage if possible; stripe crosswalks to encourage use of existing sidewalk on one side of street. Consider making streets one way, add on-street parking and add sidewalk. Discourage parking over the sidewalk by adding curbs.

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<i>Tioga between Metz Rd and Sand Dunes Drive.</i> The road needs a designated bike path of some type (connecting the recreation trails) and improved identification/direction, road markings. Cyclists are all over the place (middle of the street) and lost at times.	Area C  This is the temporary alignment of the Coastal Trail until a Class 1 path is built as part of the Collections resort project. Consider options (Class 1 or Class 2 or additional signage) to better identify the temporary trail alignment on Tioga Ave. Enhance crosswalks at Metz Rd and Sand Dunes Dr.
			<i>Sand Dollar Shopping Center.</i> Agree with report comments, between Tioga and Playa no sidewalk route from outside in, poor and unsafe pedestrian access. No ADA route through parking lot. Metz Road in back of shopping center in need of improved bike lanes or identification as such.	Area E  Study this area and work with property owner to add sidewalk access within shopping center and along Metz Road. Consider options (Class 1 or Class 2, or additional signage) to better identify the temporary trail alignment on Metz Road (private property).
			<i>California Avenue from East Avenue to Tioga.</i> The poor sidewalk conditions along the West side of street will be resolved with the 'South of Tioga Project' The East side of street, TAMC right of way has no sidewalk connection from Tioga to Granite Rock. This dirt area is used for parking and semi-truck load transfers/parking	Area D2  East side of California improvements in future, will eliminate parking. Space is limited in California ROW. Study needed to determine what improvements could be made. May need to focus pedestrian improvements on west side of California and on TAMC rail ROW.
			<i>End of Tioga.</i> The end of Tioga from Sand Dunes Drive to the end of street. This area is heavily travelled for beach access, both pedestrian and vehicular traffic. A dedicated sidewalk with more defined parking spaces would keep pedestrians out of the street when traveling. During Summer months, heavy pedestrian traffic from vehicles parking at the Sand dollar parking lot or along Tioga also walk this route to the beach.	Area C  Stripe bike lane, add signage to encourage walking on sidewalk. Perhaps a handrail along sidewalk.
			<i>Monterey Road at California Intersection.</i> In agreement that this area has numerous issues with student pedestrians and cyclists,	Area B  Enhance pedestrian crossing in multiple ways. Add APS to corners, special pavement in



Affiliation (if any)	Commenter	Date Received	Comment	Response
			pedestrians from recreation trail and Seaside High School across the street. A better connection, safer crossing of recreation trail and crosswalks in this area is needed.	street, directional signs. Future Roundabout provides pedestrian access. Consider interim solutions.
			<i>Contra Costa, Tioga Ave, Playa Ave and Monterey Rd.</i> All four of these entrances to Sand City have issues due to the TAMC RR track right of way interfering in some way. From the old warning arms, lights or signs from the old RR tracks. To the missing or poor sections of sidewalks. To the overall condition of these areas as our main entrances to Sand City. All four entrances have poor pedestrian and cyclist safe access, including lack of ADA access	Areas D1 & D2 Enhance pedestrian crossing, sidewalk, signage, APS signals as needed. Joint coordination with Seaside for improvements. TAMC and RR issue to work this out differently. Resolve utility issues. Study this area. Note that COA for South of Tioga includes one sidewalk improvement.
			<i>Excess Vehicles City Wide.</i> There are a great amount of commercial vehicles and some residential vehicles that take up a lot of the designated walking areas, sidewalks and block visibility to traffic at intersections and other areas. Some businesses have more than their fair share of City parking allocations.	Areas A-F Working on this with parking plan. Encourage car share or other modes of transportation will help. MST rapid transit and recreation path extension from Canyon del Rey should help. Future street improvement project to focus on vehicle and pedestrian separation and bulb-outs.
Department of Transportation, Caltrans District 5	Gustavo Alfaro	09/25/2020] email	Provide brief descriptions of the identified zones within the City.	Areas A-F Brief descriptions of each area will be added.
			Show residential areas and/or population density (to better show connectivity and where people are coming from/going to).	Areas A-F This information can be added, probably in the form of a new graphic.
Monterey Salinas Transit (MST)	Michelle Overmeyer, Director of Planning and Innovation	09/25/2020	MST is the sole public transit provider in Sand City, and the entire City is within ¼ mile of a MST bus stop with the exception of Park Avenue. <i>The commenter provides additional background information on bus lines and ridership.</i>	Areas A-F This is important background information and will be considered in preparation of the plan.
			The California Ave/Playa Ave is an all-way stop intersection that lacks crosswalks on all four sides, which makes it difficult for passengers	Areas D1 & E Enhance crosswalks at this intersection along with APS.

Affiliation (if any)	Commenter	Date Received	Comment	Response
			traveling to and from the Sand City Station on foot.	
			<i>The commenter provides background information on the <b>Surf! Busway and Bus Rapid Transit</b> project which is in its early planning stages.</i>	<b>Areas A-F</b> This is important background information and will be considered in preparation of the plan.
			The commenter provides a link to the <i>Designing for Transit</i> document recently completed by MST for ways to improve mobility in Sand City.	<b>Areas A-F</b> This is important background information and will be considered in preparation of the plan.
			Missing or incomplete sidewalks identified in the Walking Tour should be improved. Note that MST requires a minimum 11-foot-wide travel lane to safely operate buses	<b>Areas A-F</b> This will be taken into consideration during the design phase.
			The commenter looks forward to assisting the City plan a transportation plan that supports and encourages use of public transit and active transportation modes.	<b>Areas A-F</b> Great!
Seaside Engineering (TAC Member)	Scott Ottmar, P.E., Senior Engineer	9/29/20, email	<b>Area A:</b> TAMC has plans for either rail or bus services in the railroad right of way. Unclear if trail for pedestrian and cyclists is to be included. Please check with TAMC	<b>Area A</b> Street crossings are the focus for the Transportation Plan Linear ped and bike in RR/RW to be coordinated with TAMC. Preliminary TAMC drawings have included trail, and in past discussions with TAMC, City has indicated desire for trail. City also has an interest in including parking in portions of the TAMC ROW.
			<b>Area B:</b> TAMC is taking lead on improvements at the north end of Del Monte and Fremont. A double round about is planned in the long term. Sand City and Seaside should work with TAMC to ensure pedestrian and cycling facilities are included.  In the near term, MST proposes a bus rapid transit Surf project at the elbow of the southbound on ramp. (where the eco- resort entrance is.). This	<b>Area B</b> City will coordinate with TAMC regarding plans and timing of improvements. Depending on timing, consider interim or phased improvements.

Affiliation (if any)	Commenter	Date Received	Comment	Response
			area is largely under the control of Caltrans. see attached.	
			<i>Area C:</i> Creating path at the end of Park is a good idea.	<p><b>Area C</b></p> <p>This area is habitat sensitive and will require coordination with CDFW and/or USFWS and land purchases to achieve. Consider potential for use of CalTrans ROW.</p>
			<i>Area D:</i> There are long term plans by TAMC to establish rail service into City of Monterey as noted above. Potential for interim use of a bus rapid transit route. Potentially work with TAMC to incorporate bike & ped improvements if space permits. There is not good pedestrian connectivity from Del Monte (in Seaside) to Costco along Tioga at California. (there is no sidewalk into Costco along California) The footpath suggests pedestrians wish to access the shopping center.	<p><b>Areas D1 &amp; E</b></p> <p>Coordinate with private property owner, Seaside and TAMC as necessary. Add sidewalk if possible. Coordinate TAMC ROW design to include shopping center access for pedestrians.</p>
			<i>Area E:</i> No pedestrian path of travel into the Sand Dollar shopping center from Tioga at California. MST has its bus rapid transit project (Surf) that will create a bus stop along California (back side of Lucky's), as shown on attached.	<p><b>Areas D2 &amp; E</b></p> <p>Coordinate with private property owner, Seaside and TAMC is necessary. Add sidewalk if possible. Note that shopping center ADA access is near proposed Surf stop.</p>
			<i>Area F:</i> Shallow sidewalks and driveway approaches full length of blocks exist within this area. Sidewalk may not be ADA compliant. City of Seaside is considering enhanced bicycle facilities along Del Monte Boulevard, removing a lane of traffic to accommodate dedicated bicycle lanes north of Broadway to Playa. ADA access to city owned parks is important.	<p><b>Areas D1 &amp; F</b></p> <p>Good information on Seaside endeavors, Sand City project for ped and bike to be coordinated with Seaside.</p>
Sand City Planning (TAC Member)	Charles Pooler, City Planner, City of Sand City		<p><b>SOUTHERN RAIL CORRIDOR/SEASIDE CONNECTIONS:</b></p> <p><i>Canyon Del Rey Blvd.:</i> The crossing is intimidating and pedestrian unfriendly, with multiple lanes to cross and heavy vehicular traffic. This</p>	<p><b>Area A</b></p> <p>Canyon Del Rey Blvd - Study how this could be improved. Coordination with CalTrans.</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p>intersection is not conducive to elderly or handicapped pedestrians who walk/move slower. Little space at street corners for pedestrians to wait for signalized crossing times.</p> <p><i>RR Corridor South:</i> This would be an ideal pedestrian and bike path connection between Canyon Del Rey in Seaside and Contra Costa Street in Sand City. The width of the right-of-way would provide adequate space for both dedicated bike lane and separate pedestrian path with landscaping and lighting (for safety). Pedestrian amenities along Del Monte Boulevard is limited with driveway entrances to businesses/parking creating potential conflict between pedestrian/bikers and automobiles. The sidewalk width along Del Monte Boulevard is narrow (looks like 5-feet) that is not sufficient for heavy pedestrian traffic, and bikes are thus forced to use heavy vehicle travel lanes with curbside parking that is dangerous.</p> <p><i>Former RR Corridor:</i> See above comment under "RR Corridor South." This area needs extensive cleanup and would necessitate lighting for any pedestrian and/or bike route for public safety. Emergency call box in the most secluded area might also be necessitated.</p> <p><i>Del Monte Boulevard:</i> The crossing at Del Monte Boulevard is intimidating and pedestrian unfriendly, with multiple lanes to cross. Not conducive to elderly or handicapped pedestrians who may walk/move slower. Incorporating a joint roundabout between Contra Costa Street and Broadway at Del Monte Boulevard could provide "islands" for pedestrian crossing that allows "escapes" from auto travel lanes and additional time to cross the entire distance of the street width.</p>	<p>Sand City has indicated in its Vibrancy Plan the desire for this bicycle/pedestrian trail extension from Canyon del Rey. Coordinate with Seaside and CalTrans regarding designs to provide a safe connection</p> <p>Concur.</p> <p>Coordinate with Seaside to develop designs for this crossing, in coordination with trail on TAMC ROW.</p>
			<p><b>CENTRAL RAILROAD CORRIDOR:</b></p> <p><i>Contra Costa Street:</i> Continuation of a pedestrian and bike route through this portion of the railroad right-of-way</p>	<p>Areas D1 &amp; D2</p> <p>City is working with TAMC</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p>would continue mitigation the minimal pedestrian/bike amenities currently along Del Monte Blvd. This area could also accommodate limited public parking. City is working with TAMC for an Orange Avenue road extension (possibly 1-way) with public parking within the TAMC ROW. All aforementioned amenities would have to be coordinated as a single cohesive design.</p> <p><i>Redwood Avenue:</i> This segment of the railroad ROW 'dead-ends' at the Granite Rock facility (behind the photo) and the northern edge of the City's West End Planning District. There is limited potential for pedestrian and bike amenities or destination in this area unless pedestrian and bike links can be continued through the Granite rock site (that occupies a segment of the railroad ROW) and continues north for connectivity.</p> <p><i>North of Playa Avenue:</i> Continuation of a pedestrian and bike route through this portion of the railroad right-of-way would further mitigate the minimal pedestrian/bike amenities currently along Del Monte Blvd. Such amenities would have to be coordinated with TAMC's future plans for rapid bus and/or rail transportation. Due to potential seclusion and transients, lighting and emergency call box(s) may be necessitated.</p> <p><i>Granite Construction Yard:</i> Continuation of a pedestrian/bike trail, possibly with extension of rapid bus or train service through this area would require evicting Granite Rock from the railroad right-of-way and install fencing for security and preclude the Granite's operation from 'criss-crossing' over and conflicting with pedestrian/bike, rail, bus routes.</p> <p><i>Footpath Across RR to Tesla:</i> This impromptu path illustrates the public need/demand for pedestrian amenities between the City's shopping centers and Del Monte Boulevard. Continuation of a pedestrian and bike route through this</p>	<p>Granite Rock operates with the TAMC ROW under lease from TAMC. Coordinate with TAMC on timing for eventual extension of public facilities in this reach of the TAMC ROW.</p> <p>City to coordinate with TAMC See discussion of Redwood Ave, above.</p> <p>City to coordinate / work with TAMC. There is no public land connecting to Del Monte; coordination with private property owner would be necessary.</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p>portion of the railroad right-of-way would further mitigate the minimal pedestrian/bike amenities currently along Del Monte Blvd.</p>	
			<p><b>NORTHERN RAIL CORRIDOR / SEASIDE CONNECTIONS:</b></p> <p><i>Fremont Blvd.:</i> The freeway on/off ramp area is not pedestrian or bike friendly. Though signalization allows for crossing this intersection, the span, the heavy traffic, and limited markings/signs make pedestrian and bike crossing intimidating and potentially dangerous. Elderly and handicapped pedestrians are at a further disadvantage to cross this area. Improved connectivity between the Seaside residences and the Seaside High School to the shopping centers is critical for pedestrian and bike crossing at this location. Future dual round-about for the freeway on/off ramps could improve vehicular traffic flow, reduce pedestrian/bike wait times, and provide "islands" for pedestrians and bikers to wait as vehicles pass.</p> <p><i>Fremont Blvd./Monterey Road:</i> The existing bike trail does provide bike and pedestrian amenities; however, the bike path routes to the coastline and not into the City. Also...See comments under "Fremont Blvd."</p> <p><i>Monterey Road:</i> NOTE: This photo is actually of California Avenue at Monterey Road.</p>	<p>Area B</p> <p>Roundabout planned for this area by TAMC. Interim solution while TAMC works on the project. Study plan and see what improvements can be made now.</p> <p>Future regional improvements in the rail corridor may address this issue.</p> <p>Title corrected.</p>
			<p><b>BEACH CONNECTION:</b></p> <p><i>Tioga Avenue:</i> I concur with the description noted in the virtual tour. Tioga Avenue is steep for the non-avid bike rider or walker. However, bike and pedestrian amenities/connectivity should be provided with any future improvements to Tioga Avenue. This may require widening Tioga Avenue into the abutting Sand Dollar Habitat Preserve (the feasibility of which is unknown).</p>	<p>Area C</p> <p>See discussion above.</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p><i>Tioga Avenue/Bridge:</i></p> <p>Though the bridge provides separated and elevated pedestrian area from the street lane (not shown in photo), it is still dangerous without some barrier between the vehicle and pedestrian travel lanes. A suggestion would be to provide railing along and between the pedestrian and vehicle lanes of the bridge. This would require Cal-Trans (Calif. Dept. Of Transportation) cooperation/authorization.</p> <p><i>View Toward Tioga Bridge:</i></p> <p>The sidewalk abruptly ends at both Park Avenue (as shown) and Ocean View Avenue (not a point view on the map), resulting in the impromptu walking paths carved into the dunescape between this point and Tioga Avenue. This demonstrates a public need/demand for pedestrian connectivity between these two points. An eventual connection of Park and Ocean View with a single connection to Tioga Avenue is suggested that includes vehicle, pedestrian, and bike amenities. Note: This area is impacted by Habitat and the above suggestion conflicts with current parcel and ROW layouts.</p>	<p>This could be a long-term solution, paint and pedestrian signage in the short term. Make pedestrian dominate so cars are more aware.</p> <p>Work with Cal-Trans for solution</p> <p>Habitat issue and land purchase necessary to make this happen. See discussion above.</p>
			<p><b>SHOPPING CENTERS:</b></p> <p><i>Sand Dollar Shopping Center:</i></p> <p>No pedestrian link/connectivity from the Tioga/California intersection to or into the shopping center. Bikes are forced to use the narrow and congested vehicle lane and pedestrians forced to walk either in the vehicle lanes or the landscaping, which is dangerous for elderly and handicapped pedestrians. As this is private property, it will require cooperation with the property owners and shopping center managers to incorporate appropriate amenities to accommodate pedestrians, handicapped, and bikes. One alternative is to provide a separated sidewalk on the inside of the landscaping closer to Costco's tire</p>	<p>Area E</p> <p>Private property coordination required.</p> <p>Also consider adding long term bicycle parking and park and ride lot so people could use MST Rapid Transit.</p> <p>California Avenue extension and/or trail within TAMC ROW would provide a pedestrian route.</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p>center and use the existing landscaping as a buffer between pedestrians and vehicular traffic in/out of center.</p> <p>It should be noted that Sand City has been working with TAMC for a "California Avenue" extension through the rail right-of-way to provide a California Avenue connection between Playa Avenue and Tioga Avenue; however, such a project will have to be coordinated and incorporated into TAMC's future transportation plans within this RR right-of-way.</p> <p><i>Sand City Transit Center:</i> Location of the MST transit center between the two shopping centers is ideal and splits the walking distance between the transit stop and the ends of either shopping center. Pedestrian crossing needs improvement to lessen conflict with vehicle traffic. Additional crosswalk with bulb-outs to narrow street width that better accommodates pedestrian crossing and slows traffic. However, the lack of pedestrian connectivity at Tioga Avenue impedes efficient/safe pedestrian and handicapped linkage to the west half of Sand City (i.e. West End and South of Tioga Districts).</p> <p><i>Costco Parking Lot:</i> Sea of Asphalt! A pedestrian link is provided in the Costco area heading towards the bus transit center, but dead-ends with no connectivity to Playa Avenue. Reconfiguration of parking stalls should be considered to provide the remaining pedestrian link all the way to Playa Avenue.</p>	<p>Consider sidewalk and related improvements that would provide complete connectivity.</p> <p>Will need to work with property owner.</p>



Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p><b>WEST END DISTRICT:</b></p> <p><i>Catalina St. / Ortiz Avenue:</i> No pedestrian amenities at this corner. Not only the lack of sidewalk and ADA improvements, but utility poles and fire stand-pipe are also an impediment to pedestrian connectivity. It should be noted that the City has received (awaiting written confirmation) a grant for reconstruction of Catalina Street between Olympia and Ortiz Avenues to incorporate stormwater control LID infrastructure in addition to improved landscaping and pedestrian amenities that would improve this area as shown in the photo.</p> <p><i>Redwood Avenue:</i> A common occurrence for the older developed properties in Sand City and evidence to discourage new development from implementing continuous driveway aprons and parking along property frontages in this fashion without greater building setbacks. The pedestrian use of sidewalk is completely impeded by truck parking encroaching over the street gutter, forcing pedestrians to walk in the street or use the other side of the right-of-way (presuming it too is not encumbered). This creates a dangerous situation for both bikers and pedestrians from vehicles backing out from private properties and from road traffic.</p> <p><i>Community Garden:</i> NOTE: This photo is more a view of Dias Avenue at the Community Garden. The title should probably be changed to reflect that. Suggest "Dias Avenue at Community Garden."</p> <p>Pedestrian connectivity between Hickory Street and Holly Street are absent. No public improvements (i.e. curb, gutter, sidewalk) allow for random vehicle parking that forces pedestrians to use vehicle pavement. Recent improvements along Hickory street (behind and to the sides of the photo) have substantially improved pedestrian connectivity on Hickory;</p>	<p style="text-align: center;">Area F</p> <p>Catalina project to address this issue.</p> <p>See discussion above.</p> <p>Title changed</p> <p>Consider approaches to slope issues; Consider locations where bike racks are needed.</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p>however, bike amenities are still lacking. Bike racks at the community garden could encourage additional public use of the garden.</p> <p><i>Holly St./Dias St.:</i> There is a lack of proper pedestrian and handicap access or amenities. This corner is potentially dangerous for the handicapped or elderly to traverse. There is only asphalt pavement across the street with no sidewalk or other delineated pedestrian route. No bike lane present.</p> <p><i>Contra Costa:</i></p> <p>Impromptu angled parking along Contra Costa Street, in addition to the pathetic landscape planter (shown in picture), completely blocks any potential for pedestrian or ADA amenities. This parking is mostly encroaching into the public right-of-way, and commercial vehicles extend close (if not into) the vehicle travel lane; a dangerous vehicular situation. This west side section of Contra Costa Street provides absolutely no pedestrian connectivity; forcing pedestrians to either walk in the street or cross Contra Costa Street to use the sidewalk on the east side.</p> <p>It should be noted that the City currently has a grant application submitted for funding to improve Contra Costa Street from Orange Avenue to Redwood Avenue with 30% drawings completed. Those improvements are currently designed to provide sidewalk improvements along the east side of Contra Costa Street and eliminate this parking impediment.</p> <p><i>On-street Parking:</i></p> <p>Utility pole potentially obstructs loading/unloading from right side of parked vehicle in marked ADA curbside space. Curbside parking between driveway aprons also impedes driver view from vehicles backing out from property into Catalina Street. Parking is a premium in the West End District, and a balance between providing public</p>	<p>Future development to include public amenity along frontage, include pedestrian and ADA amenities.</p> <p>Add bike lane on Holly St. See Vibrancy Plan for suggested routes through West End</p> <p>If Grant is approved it will help address this issue.</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p>parking and improving pedestrian/bike accessibility in addition to improved driver visibility must be achieved.</p> <p><i>View Down Contra Costa Street:</i> Sidewalk abruptly ends at railroad right of way on east side of street. Even if sidewalk were present, it would be obstructed by the utility poles and support cables. No pedestrian connection on opposite side of Contra Costa Street to Seaside; however, there are no utility poles on the west side. No bike lanes delineated for a primary entry point into the City. Bike and pedestrian access into the City on Contra Costa would be better suited from the railroad right-of-way than from Del Monte Blvd. (see comments above under sections "RR Corridor South", "Former RR Corridor" and "Contra Costa Street").</p> <p>The City currently has a grant application submitted for funding to improve Contra Costa Street from Orange Avenue to Redwood Avenue with 30% drawings completed. Those improvements would provide for sidewalk improvements along Contra Costa Street, but would not provide for the pedestrian connection with Seaside; which would have to be coordinated and agreed to by TAMC (Transportation Agency of Monterey County).</p> <p><i>View South on Contra Costa Street:</i> This photo shows parking fronting a commercial building with pedestrian area abutting the building. This is a safer arrangement for pedestrian flow; however, this arrangement does not preclude people from just walking in the street. Pedestrians tend to take the most direct-shortest route.</p> <p>The City currently has a grant application submitted for funding to improve Contra Costa Street from Orange Avenue to Redwood Avenue with 30% drawings completed. Those improvements would provide for sidewalk improvements along Contra Costa Street, but will maintain this</p>	<p>A good way to improve this is to make pedestrian areas dominate.</p> <p>Current parking study will evaluate this situation.</p> <p>Grant will not address this issue within TAMC RR. Future project to be coordinated with TAMC, and Seaside.</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p>reciprocal encroachment of sidewalk on private property and private parking encroaching into the street right-of-way.</p> <p><i>View North on Hickory Street:</i> Crosswalks delineate pedestrian linkage, which is good. ADA amenities at Ortiz Avenue intersection are outdated. Further up Hickory Street, past Redwood Avenue, new street improvements are evident, with unobstructed sidewalks. Bulb-outs improve pedestrian safety and reduce street crossing distance for pedestrians and should be added at Ortiz Avenue intersection to improve pedestrian experience and improve street crossing safety. No bike lanes provided. Steep slope makes ADA compliance difficult going up Hickory Street.</p> <p><i>City Hall Parking Lot:</i> From this view, there is pedestrian sidewalk along one side of the street abutting the park; however, there is no sidewalk on the opposite side. Steep slope makes ADA accessibility challenging. Photo does not show that there is a handicapped parking space at the top of the hill for park access. No bike lanes are provided. Blind bend makes bike and pedestrian situation dangerous. Cypress tree encroaches over sidewalk, and "pushes" pedestrians into the street.</p> <p><i>View South on Holly Street:</i> NOTE: The photo on the virtual tour does not match the title. The photo is of California Avenue, not Holly Street. The California Avenue sidewalk abruptly ends at Holly Street with substantial slope change and rough asphalt pavement. Utility pole support cable and sign pole also obstruct pedestrian path. Slope change at top of Holly Street makes ADA compliance difficult/challenging. Placing utilities underground would not only be an aesthetic improvement, but would remove obstacles from sidewalks.</p>	<p>Grant will help address this issue, rework parking and ped access.</p> <p>Future improvement projects need to include these issues in their design. Steep slope makes ADA compliance difficult.</p> <p>Area F Ped connectivity along one side, future improvements on other side with future development of capital improvement project.</p> <p>Image corrected</p>

Affiliation (if any)	Commenter	Date Received	Comment	Response
			<p><i>California Avenue:</i></p> <p>NOTE: The photo on the virtual tour does not match the title. The photo is of Holly Street at California Avenue intersection.</p> <p>Sidewalk on the north side of the street is "littered" with utility pole obstructions, impeding pedestrian and handicapped persons use. The sidewalk width along this major connector street is narrow, limiting group or large numbers of pedestrians. No sidewalk connectivity on opposite side (south side) of California Avenue, which accommodates street public parking. No bike lanes are provided. Truck parking on properties encroaching into sidewalk/drive-apron impeding pedestrian and handicapped use. It may be necessary to narrow street width to relocate sidewalk; however, that would probably eliminate potential for curbside parking and commercial loading/unloading along California Avenue.</p> <p><i>View Northwest on Tioga Avenue:</i></p> <p>This view of Tioga Avenue is taken from the approximate City limit between Sand City and Seaside. There is a missing link of sidewalk within the railroad right-of-way; which is required to be installed with the implementation of the South of Tioga Development Project. Utility pole conflict with sidewalk use up entire length of Tioga Avenue. Utility meter imbedded into sidewalk allows for both presence of meter and pedestrian use of sidewalk. No bike path or lane.</p>	<p>Expense currently prohibits undergrounding of utilities. Possible bulb outs to wrap around utility poles. Solutions pending capital improvements projects and budget.</p> <p>Image corrected</p> <p>Expense currently prohibits undergrounding of utilities. Possible bulb outs to wrap around utility poles. Solutions pending capital improvements projects and budget.</p> <p>Area C</p> <p>Utilities to be undergrounded as part of South of Tioga project.</p>

SOURCE: EMC Planning Group 2020

## **WALKING TOUR MATERIALS**

The materials on the following pages were provided to guide the self-led walking tour of the City. Maps of sections of the City were labeled A-F.

## Virtual Walking Tour

Welcome to the City of Sand City's virtual walking tour! The purpose of the walking tour is to acquaint members of the public with the existing conditions in Sand City. Your feedback will be most helpful to informing the Sand City Sustainable Transportation Plan.

The link to the virtual tour:

<https://www.google.com/maps/d/viewer?mid=1XIYwYEB85ePQfJONCYGOff6piVHtabia&ll=36.622476980479064%2C-121.8421720294998&z=18>

### Taking the Tour - Users Guide

The featured aerial map has six (6) colored sections within the City of Sand City, and each section contain several Points of Interest (POI) marked with a pin.

This map allows you to:

1. Zoom in and out of areas of interest
2. Toggle layers on and off
3. Click on each option to read more.
4. Click on each image to see more. Many options have multiple images.

There are two (2) primary ways to navigate through the interactive map.

#### 1. Legend Block

The legend block on the left side of the map contain a list of the six (6) section and Points of Interest. To view any of the sections or POI, simple click on the link and you will be guided to that location on the map and provided with information regarding that location. To go back to the legend box, simple click on the white arrow pointing left next to the title of the POI.

