SECOND DRAFT PLAN

Sand City Sustainable Transportation Plan

November 10, 2021

Prepared by

EMC Planning Group

SAND CITY
SUSTAINABLE TRANSPORTATION PLAN
SECON DRAFT PLAN

PREPARED FOR

SAND CITY COMMUNITY DEVELOPMENT DEPARTMENT

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1.0
INTRODUCTION

The City of Sand City covers about 347 acres of land, situated adjacent to the City of Seaside and a short distance northeast of the City of Monterey, with about 1.5 miles of Monterey Bay shoreline. Sand City's population is about 380 persons, but the City's businesses attract about 10,000 workers and shoppers daily. The State Route 1 freeway, the former Union Pacific Railroad line, and the California Coastal Trail pass through the City. Figure 1-1, Sand City Overview Map, shows the City in context with adjoining areas.

In the past several decades, the City has seen a remarkable evolution from a center for heavy industry, including coastal sand mining, to a progressive and sustainable mixed-use community. The City sees its future as one of continued economic growth and business development, while also establishing itself as a walkable residential community. A variety of physical constraints and lack of suitable infrastructure currently inhibit the City's connectivity, and constrain its full potential prosperity. The Sustainable Transportation Plan was developed to help the City address shortcomings for pedestrian, bicycle, transit and disabled person's access and to help achieve the City's transportation, environmental, and economic goals by moving toward a more balanced transportation network.

The Sustainable Transportation Plan identifies specific needs, proposes a range of potential solutions, selects the best options to achieve a balanced transportation network, and prioritizes improvements. Many of the identified improvements will require coordination with Caltrans, the Transportation Agency for Monterey County (TAMC), the City of Seaside, and/or private property owners. The Sustainable Transportation Plan presents a summary of the existing conditions, public and stakeholder outreach, options considered, strategy details, and recommendations.

1.1 Background

State Policy Context

The California Transportation Plan 2040 establishes sustainability as a key part of the State's transportation vision:

California's transportation system is safe, sustainable, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity. The California Transportation Plan 2040 also sets forth the following six goals:

- Improve Multimodal Mobility and Accessibility for All People
- Preserve the Multimodal Transportation System
- Support a Vibrant Economy
- Improve Public Safety and Security
- Foster Livable and Healthy Communities and Promote Social Equity
- Practice Environmental Stewardship

Toward an Active California - State Bicycle and Pedestrian Plan seeks to fulfill the six goals laid out in the California Transportation Plan 2040 and offers the following vision:

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs. Sand City's Sustainable Transportation Plan implements the California Transportation Plan 2040 and Toward an Active California at the local level.

City Policy Context

With adoption of the *City of Sand City General Plan 2002-2017,* the City's vision shifted away from the resource extraction, industrial, and heavy commercial uses that had historically existed, toward a mixed-use community with retail, artists, and housing. This shift recognized a trend in land use that had already been in progress at the time the General Plan was adopted.

The General Plan establishes a vision of a "new millennium" community that features a mix of small- and medium-sized shops, low-impact manufacturing, restaurants, offices, artist spaces, and medium-density residences within the West End District and South of Tioga districts.

Cultural activities, markets, and festivals are envisioned to bring life to the area. Beautified streetscapes would make walking within the area enjoyable.

Source: ESRI 2019

Figure 1-1

Sand City Overview Map

Sand City Sustainable Transportation Plan

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The General Plan lays out a series of themes aimed at achieving the City's vision. First among these is economic vitality, as the City diversifies from an industry-based economy. This transition includes redevelopment of the former sand processing operations north of Tioga Avenue into regional shopping centers, development of coastal resorts, and redevelopment of the West End District and South of Tioga districts. The General Plan sees re-development of the older areas of the City as an opportunity to improve the circulation system and other infrastructure.

The following Sand City General Plan goals and policies are relevant to the Sustainable Transportation Plan.

Goal 2.2 Create pedestrian-oriented streets in the Old Town district.