To hide/unhide a section on the map, simply click on the red, square box with the check mark.

#### 2. Aerial Map

To view the various sections and/or POI, simply click on the any on the six (6) colored sections or any of the POI pins.

### What to Look Out for While on the Tour!

As you take the tour, look out for things that make it difficult to get around the City. This may be as a pedestrian, a bicyclist, a transit rider, a person that relies on a wheelchair or scooter, etc. Things to look out for may include, but are not limited to:

- Lack of bicycle-friendly connections;

- Missing sidewalks;
- Gaps in sidewalk connectivity;
- Sidewalks with inadequate wheelchair ramps;
- Lack of audible signals at the City's traffic lights to alert the blind;
- Limited number of handicapped parking spaces; and
- Streets near the City Hall that may be too steep to be negotiated.

Also take note of connections that work well or that you would like to see more of.

### **I Took the Tour, Now What?**

We are looking to receive specific feedback that will inform the Sustainable Transportation Plan.

Here are some pointers that will help you provide the specific feedback we are looking for:

- What aspects areas of the City's transportation network is working well? This may be a specific area or type of transportation.
- Identify any transportation barriers you perceive or have experienced in the City's transportation network.
- What are the three areas that you would most like to see connectivity improvements in the City's transportation network (three priority areas)?

Please send in your comments/feedback via email by September 30, 2020 to

[kalaskar@emcplanning.com](mailto:kalaskar@emcplanning.com).



# Sand City Sustainable T...



## A: Southern Rail Corridor/Seaside Co...

- A: Southern Rail Corridor/Seaside
- Canyon del Rey Boulevard
- Del Monte Boulevard
- Canyon del Rey Blvd./Del Monte Blvd.
- RR Corridor South
- Former RR Corridor



## B: Northern Rail Corridor/Seaside Co...

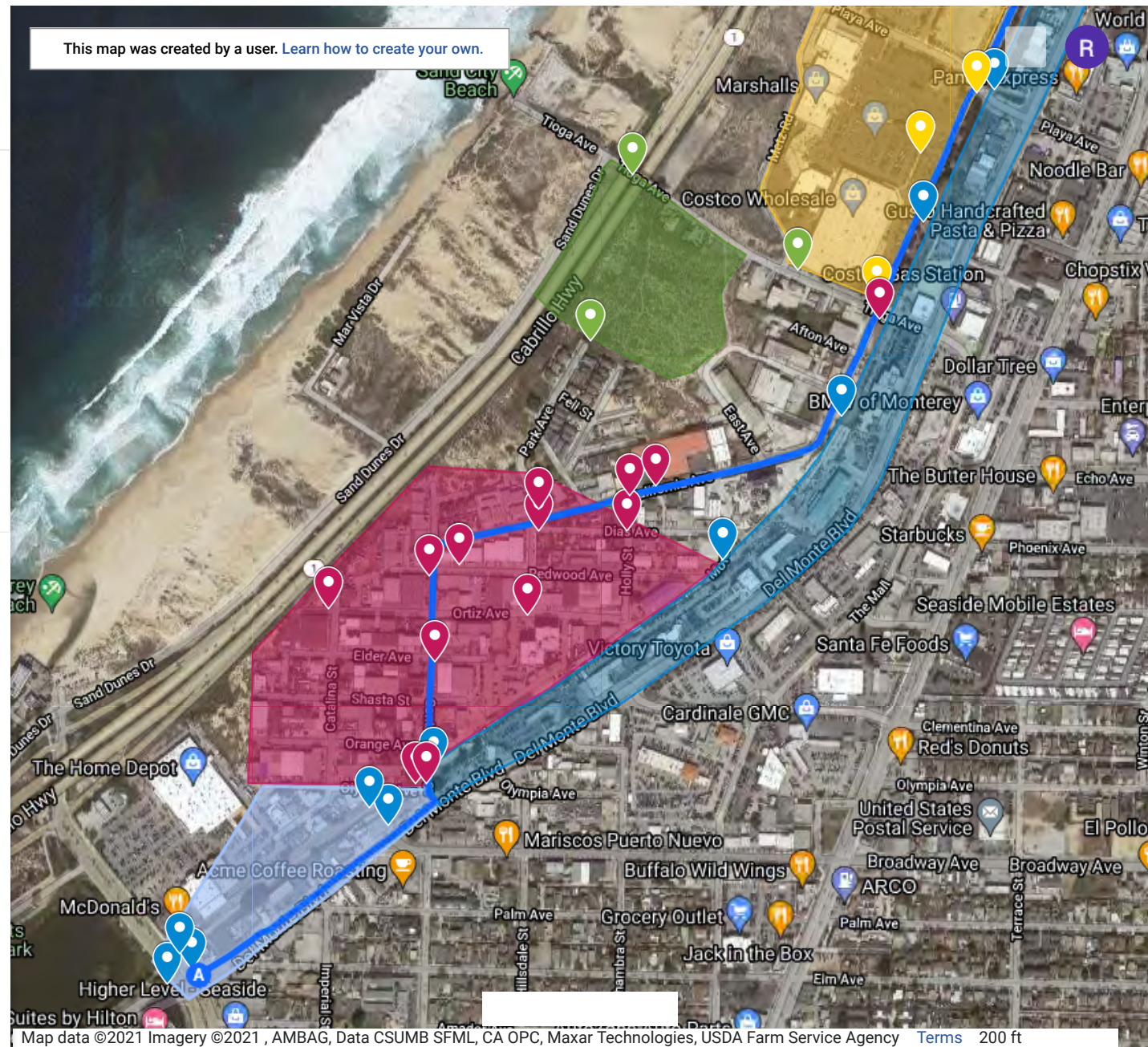
- B: Northern Rail Corridor/Seaside
- Fremont Boulevard
- Fremont Blvd./Monterey Rd.
- California Avenue at Monterey Road



## C: Beach Connection

- C: Beach Connection
- Tioga Avenue
- Tioga Avenue/Bridge
- View Toward Tioga Bridge

This map was created by a user. [Learn how to create your own.](#)





# Sand City Sustainable T...



## D: Central Railroad Corridor

- D: Central Railroad Corridor
- Contra Costa Street
- Redwood Avenue
- North of Playa Avenue
- Granite Construction Yard
- Footpath Across RR to Tesla Parking Lot



## E: Shopping Centers

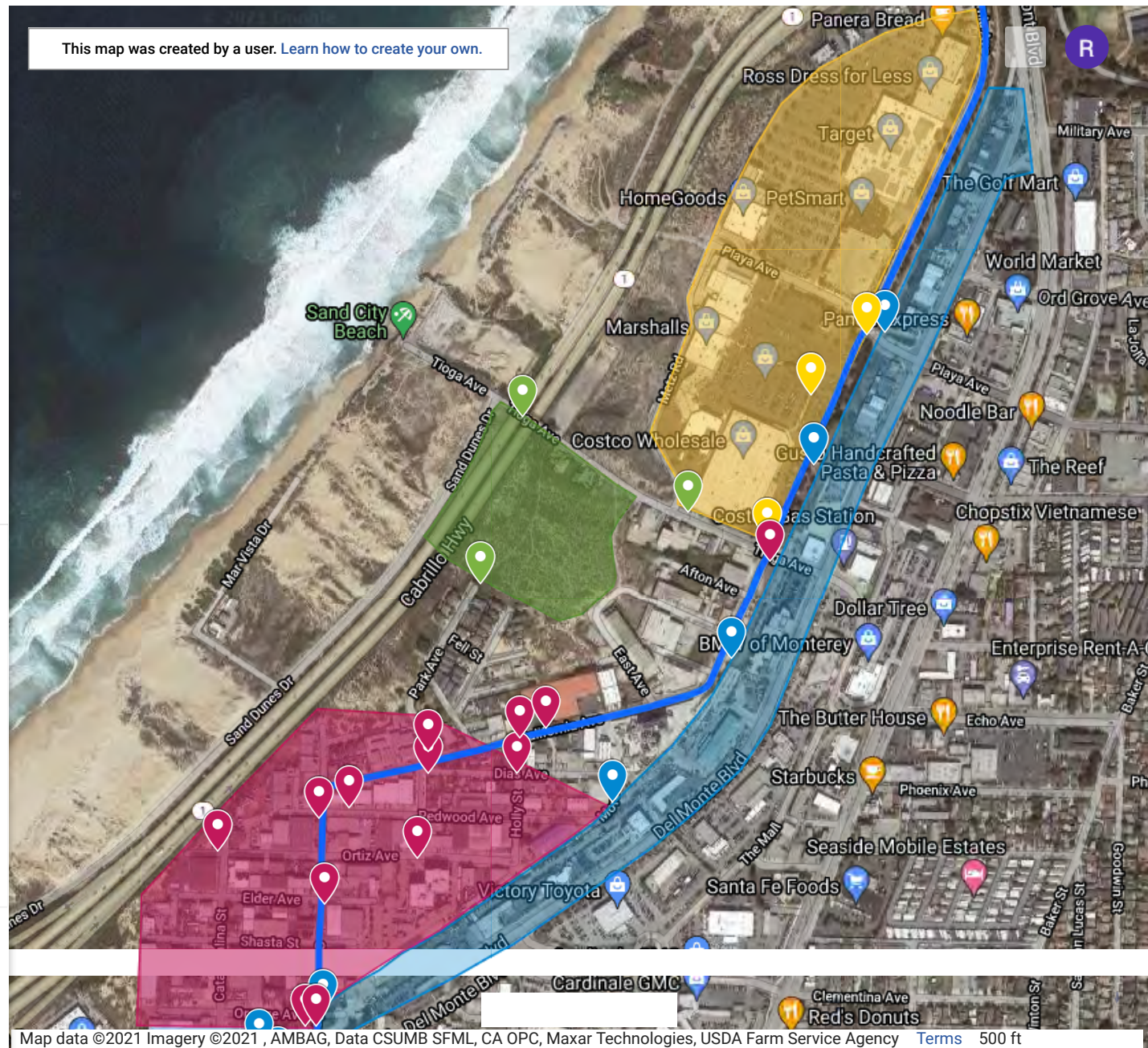
- E: Edgewater Shopping Center
- Sand Dollar Shopping Center
- Sand City Transit Center
- Costco Parking Lot



## F: West End District

- F: West End District
- Catalina St./Ortiz Ave.
- Redwood Avenue
- Dias Avenue at Community Garden
- ... 10 more

This map was created by a user. [Learn how to create your own.](#)





# Sand City Sustainable T...



## F: West End District

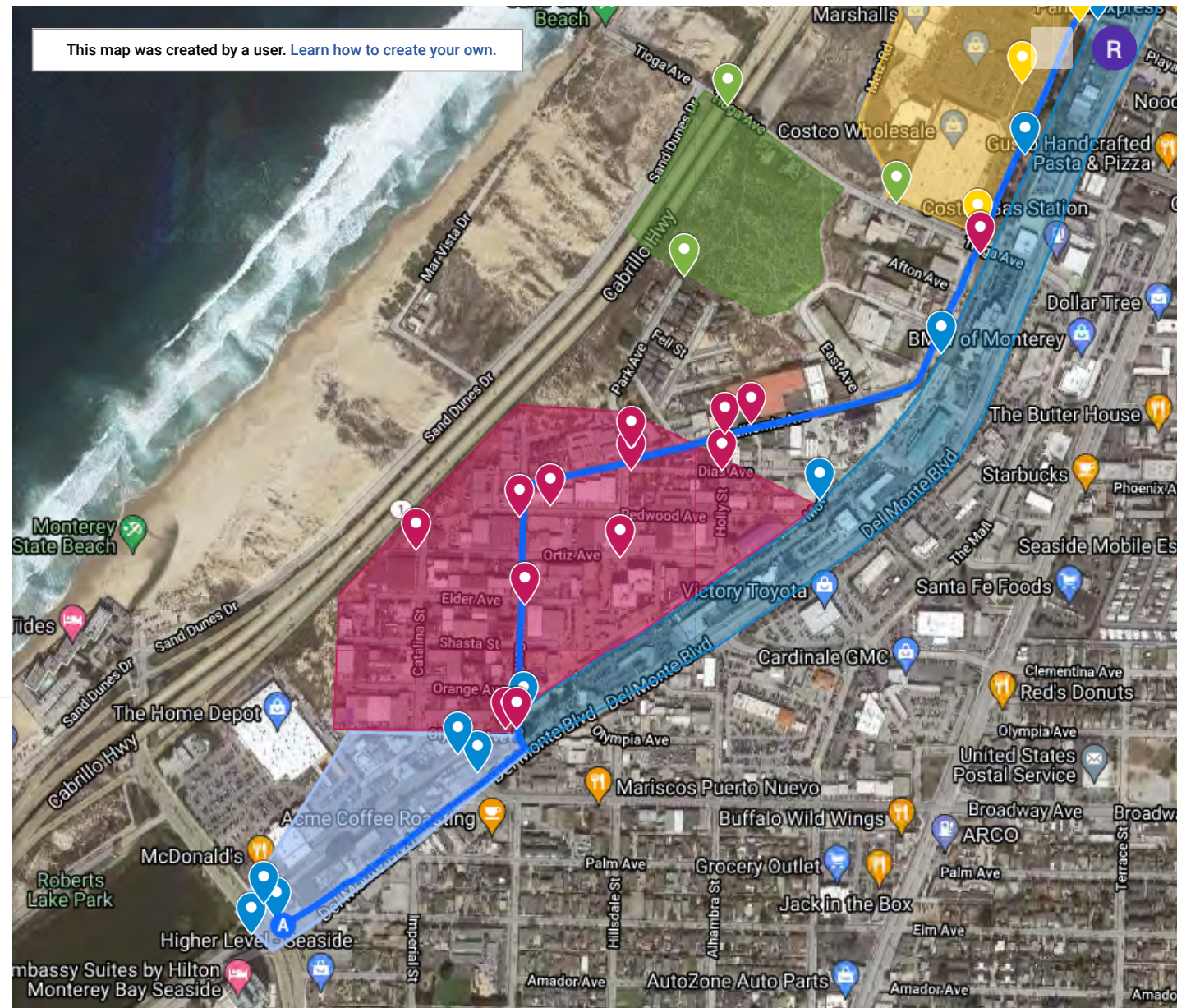
F: West End District

- Catalina St./Ortiz Ave.
- Redwood Avenue
- Dias Avenue at Community Garden
- Holly St./Dias St.
- Contra Costa
- On-street Parking
- View North on Contra Costa Street
- View South on Contra Costa
- View North on Hickory Street
- City Hall Parking Lot
- View Northwest on Tioga Avenue
- Corner of California Avenue and Holley S...
- View from California Avenue looking tow...



## Directions from Del Monte / Canyon D...

- A Del Monte / Canyon Del Rey, Seaside, CA...
- B 2100 California Ave, Sand City, CA 93955...



Subject Line: Virtual Walking Tour of Sand City Coming Soon!

Hello!

The City of Sand City has begun preparation of a Sustainable Transportation Plan. The Sustainable Transportation Plan will address pedestrian, bicycle, disabled, and transit mobility within Sand City, as well as connections to the neighboring City of Seaside and the Fort Ord Dunes State Park. We are inviting you or your organization to provide guidance in developing this plan.

Given the current COVID-19 pandemic situation, we are putting together a virtual walking tour of the Sand City. The virtual walking tour is essentially a map that you can use to get acquainted with the current conditions within the City and identify transportation/mobility connections or deficiencies. Feel free to take the tour at your own pace and please provide any comments/feedback you may have. Instructions on how to navigate through the tour, things to look out for, and how to provide comments will be posted to the City's website. You will be contacted when the virtual tour is live.

If there is someone else in your organization who would be a better contact, please pass this message along to them, and let us know so we can update our contact list. Likewise, if you wish to be removed from the list, please let us know.

We're excited about this project and look forward to hearing from you.

Tanya Kalaskar, Associate Planner, EMC Planning Group  
Consultant to the City of Sand City

Subject Line: Virtual Walking Tour of Sand City is Now Live!

Hello!

The City of Sand City has begun preparation of a Sustainable Transportation Plan. The Sustainable Transportation Plan will address pedestrian, bicycle, disabled, and transit mobility within Sand City, as well as connections to the neighboring City of Seaside and the Fort Ord Dunes State Park. We are inviting you or your organization to provide guidance in developing this plan.

Given the current COVID-19 pandemic situation, we have put together a virtual walking tour of Sand City. The virtual walking tour is essentially a map that you can use to get acquainted with the current conditions within the City and identify transportation/mobility connections or deficiencies. Feel free to take the tour at your own pace and please provide any comments/feedback you may have. Instructions on how to navigate through the tour are posted on the City's website. Look for things that make it difficult to get around the city and provide comments via email to [kalaskar@emcplanning.com](mailto:kalaskar@emcplanning.com).

If there is someone else in your organization who would be a better contact, please pass this message along to them, and let us know so we can update our contact list. Likewise, if you wish to be removed from the list, please let us know.

We're excited about this project and look forward to hearing from you.

Tanya Kalaskar, Associate Planner, EMC Planning Group  
Consultant to the City of Sand City

Subject Line: Virtual Walking Tour of Sand City is Now Live!

Hello!

As part of the Sand City Sustainable Transportation Plan, we have put together a virtual walking tour of Sand City. The virtual walking tour of Sand City is available on the City website address ([www.sandcity.org](http://www.sandcity.org)). Please note that the tour is located under the “Visitors” tab on the home page. You can also access the tour by typing “virtual walking tour” in the search bar.

The virtual walking tour is essentially a map that you can use to get acquainted with the current conditions within the City and identify transportation/mobility connections or deficiencies. Feel free to take the tour at your own pace and please provide any comments/feedback you may have. Instructions on how to navigate through the tour are posted on the City’s website. Look for things that make it difficult to get around the City and provide comments via email to [kalaskar@emcplanning.com](mailto:kalaskar@emcplanning.com) by September 30, 2020.

We’re excited about this project and look forward to hearing from you.

Tanya Kalaskar, Associate Planner, EMC Planning Group  
Consultant to the City of Sand City

Subject Line: Virtual Walking Tour of Sand City is Now Live!

Hello!

As part of the Sand City Sustainable Transportation Plan, we have put together a virtual walking tour of Sand City. The virtual walking tour of Sand City is available on the City website address ([www.sandcity.org](http://www.sandcity.org)). Please note that the tour is located under the “Visitors” tab on the home page. You can also access the tour by typing “virtual walking tour” in the search bar.

The virtual walking tour is essentially a map that you can use to get acquainted with the current conditions within the City and identify transportation/mobility connections or deficiencies. Feel free to take the tour at your own pace and please provide any comments/feedback you may have. Instructions on how to navigate through the tour are posted on the City’s website. Look for things that make it difficult to get around the City and provide comments via email to [kinisonbrown@emcplanning.com](mailto:kinisonbrown@emcplanning.com) by September 30, 2020.

We’re excited about this project and look forward to hearing from you.

Polaris Kinison Brown, Principal Planner, EMC Planning Group  
Consultant to the City of Sand City



Hello!

The City of Sand City has begun preparation of a Sustainable Transportation Plan. The Sustainable Transportation Plan will address pedestrian, handicapped, bicycle, and transit mobility within Sand City, as well as connections to neighboring Seaside and Fort Ord Dunes State Park. We are inviting you or your organization to provide guidance in developing this plan.

Given the current COVID-19 pandemic situation, we have put together a virtual walking tour of Sand City. The virtual walking tour is essentially a map that you can use to get acquainted with the current conditions within the City and identify transportation/mobility connections or deficiencies. Feel free to take the tour at your own pace and please provide any comments/feedback you may have. Instructions on how to navigate through the tour are posted on the City's website. Look for things that make it difficult to get around the city and provide your comments by September 30, 2020 via email to [kalaskar@emcplanning.com](mailto:kalaskar@emcplanning.com).

We're excited about this project and look forward to hearing from you.

Tanya Kalaskar, Associate Planner, EMC Planning Group  
Consultant to the City of Sand City



# Stakeholder Interviews

# B

APPENDIX



# SAND CITY SUSTAINABLE TRANSPORTATION PLAN

## APPENDIX B – STAKEHOLDER INTERVIEWS

### TABLE OF CONTENTS

Stakeholder Interviews.....	1
-----------------------------	---

*This side intentionally left blank.*

# STAKEHOLDER INTERVIEWS

This table provides a summary of stakeholder interview feedback and comments, and City staff response

## Summary of Stakeholder Interview Comments

Stakeholder Agency/Entity	Comment by	Date Received <sup>1</sup>	Comment	Response
Transportation Agency for Monterey County (TAMC)	Todd Muck, Deputy Executive Director	09/09/2020	The railroad ROW between Monterey Road and Contra Costa Street in Sand City is owned TAMC. Ultimate use of rail line must be public transit e.g. bus or rail. TAMC is currently leasing portions rr corridor to adjacent property owners for temporary business use until such time as a public transit project can proceed.	Noted. The City has also had discussions with TAMC about providing an extension of the Monterey Bay trail and parking within the ROW. The ROW width is 100 feet, and the terrain mostly level, which should provide room for these additional uses.
			TAMC is actively working with Monterey Salinas Transit (MST) as a partner to implement bus rapid transit within a six-mile corridor on Highway 1 between the cities of Marina and Sand City.	Noted
			TAMC is leading the Canyon Del Rey Boulevard (State Route 218) Corridor Study in partnership with the City of Del Rey Oaks, City of Seaside and Caltrans. The study is available on TAMC's website.	Noted
			The plan should address Stormwater issues along Contra Costa with pedestrian improvements.	This is included in 30% plans for Contra Costa improvements excluding TAMC Right of way.
			The plan should address bicycle and pedestrian connectivity between shopping centers	Noted
			The plan should address bicycle lanes along Tioga Avenue	Noted
			The plan should address sidewalk improvements throughout the City (City has made some nice ones already - e.g. Hickory Street	Noted

Stakeholder Agency/Entity	Comment by	Date Received <sup>1</sup>	Comment	Response
Monterey Salinas Transit (MST)	Michelle Overmeyer, Director of Human Resources/Risk Management	09/10/20	MST is working to implement a six-mile bus rapid transit on Highway 1 between the cities of Marina and Sand City within the TAMC railroad corridor. The project is called "SURF! Busway and Bus Rapid Transit Project."	Noted
			The Sand City Station is a bus station operated by MST. The Sand City Station on Playa Avenue is considered a secondary transfer point based on aspects like size, number of buses, etc.	Noted
			Currently, MST does not anticipate any new routes within Sand City. MST will hire a consultant to prepare a Comprehensive Operational Analysis. This study would determine if additional routes are required within MST's service area.	Noted
			MST buses need at least 11 feet street lane width; and therefore, streets should not be less than 11 feet wide.	Noted. This applies to any street on which the City may at some time desire MST bus service.
			All MST buses are equipped with bicycle racks.	Noted
			The plan should address sidewalk improvements throughout the City.	Noted
			The plan should address bicycle connectivity throughout the City.	Noted
			The plan should address improved pedestrian crosswalk/connectivity on Playa Avenue to the MST bus depot.	MST rapid transit plan should also address this issue. Coordinate with private property owner, and TAMC.
Edgewater Shopping Center	Ben Nurse, Property Manager	09/11/20	There are no designated lanes or areas for bikes within the Edgewater Shopping Center.	This is private property, that will take coordinated effort from the City and owner to address improvements
			The parcel between Gamestop and Starbucks, which is currently occupied by parking, is owned by Target. Therefore, Target's cooperation is essential in providing/improving	This is private property, that will take coordinated effort from the City and owner to address improvements

Sand City Sustainable Transportation Plan

Stakeholder Agency/Entity	Comment by	Date Received <sup>1</sup>	Comment	Response
			pedestrian amenities between Gamestop and Starbucks.	
			Connections to Seaside High School, including options for a staircase, were discussed.	Noted
			Sidewalk connectivity within the shopping center, without removing parking, will be welcomed by the business owners.	Noted
			Pedestrian movement through the shopping center could be better.	Noted
			The plan should address sidewalks or pedestrian walkways within the shopping center	This is private property, that will take coordinated effort from the City and owner to address improvements
			The plan should address designated bike parking within the shopping center	This is private property, that will take coordinated effort from the City and owner to address improvements
			The plan should address connectivity with the Seaside High School	Future plan with TAMC and Cal-Trans coordination necessary to ensure connectivity.
Sand Dollar Shopping Center	Wendy Volpano, Senior Property Manager, PGI Management	9/11/20	There are no sidewalks along the driveway to the Sand Dollar Shopping Center at Tioga Avenue (near the Costco store entrance). The only walking path is through the landscaping and the parking lot for the Costco Tire Center, or on the driveway	Noted.
			There is a lack of pedestrian walkways that provide reasonable connectivity within the Sand Dollar Shopping Center	This is private property, that will take coordinated effort from the City and owner to address improvements
			The Sand City Transit Center is across Playa Avenue from McDonalds. There is no crosswalk along McDonalds on Playa Avenue. Pedestrians walk across the McDonalds parking lot and cross Playa Avenue to get to the transit center. This is a public safety issue	MST rapid transit should address this issue within their plans. Improvements on Playa Ave could be a coordination effort between MST and the City.
			People parking on Metz Road, to the west of the shopping	Enhancement to temporary trail alignment to help drivers understand

Stakeholder Agency/Entity	Comment by	Date Received <sup>1</sup>	Comment	Response
			center, end up backing out while bicyclists/pedestrians are coming down the Monterey Bay Sanctuary Scenic Trail, better known as the Rec Trail in Monterey. This is a public safety issue	pedestrian circulation. Note that Metz Road is private property.
			Plan should sidewalks or pedestrian walkways along the driveway to the Sand Dollar Shopping Center at Tioga Avenue.	This is private property, that will take coordinated effort from the City and owner to address improvements
			Plan should address pedestrian walkways within the shopping center including the completion of pedestrian connectivity to Playa Avenue from Costco's entrance.	This is private property, that will take coordinated effort from the City and owner to address improvements
			Plan should address creating clearly marked and delineated crosswalk on Playa Avenue.	Noted
			Plan should address parking conditions on Metz Road (behind the shopping center).	Note that Metz Road is private property.

SOURCE: EMC Planning Group 2020

NOTES:

1. Comments were received via scheduled phone interviews conducted by City of Sand City staff and EMC Planning Group with the stakeholders.



# Conceptual Options Report

C

APPENDIX





*Planning for Success.*

May 26, 2021

Sand City Sustainable Transportation Plan  
Technical Advisory Committee  
Via email

Re: Sand City Sustainable Transportation Plan – Conceptual Options

Dear TAC Member:

Enclosed are the following documents relating to development of Sand City's Sustainable Transportation Plan:

- Conceptual Options Report (for your review)
- Existing Conditions Report (for your reference)
- Walking Tour Comments Summary (for your reference)

The City has identified specific locations within the City where conditions hinder sustainable transportation, as well as general conditions found throughout the City. For each specific location, the City has developed a series of conceptual options to consider for improvement of the conditions. In reviewing the Conceptual Options Report, we ask that you:

- Identify any other sustainable transportation issues or issues locations within Sand City that are not identified here;
- Identify any additional solutions at the locations listed or new locations you have identified;
- Provide comments on the introduction to each option, the pros or cons to each option, or additional pros or cons.

EMC PLANNING GROUP INC.  
A LAND USE PLANNING & DESIGN FIRM

301 Lighthouse Avenue Suite C Monterey California 93940 Tel 831-649-1799 Fax 831-649-8399  
[www.emcplanning.com](http://www.emcplanning.com)

- Provide comments on a preferred option, a preferred combination of options (hybrid option), or a new option.

Please note that the conceptual options extend beyond the City's jurisdiction in places where improvements outside Sand City's jurisdiction affect sustainable transportation within the City. Sand City hopes to work collaboratively with these jurisdictions to improve the region's sustainable transportation infrastructure.

Comments may be sent by email to [chuck@sandcity.org](mailto:chuck@sandcity.org) with copy to [james@emcplanning.com](mailto:james@emcplanning.com). We ask that comments be sent by June 15, 2021. Thanks for your participation and input in guiding this process.

Sincerely,

Richard James, AICP  
Principal, EMC Planning Group

SAND CITY SUSTAINABLE TRANSPORTATION PLAN  
CONCEPTUAL OPTIONS REPORT FOR TAC REVIEW

MAY 25, 2021



# NEEDS AND OPTIONS SUMMARY

## Key Locations and Options

### Southern Railroad Corridor Trail Connection between Roberts Lake and Contra Costa St.



The railroad corridor segment between Roberts Lake and Contra Costa Street is planned by TAMC for transit use, although current bus rapid transit plans do not include use of this segment. The 100-foot-wide railroad corridor should be able to accommodate both transit and a trail. Unlike other railroad corridor segments, this segment is owned by the City of Seaside. The trail must cross State Route 218 to connect with the existing trail at Roberts Lake. Prior to construction of the Home Depot (formerly K-Mart) Shopping Center, Roberts Avenue provided a continuous street connection in this area.

### *Elevated Bicycle/Pedestrian Bridge over State Route 218.*

See Figure 1.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides seamless continuation of trail across busy roadway.</li> <li>▪ Potential on north landing to take advantage of higher grade along edge of railroad corridor.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive.</li> <li>▪ Landings will require long slope to meet ADA, and may be infeasible/impractical.</li> <li>▪ Requires separate connections to and from State Route 218.</li> <li>▪ Option not considered in State Route 218 / Canyon Del Rey Boulevard Corridor Plan.</li> <li>▪ Requires Caltrans, TAMC, and City of Seaside coordination.</li> </ul>

***Utilize Railroad Corridor Alignment for Surface Crossing of State Route 218.***

**Figure 2.**

<b>Pros</b>	<b>Cons</b>
<ul style="list-style-type: none"> <li>▪ Avoids trail crossing private business driveway on State Route 218.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Mid-block crossing would conflict with or disrupt traffic on State Route 218.</li> <li>▪ Short off-set from Del Monte Blvd. crossing</li> <li>▪ Likely requires separate traffic signalization.</li> <li>▪ Inconsistent with State Route 218 / Canyon Del Rey Boulevard Corridor Plan.</li> <li>▪ Requires Caltrans, TAMC, and City of Seaside coordination.</li> </ul>

***Utilize Del Monte Blvd. Crosswalks for Surface Crossing of State Route 218.***

**See Figure 3.**

<b>Pros</b>	<b>Cons</b>
<ul style="list-style-type: none"> <li>▪ Existing roadway requires minimal development.</li> <li>▪ Generally consistent with State Route 218 / Canyon Del Rey Boulevard Corridor Plan.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Trail crosses private business driveway on State Route 218 conflicting with in/out traffic.</li> <li>▪ Requires Caltrans and City of Seaside coordination.</li> </ul>

***Construct Class 1 Path on Del Monte Blvd. to Contra Costa St. in lieu of Railroad Corridor.***

**Not illustrated.** This option would involve a separated Class 1 bicycle/pedestrian path along the north-western side of Del Monte Blvd. connecting State Route 218 to Contra Costa St.

<b>Pros</b>	<b>Cons</b>
<ul style="list-style-type: none"> <li>▪ Existing roadway requires minimal development.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Trail crosses ten private driveways on Del Monte Blvd.</li> <li>▪ May not have adequate space.</li> <li>▪ Option not considered in State Route 218 / Canyon Del Rey Boulevard Corridor Plan.</li> <li>▪ Requires Caltrans and City of Seaside coordination.</li> </ul>



*Use Class 2 Bicycle Lanes on Del Monte Blvd.*

**Not illustrated.** Bicycle lanes were recently constructed by the City of Seaside between State Route 218 and Broadway Ave., but would need to be added between Broadway and Contra Costa St.

<b>Pros</b>	<b>Cons</b>
<ul style="list-style-type: none"><li>▪ Functions adequately for pedestrians and southbound bicyclists.</li><li>▪ Consistent with State Route 218 / Canyon Del Rey Boulevard Corridor Plan.</li></ul>	<ul style="list-style-type: none"><li>▪ Does not function for northbound cyclists bound for Sand City (need to cross to east side of Del Monte Blvd. then turn left onto Contra Costa St.).</li><li>▪ Requires Caltrans and City of Seaside coordination.</li></ul>



Source: Google Earth 2018, Monterey County GIS 2020

Figure 1

## Elevated Bicycle/Pedestrian Bridge over State Route 218

Sand City Sustainable Transportation Plan



- Ramp
- Bridge





Source: Google Earth 2018, Monterey County GIS 2020



- Surface Crosswalk
- Ramp
- Signal Light



Figure 2  
Utilize Railroad Corridor Alignment for  
Surface Crossing of State Route 218



Source: Google Earth 2018, Monterey County GIS 2020

Figure 3

### Utilize Del Monte Blvd. Crosswalks for Surface Crossing of State Route 218



- Sidewalk/Trail
- Surface Crosswalk



### Trail Crossing of Contra Costa Street



The trail crossing at this location is complicated by the proximity of an intersection with an arterial street (Del Monte Blvd.), two local street intersections (Olympia Ave. and Orange Ave.), potential future ingress/egress of transit buses using the railroad corridor, potential future light rail, and potentially an access point to a parking lot within the railroad corridor. Due to these complications, a direct trail crossing of Contra Costa St. within the railroad corridor is considered too difficult and potentially unsafe for trail users.

#### *Create a Trail Crossing at the Del Monte Ave. Crosswalk.*

See Figure 4.

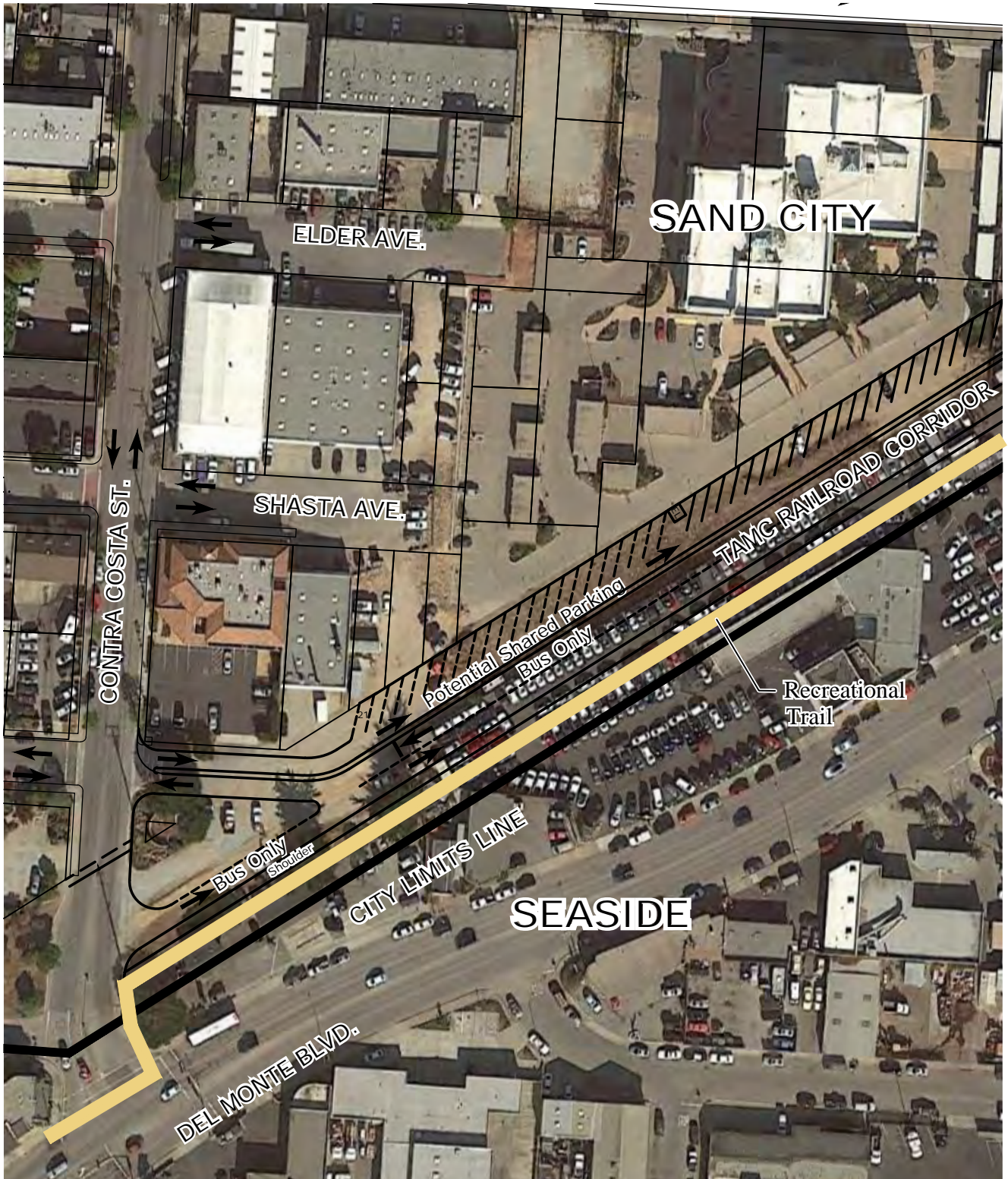
Pros	Cons
<ul style="list-style-type: none"> <li>▪ A signal light controls traffic flow.</li> <li>▪ Deviation from railroad corridor is minor.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Higher traffic volume at this location.</li> <li>▪ Trail likely to be isolated from West End streets by presence of busway, rail, and/or public parking strip.</li> <li>▪ Requires additional coordination with City of Seaside.</li> </ul>

#### *Create a Trail Crossing at the Orange Ave Intersection.*

See Figure 5.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Total traffic volume is lower.</li> <li>▪ Deviation from railroad corridor is minor.</li> <li>▪ Better access from trail to West End streets.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Pattern of crossing traffic is more complicated.</li> <li>▪ Crossing may not be signal controlled.</li> <li>▪ May affect City’s plans for public parking within the railroad right-of-way.</li> </ul>





Source: Google Earth 2018, Monterey County GIS 2020



Recreational Trail

Figure 4



## Create a Trail Crossing at the Del Monte Blvd. Crosswalk





0 110 feet

Recreational Trail

Source: Google Earth 2018, Monterey County GIS 2020

Figure 5

## Create a Trail Crossing at the Orange Ave. Intersection

Sand City Sustainable Transportation Plan



### Central Railroad Corridor



This segment of the railroad corridor, from Contra Costa St. to Tioga Ave., is planned by TAMC for transit use (bus rapid transit in the near-term, and possible rail transit in the long-term). The corridor is 100 feet wide and should also be able to accommodate a trail and public parking in addition to transit. The City has proposed public parking with an extension of Orange Ave. between Contra Costa St. and Holly St. Private business leases currently occupy portions of this segment of the railroad corridor; these leases must be terminated before this segment can be used for transit or trail development.

#### *Develop Corridor Segment with Transit Only.*

See Figure 6.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Off-street transit not subject to traffic delays.</li> <li>▪ Consistent with TAMC planning for Monterey Branch Line.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Does not provide public parking usable for transit.</li> <li>▪ Local pedestrians and bicyclists must use either Del Monte Blvd. or West End streets.</li> <li>▪ Regional pedestrians and bicyclists use trail via Sand Dunes Dr. with gradients.</li> </ul>

#### *Develop Corridor Segment with Transit and Trail.*

See Figure 7.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Off-street transit not subject to traffic delays.</li> <li>▪ Accommodates TAMC planning for Monterey Branch Line.</li> <li>▪ Level alternate local and regional pedestrian and bicyclist route.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Does not provide public parking.</li> <li>▪ Requires TAMC coordination.</li> </ul>



*Develop Corridor Segment with Transit, Trail, and Parking.*

See Figure 8.

<b>Pros</b>	<b>Cons</b>
<ul style="list-style-type: none"><li>▪ Off-street transit not subject to traffic delays.</li><li>▪ Accommodates TAMC planning for Monterey Branch Line.</li><li>▪ Level alternate local and regional pedestrian and bicyclist route.</li><li>▪ Provides public parking.</li></ul>	<ul style="list-style-type: none"><li>▪ All facilities fit within the corridor, but it may be necessary to shift the location of rails within the corridor.</li><li>▪ Requires TAMC coordination.</li></ul>



Source: Google Earth 2018, Monterey County GIS 2020



Figure 6

## Develop Corridor Segment with Transit Only

Sand City Sustainable Transportation Plan







Source: Google Earth 2018, Monterey County GIS 2020



Recreational Trail

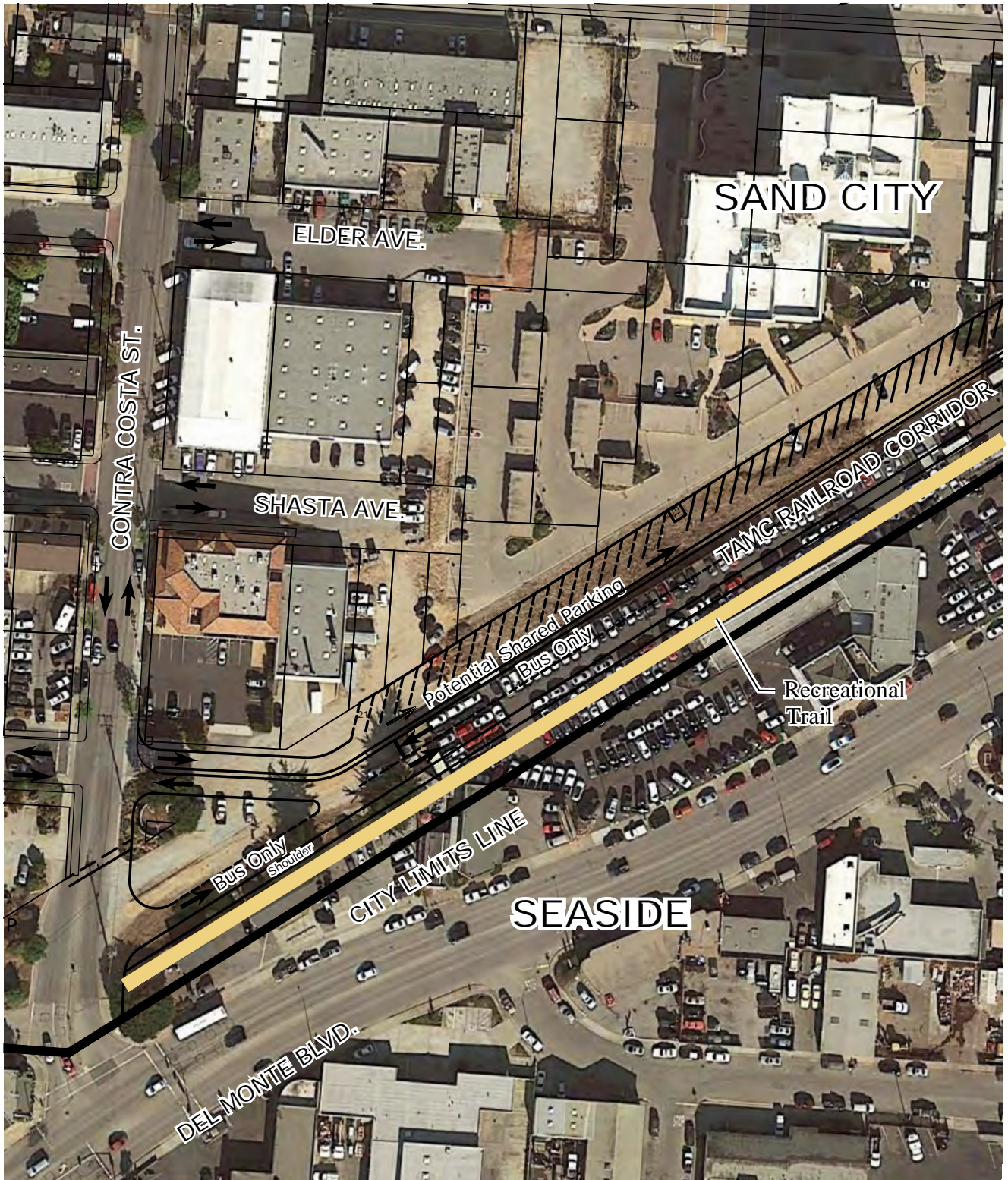
Figure 7

## Develop Corridor Segment with Transit and Trail

Sand City Sustainable Transportation Plan







Source: Google Earth 2018, Monterey County GIS 2020



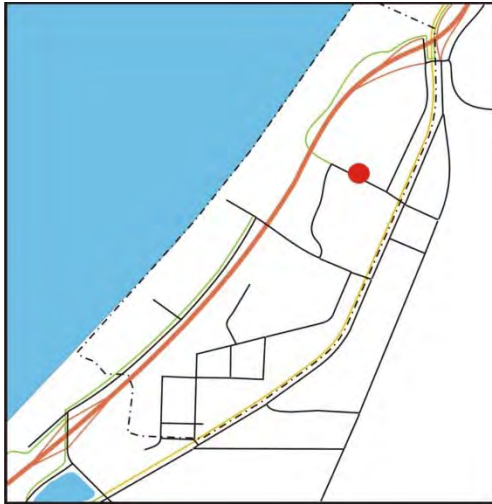
Recreational Trail

Figure 8

## Develop Corridor Segment with Transit, Trail & Parking



## Sand City Transit Center access to Shopping Centers



The Sand City Transit Center is located on Playa Ave. between the two regional shopping centers, but pedestrian access between the transit center and the shopping centers' businesses is incomplete. The Edgewater Shopping Center pedestrian access nearest the transit center includes a stairway, with disabled access on a route from the corner of California Ave. and Playa Ave. Crossing Playa Ave. to the Sand Dollar Shopping Center is difficult with the volume of vehicular traffic on Playa Ave. If TAMC implements the Branch Line bus rapid transit project, a new bus transfer area may be developed

along California Avenue or within the railroad corridor, in the vicinity of Playa Ave.

### *Enhance Existing Playa Avenue Crosswalks for Access to Sand Dollar Shopping Center.*

See Figure 9.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ These crosswalks already exist.</li> <li>▪ Sidewalk within Sand Dollar Shopping Center leads to stores along western edge (former OSH, Marshalls, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Indirect route to McDonalds.</li> <li>▪ No direct pedestrian connection to Costco.</li> </ul>

### *Add New Mid-block Crosswalk for Access to Sand Dollar Shopping Center.*

See Figure 10.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Reduces walking distance and more direct route compared to crossing at California Ave.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Most direct crossing route is in middle of bus stop turn-out, presents safety issue.</li> <li>▪ Crossing at Edgewater Shopping Center driveway needs protection from turning vehicles.</li> <li>▪ No sidewalk within Sand Dollar Shopping Center. A new sidewalk would need to be coordinated with McDonalds' circulation.</li> </ul>

*Add Continuous Sidewalk from Tioga Ave. to Costco Front Entrance.*

See Figure 11.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides pedestrian route.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need to fit between entrance driveway and tire center.</li> <li>▪ Requires agreement of private property owner.</li> </ul>

*Add Continuous Sidewalk access from Playa Ave. to Lucky Front Entrance.*

See Figure 12.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides direct access for disabled.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need to narrow shopping center entrance or rework existing stairway.</li> <li>▪ Need to assure grade change meets ADA – feasibility is unknown.</li> <li>▪ Requires agreement of private property owner.</li> </ul>





Source: Google Earth 2018, Monterey County GIS 2020



0 110 feet

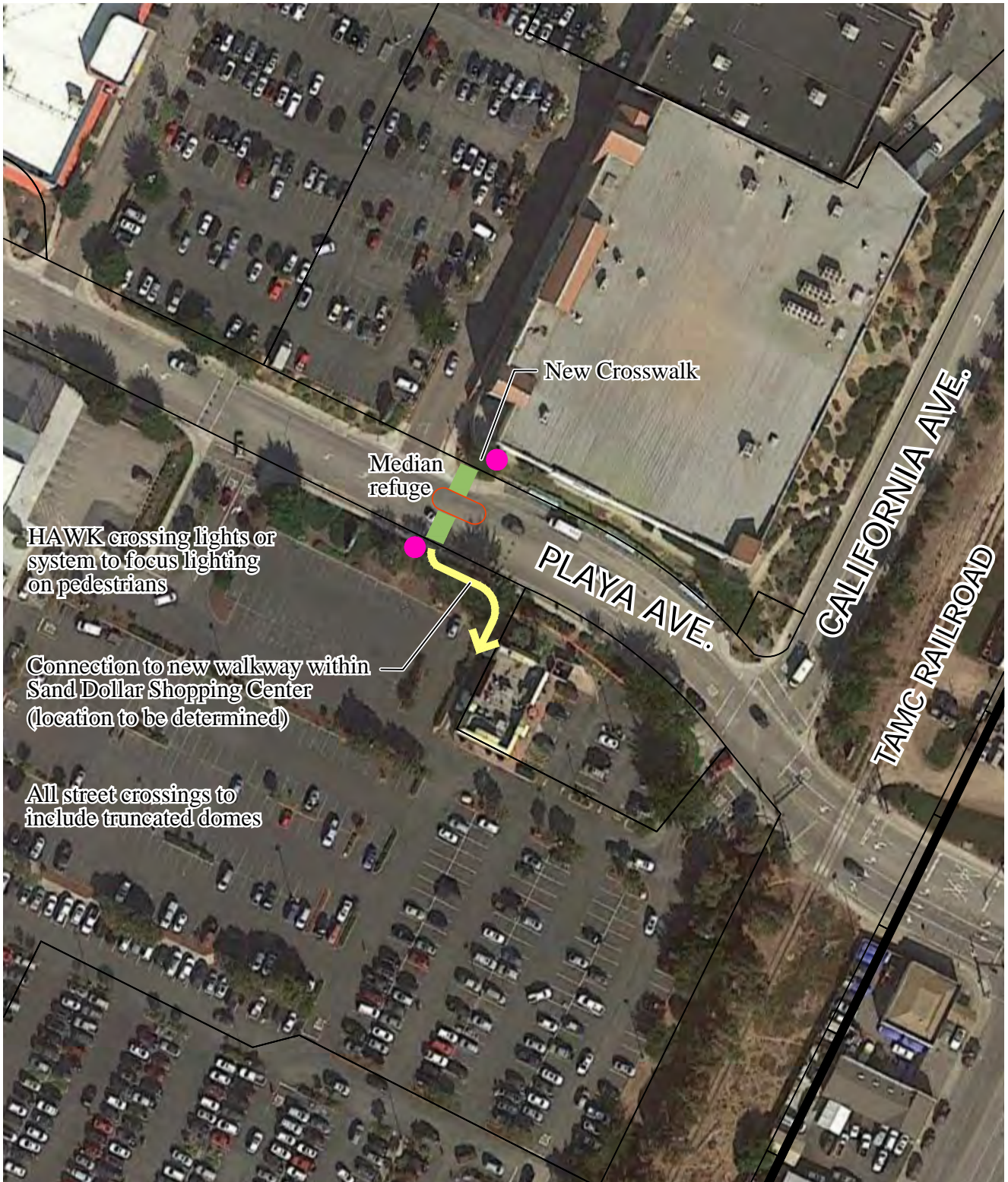
— Crosswalk  
● Signal Light

Figure 9

## Enhance Existing Playa Ave. Crosswalks for Access to Sand Dollar Shopping Center







Source: Google Earth 2018, Monterey County GIS 2020



Figure 10  
 Add New Mid-block Crosswalk for Access  
 to Sand Dollar Shopping Center







Source: Google Earth 2018, Monterey County GIS 2020



0 110 feet

Sidewalk  
 Crosswalk

Figure 11

## Add Continuous Sidewalk From Tioga Ave. to Costco Front Entrance

Sand City Sustainable Transportation Plan







Source: Google Earth 2018, Monterey County GIS 2020



- Existing disabled access route
- Sidewalk
- Crosswalk

Figure 12

## Add Continuous Sidewalk Access from Playa Ave. to Lucky Front Entrance



## Pedestrian Circulation within Sand Dollar and Edgewater Shopping Centers



There is no shopping center pedestrian access from Tioga Ave. at the southwest or California Ave. at the northeast. Internal pedestrian circulation within both shopping centers requires walking in parking lots for considerable distances.

*Add Sidewalk at North Edgewater Shopping Center Entrance.*

See Figure 13.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides access for disabled, and safer access for all pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires agreement of private property owner.</li> <li>▪ Potential need to modify retaining walls.</li> </ul>

*Link Existing Parking Lot Walkways within Sand Dollar Shopping Center (from Marshalls and Costco to Playa Ave. near McDonalds).*

See Figure 14.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides protected pedestrian access to parking spaces and to adjoining streets.</li> <li>▪ Links Playa Ave. to Marshalls and Costco.</li> <li>▪ Completes missing link in pedestrian route between Costco and Playa Ave.</li> </ul>	<ul style="list-style-type: none"> <li>▪ May require parking lot redesign, and/or conversion of standard parking spaces to compact spaces.</li> <li>▪ Requires agreement of private property owner.</li> </ul>

*Link Anchor and Peripheral Businesses in Edgewater Shopping Center with Walkways.*

See Figure 15.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides protected pedestrian access between stores across parking lot expanse.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Indirect route.</li> <li>▪ Requires agreement of private property owner.</li> </ul>

*Use sidewalks on future California Ave. extension to provide pedestrian access to Sand Dollar Shopping Center.*

**Not illustrated.** The City has been working with TAMC to utilize the railroad corridor between Tioga Ave. and Playa Ave. for an extension of California Ave., to provide a continuous right-of-way for California Ave. between Monterey Rd. and Contra Costa St. This option presumes pedestrian access to the Sand Dollar Shopping Center would be provided from the sidewalk along this new segment of California Ave.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides continuous link between existing segments of California Ave.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Indirect for most Sand Dollar Shopping Center businesses.</li> <li>▪ Connections require agreement of private property owner.</li> </ul>





Source: Google Earth 2018, Monterey County GIS 2020





 Sidewalk  
 Crosswalk

Figure 13



## Add Sidewalk at North Edgewater Shopping Center Entrance

Sand City Sustainable Transportation Plan





Source: Google Earth 2018, Monterey County GIS 2020



Figure 14

Link Existing Parking Lot  
Walkways within Sand Dollar Shopping Center







Source: Google Earth 2018, Monterey County GIS 2020

Figure 15

## Link Anchor and Peripheral Businesses in Edgewater Shopping Center with Walkways

Sand City Sustainable Transportation Plan



0 110 feet

Sidewalk



### East Dunes to Tioga Ave./Beach Connection



Informal footpaths between the ends of streets in the East Dunes neighborhood and Tioga Ave. indicate a demand for a pedestrian connection in this area. There is no continuous public right-of-way and these paths cross private property.

*Provide a Bicycle/Pedestrian Pathway within Caltrans Right-of-way.*

See Figure 16.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Continuous right-of-way exists.</li> <li>▪ Trail has a smaller development footprint than a street.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cross-section gradients may require retaining wall.</li> <li>▪ Grade differences require structure to connect to Tioga Avenue bridge.</li> <li>▪ Need to transition Class 1 to Class 2 bicycle facility at bridge.</li> <li>▪ Likely to require incidental take permit and habitat mitigation.</li> <li>▪ Requires Caltrans coordination.</li> <li>▪ Proximity to freeway lanes presents potential safety issue.</li> </ul>

*Provide a Bicycle/Pedestrian Pathway along the Alignment of the Informal Pathway.*

See Figure 17.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Trail has a smaller development footprint than a street.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need to acquire right-of-way from private properties.</li> <li>▪ May need to discourage automobile cut-through traffic.</li> </ul>



	<ul style="list-style-type: none"> <li>▪ Likely to require incidental take permit and habitat mitigation.</li> </ul>
--	--

*Extend Park Ave. or Ocean View Ave. to Connect with Tioga Ave.*

See Figure 18.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Accommodates, automobiles, pedestrians, and bicyclists.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need to acquire right-of-way from private properties.</li> <li>▪ May need to discourage automobile cut-through traffic on residential streets.</li> <li>▪ Likely to require incidental take permit and habitat mitigation.</li> </ul>

*Elevated Pedestrian Bridge over State Route 1*

See Figure 19.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides traffic-free connection for pedestrians, and bicyclists.</li> <li>▪ Bridge between Contra Costa St. and West Bay St. leads directly to existing beach access.</li> <li>▪ Likely minimizes habitat effects.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need to fit landings at each end and address significant grade difference at end of Contra Costa St.</li> <li>▪ Expensive.</li> <li>▪ Requires Caltrans coordination.</li> </ul>



Source: Google Earth 2018, Monterey County GIS 2020



Existing Recreational Trail  
 Recreational Trail

Figure 16

## Provide a Bicycle/Pedestrian Pathway within Caltrans Right-of-way







Source: Google Earth 2018, Monterey County GIS 2020

Figure 17

**Provide a Bicycle/Pedestrian Pathway Along the Alignment of the Informal Pathway**

Sand City Sustainable Transportation Plan



- Existing Recreational Trail
- Recreational Trail







Source: Google Earth 2018, Monterey County GIS 2020



- Existing Recreational Trail
- Potential Future Street Alignment

Figure 18



**Extend Park Ave. or Ocean View to Connect with Tioga Ave.**





Source: Google Earth 2018, Monterey County GIS 2020



█ Bicycle/Pedestrian Bridge

Figure 19



## Elevated State Route 1 Pedestrian Bridge

Sand City Sustainable Transportation Plan

### Seaside High School/Recreation Trail Connections across Del Monte Blvd./California Ave.



Connections between Sand City and Seaside High School, the adjacent residential areas, and the Fort Ord segment of the Monterey Bay Scenic Sanctuary Trail are complicated by the convergence of several major streets and the presence of freeway ramps. The Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line recommends the busway go under this intersection in a tunnel. TAMC has developed a conceptual double roundabout design for this intersection.

*Utilize Transit Tunnel for a Pathway Connection.*

See Figure 20.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Seamless trail crossing of busy intersection using tunnel identified in TAMC plans for bus rapid transit.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Secluded nature of tunnels raises security concerns.</li> <li>▪ May be health issue with fumes in tunnel.</li> <li>▪ Indirect routing for City of Seaside connection.</li> <li>▪ Requires Caltrans and TAMC coordination.</li> <li>▪ Feasibility of tunnel development is uncertain.</li> </ul>

*Elevated Bicycle/Pedestrian Bridges over Monterey Rd. and/or Fremont Blvd.*

See Figure 21.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Seamless trail crossings of busy intersections/streets.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Expensive.</li> <li>▪ May not be adequate distance to land north end beneath freeway overhead, while meeting ADA slopes.</li> <li>▪ Indirect routing for City of Seaside connection.</li> <li>▪ Requires Caltrans, TAMC and/or City of Seaside coordination.</li> <li>▪ Limited room for west landing of bridge over Fremont Blvd.</li> </ul>

*Enhance Existing Crosswalks at Monterey Rd. and Del Monte Blvd.*

See Figure 22.

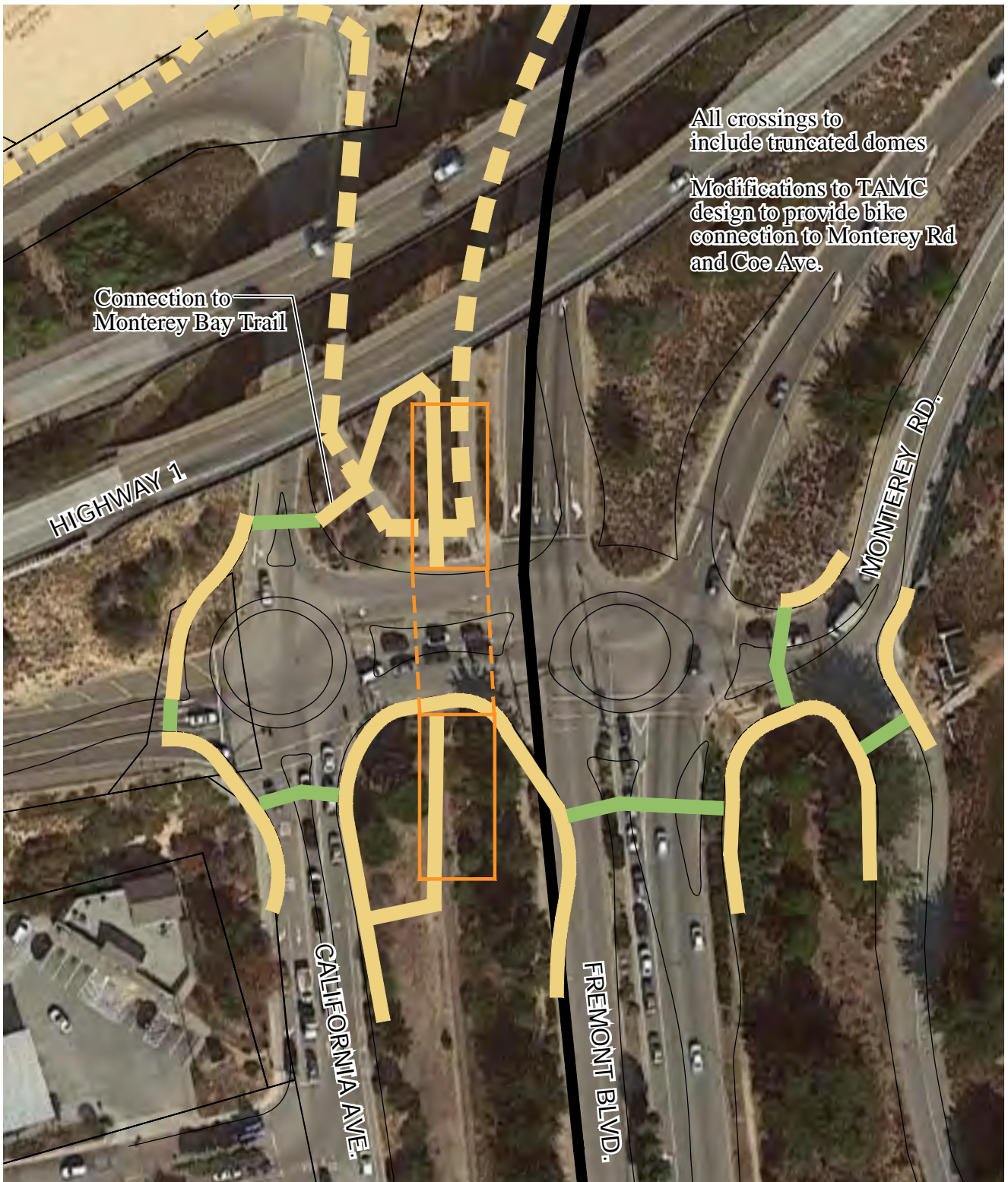
Pros	Cons
<ul style="list-style-type: none"> <li>▪ Existing roadway requires minimal development.</li> <li>▪ Provides interim improvement.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Multiple traffic lane crossings of busy streets.</li> <li>▪ Requires City of Seaside coordination.</li> </ul>

*Design Bicycle and Pedestrian Routes into Double Roundabout.*

See Figure 23.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides permanent connections to City of Seaside and Fort Ord Dunes State Park.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Long horizon for completion.</li> <li>▪ Multiple traffic lane crossings.</li> <li>▪ Requires Caltrans, TAMC, and City of Seaside coordination.</li> </ul>





Source: Google Earth 2018, Monterey County GIS 2020



0 85 feet



Transit Tunnel



Crosswalk



Sidewalk



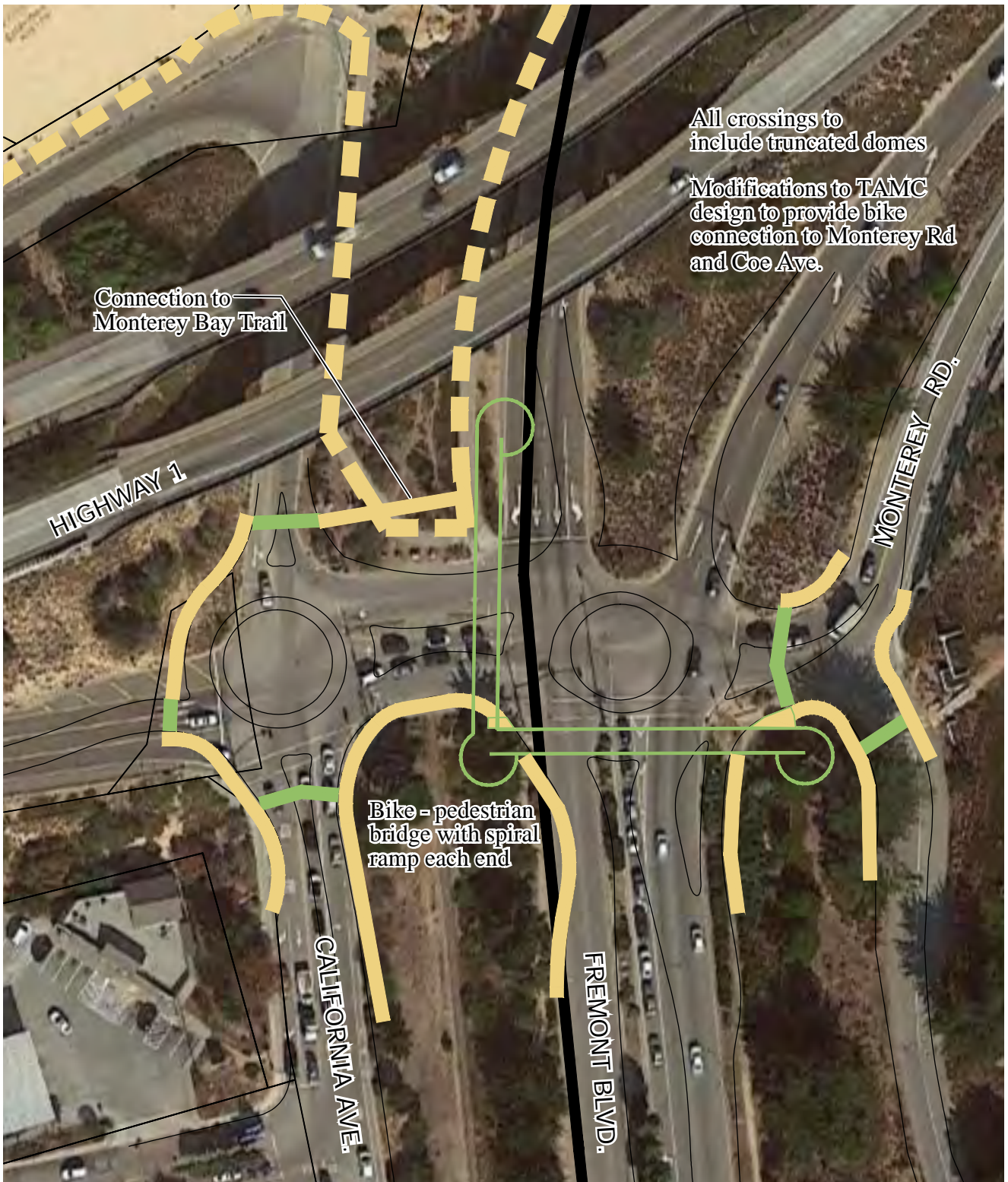
Existing Recreational Trail

Figure 20



## Utilize Transit Tunnel for a Pathway Connection





Source: Google Earth 2018, Monterey County GIS 2020



- Crosswalk
- Sidewalk
- Existing Recreational Trail

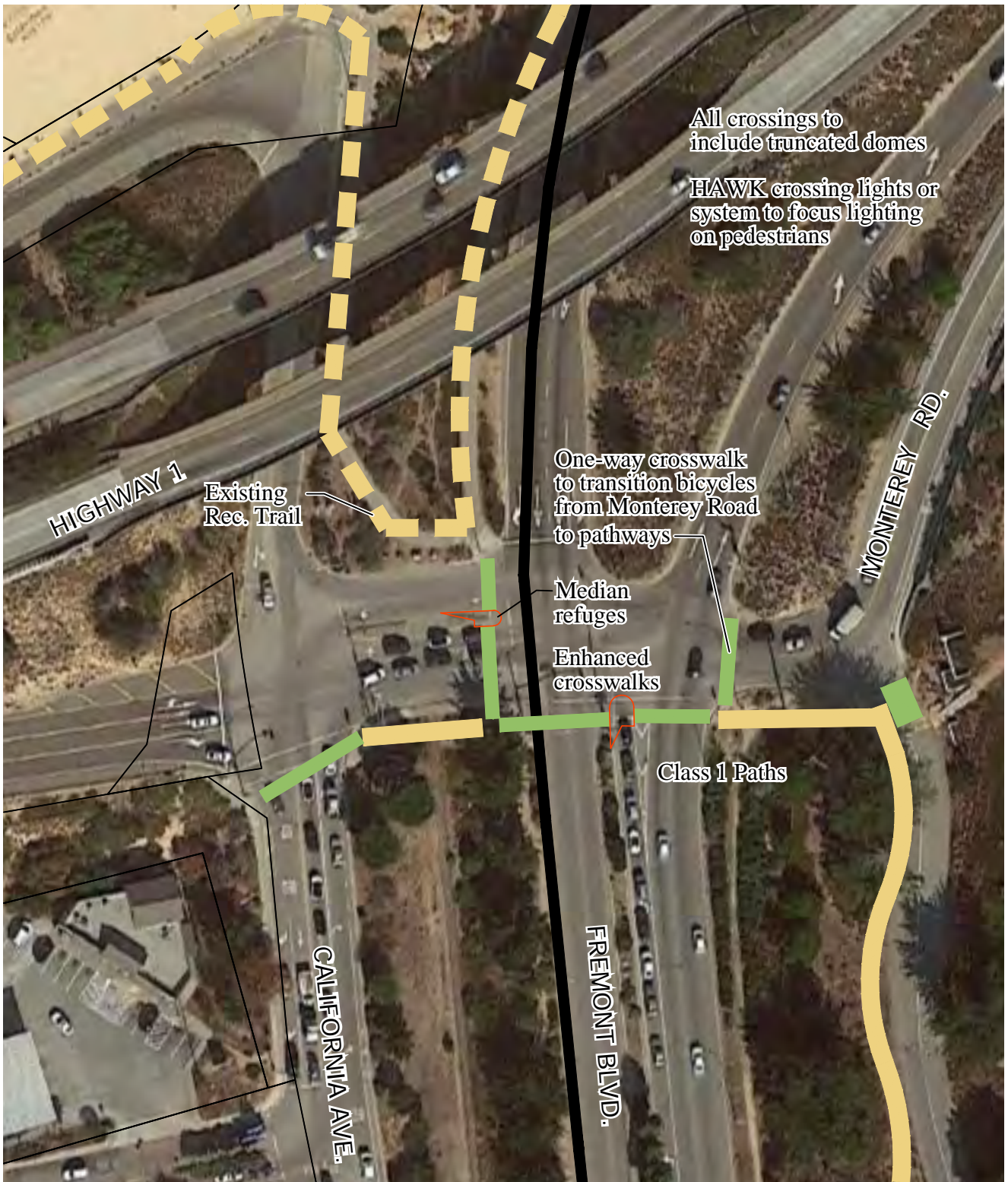
Figure 21

## Elevated Bicycle/Pedestrian Bridge over Monterey Rd. and/or Fremont Blvd.

Sand City Sustainable Transportation Plan







Source: Google Earth 2018, Monterey County GIS 2020

Figure 22

## Enhance Existing Crosswalks at Monterey Road and Fremont Blvd.

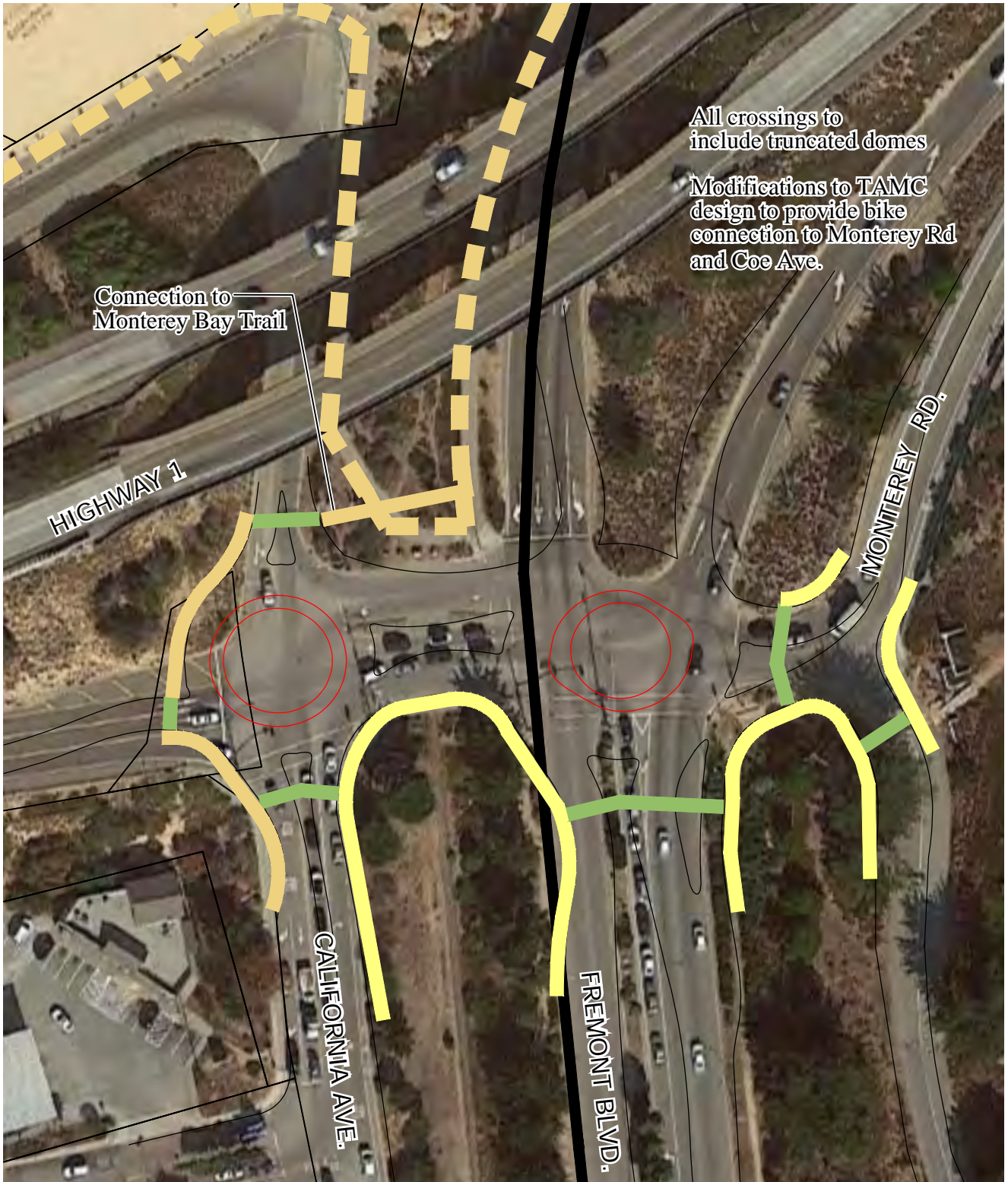
Sand City Sustainable Transportation Plan



- Sidewalk
- Crosswalk
- Existing Recreational Trail







All crossings to include truncated domes  
 Modifications to TAMC design to provide bike connection to Monterey Rd and Coe Ave.

Connection to Monterey Bay Trail

HIGHWAY 1

MONTEREY RD.

CALIFORNIA AVE.

FREMONT BLVD.

Source: Google Earth 2018, Monterey County GIS 2020



- Recreational Trail
- Crosswalk
- Existing Recreational Trail
- Sidewalk

Figure 23



## Design Bicycle/Pedestrian Routes into Double Roundabout

### Monterey Bay Sanctuary Scenic Trail Interim Alignment on Tioga Ave. and Metz Rd.



The Monterey Bay Sanctuary Scenic Trail is currently constructed from Lover’s Point in Pacific Grove to north of Marina, with the exception of a gap between Sand Dunes Drive and Playa Ave. The interim Class 2 route uses Metz Road at the back of the Sand Dollar Shopping Center and a segment of Tioga Ave. Aside from a couple of route signs, there are no formal improvements for this interim connection.

#### Create Class 1 Pathway on Tioga Ave.

See Figure 24.

Pros	Cons
<ul style="list-style-type: none"> <li>Minimizes traffic crossings if on north side of Tioga Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Northbound bicyclist may require crossing intersection from unexpected direction.</li> <li>Requires Caltrans coordination.</li> </ul>

#### Create Class 1 Pathway on Metz Rd.

See Figure 25.

Pros	Cons
<ul style="list-style-type: none"> <li>If located on west side of Metz Rd. and combined with Class 1 on north side of Tioga Ave. eliminates street crossings.</li> </ul>	<ul style="list-style-type: none"> <li>Private property.</li> <li>Increased parking conflicts if on west side of Metz Rd.</li> <li>Increased driveway conflicts if on east side of Metz Rd.</li> <li>May not be adequate room for two traffic lanes, Class 1 path, and habitat preserve/retaining wall.</li> </ul>

*Stripe Class 2 Bicycle Lanes on Tioga Ave.*

See Figure 26.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Maintains conventional turning movements.</li> <li>▪ Clarifies route.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Northbound cyclists continue to make left turns to cross Sand Dunes Dr. and turn onto Metz Rd.</li> <li>▪ Requires Caltrans coordination.</li> </ul>

*Improve signage.*

**Not illustrated.** As noted, there are only a couple of route signs indicating turns onto and off of Tioga Ave, and Metz Road. This option would provide for signage that more clearly marks the route, either on the existing streets as they exist, or in conjunction with the infrastructure improvement options described above.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Eliminates confusion.</li> <li>▪ Low cost.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Does not address other issues.</li> </ul>





Source: Google Earth 2018, Monterey County GIS 2020



Figure 24



Create Class 1 Pathway on Tioga Avenue





Source: Google Earth 2018, Monterey County GIS 2020



- Recreational Trail
- Existing Recreational Trail
- Crosswalk

Figure 25

Create Class 1 Pathway on Metz Road







Source: Google Earth 2018, Monterey County GIS 2020

Figure 26

### Stripe Class 2 Bicycle Lanes on Tioga Avenue



- Recreational Trail
- Existing Recreational Trail
- Class 2 Bike Lanes
- Crosswalk



### ADA Route between lower West End and California Ave. / East Dunes



A lack of continuous sidewalks combined with steep grades on several blocks make access between the lower areas of the West End, City Hall/Calabrese Park, and the East Dunes difficult or impossible for the disabled.

#### *Establish ADA-compliant Route on Contra Costa St. and California Ave.*

See Figure 27.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Ties in with planned public improvement of Contra Costa St from railroad right-of-way to Redwood Ave.</li> <li>▪ Second most direct route for West End.</li> </ul>	<ul style="list-style-type: none"> <li>▪ One utility pole on west side of California Ave. requires moving, or sidewalk expanding.</li> <li>▪ Both sides of California Ave. have long driveway cuts.</li> </ul>

#### *Construct ADA compliant sidewalk on Hickory St. between Redwood Ave. and California Ave.*

**Not illustrated.** This block of Hickory St. was reconstructed by the City several years ago, but an accessible sidewalk could not be included due to the steep grades and minimal right-of-way width.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Most direct route.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Very steep grade.</li> <li>▪ Recent sidewalk improvements were unable to provide a reduced grade.</li> </ul>

#### *Construct ADA accessible sidewalk on Holly St. between Dias Ave. and California Ave.*

**Not illustrated.** This block of Holly St. is steepest just before the intersection with California Ave. Private development adjacent to the right-of-way constrains construction of a switch-back sidewalk that may be necessary to keep grades at no greater than 5 percent.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Grade is short and not extremely steep.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Very limited space for switchbacks to reduce grade.</li> <li>▪ Utility pole on California Ave. opposite Holly St. requires moving or sidewalk expanding.</li> <li>▪ Cars park across sidewalk on California Ave. near Pendergrass Way.</li> <li>▪ No sidewalk on east side of California Ave.</li> <li>▪ Least direct route for most of West End.</li> </ul>

*Construct ADA-accessible Pathway from City Hall through Calabrese Park.*

See Figure 28.

Pros	Cons
<ul style="list-style-type: none"> <li>▪ Provides additional access within park.</li> <li>▪ Provides reasonable grade pathway from City Hall to East Dunes residential neighborhood.</li> </ul>	<ul style="list-style-type: none"> <li>▪ May require design changes within park.</li> <li>▪ Need to address steep gradients through switchback.</li> </ul>





Source: Google Earth 2018, Monterey County GIS 2020

Figure 27

Establish ADA-Accessible Route on Contra Costa St. and California Ave.



- Sidewalk
- Crosswalk







Source: Google Earth 2018, Monterey County GIS 2020

Figure 28

### Construct ADA-accessible Pathway from City Hall through Calabrese Park

Sand City Sustainable Transportation Plan



0 65 feet

- Sidewalk
- Proposed ADA sidewalk



Additional specific and general locations were identified as impeding pedestrian, bicycle, or disabled access, but generally require standard improvements, such as completion of gaps in sidewalks, or removal of barriers. Therefore, these needs are noted here, but no conceptual illustrations are provided.

### **Sand City Entrances from City of Seaside / Del Monte Blvd.**

Contra Costa St., Playa Ave., and Tioga Ave. provide access from Del Monte Blvd. into Sand City. These streets have sidewalk gaps that affect pedestrians generally, and disabled persons in particular.

### **West End Through Route for Pedestrians and Bicyclists**

While a trail on the railroad corridor may eventually provide a bicycle and pedestrian connection through the West End, as the safest and most direct route, suitable street routes should provide through assess on an interim basis, and local access to the West End businesses and residences on a permanent basis. The Vibrancy Plan included recommendations for priority bicycle and pedestrian routes in the West End.

### **Del Monte Blvd. Midpoint Connection**

An informal pedestrian pathway over vacant private property and the railroad corridor near the Tesla and the Sand Dollar Shopping Center demonstrates a demand for a pedestrian connection in this area. The informal pathway crosses private property that does not contain structures. When sidewalks are completed on Tioga Ave. there will be a reasonable alternative on City streets. A new connection to Del Monte Blvd. would be beneficial, but would require private property acquisition.

### **General Intersection Crossing and Sidewalk Improvements**

Numerous streets within the West End have sidewalk gaps, are completely lacking sidewalks, or have barriers to access within the sidewalk (e.g., utility poles). Some intersections lack ramps or do not meet current ADA standards. The City has already completed some of these necessary improvements, and has plans to address other locations as funding becomes available. When funding becomes available, the City considers those locations with the greatest need, as priority areas. The Vibrancy Plan included recommendations for priority bicycle and pedestrian routes in the West End. Many of these locations are identified in the Existing Conditions Report or in comments from the walking tour.

### **Bicycle Parking**

The City is in need of additional bicycle parking in many areas. Existing bicycle parking locations are shown in the Existing Conditions Report.