Policy 2.2.1 Work toward the development of a unified streetscape with landscape, pedestrian amenities, and appropriate directional signage throughout the Old Town district.

Goal 3.1 Enhance and maintain the Sand City street and highway system to promote the safe and efficient movement of vehicles throughout the city

Policy 3.1.5 Pursue the development of a new vehicular and/or pedestrian linkage between the Old Town and South of Tioga Coastal districts, as well as pedestrian and aesthetic enhancements to existing coastal linkages at the Tioga Avenue overcrossing and Playa Avenue underpass.

Goal 3.2 Ensure that the development and maintenance of the street system in Sand City is consistent with the land use policy and other community goals.

Policy 3.2.5 All streets, pedestrian paths and bike paths should be part of a fully-connected system of interesting routes to all city destinations. The design of these routes should encourage pedestrian and bicycle use and should be defined by landscaping and energy-efficient lighting.

Goal 3.4 Reduce traffic congestion by the integrated use of alternative transportation modes and encourage use of same.

Policy 3.4.2 Pursue public transit, ride sharing, carpooling, bicycle and pedestrian access, park-and-ride facilities, and other transportation demand management strategies as preferred alternatives over transportation construction projects where feasible. Bicycle and pedestrian facilities should be provided as part of construction of, or improvements to, all major roadways where feasible.

Goal 3.7 Encourage the use of bicycling as an alternative mode of transportation.

Policy 3.7.2 Include bicycle and pedestrian facilities within any new connection between the southeast portion of the city and the South of Tioga Coastal district or improvement projects involving the Tioga Avenue overpass and Playa Avenue undercrossing.

Policy 3.7.3 A complete, integrated program for future rail, bike lanes, sidewalks and boardwalks, parking and shuttle service should be pursued by the City to connect all districts with the coastal area and to transport visitors to the beach.

Goal 3.8 Maximize opportunities to incorporate attractive pedestrian oriented features throughout Sand City.

Policy 3.8.1 Integrate pedestrian facilities in all road improvement and construction projects; where feasible.

Goal 3.9 Encourage the reestablishment of railroad service both as an alternative mode of transportation and as a stimulus to tourism.

Policy 3.9.1 Actively participate in the re-establishment of railroad service form San Francisco to Seaside, as proposed by the TAMC.

Policy 3.9.2 Pursue development of a recreational trail within the existing rail corridor through Sand City.

Policy 3.9.3 Extend Sand City shuttle service to the Seaside train depot as soon as resort development has been established.

Study Process

The Sustainable Transportation Plan is the result of a two-year process that studied the issues that inhibit pedestrian, bicycle, transit, and mobility challenged access within the City, and explored a number of potential solutions. The Sustainable Transportation Plan was developed with input from the public, technical advisors, and City staff, as well as Caltrans, which sponsored the effort through a Sustainable Communities grant.

1.2 Plan Organization

Following this introduction, there are chapters that present the existing conditions within and near the City, summarize the public input and options development process, present strategies to improve conditions, and make specific recommendations for improvements and prioritization.

2.0
EXISTING CONDITIONS FINDINGS

2.1 Summary of Findings

A legacy of the City's industrial past is a street network that in many places lacks sidewalks and accommodation for mobility-challenged persons. Bicycle lanes and parking are likewise absent for the most part. State Route 1 presents a barrier between the City's developed areas and its beach. When the regional shopping centers were built in the 1990s complete pedestrian connections were not provided. The railroad corridor both isolates Sand City from Seaside, and presents an opportunity for a bicycle – pedestrian way through the City's core, with the potential for connections to the City of Monterey and Fort Ord State Park. The Monterey Bay Sanctuary Scenic Trail passes through the City's coastal area, but is mostly separated from the City's oldest and most residentially populated West End District; and there is a "missing link" that requires a detour onto City streets. The City hosts a regional bus transit center; however, local pedestrian connections to transit needs improvement. The City has made pedestrian, disabled, and bicycle improvements over the past 30 years, but many needs remain to be addressed.

2.2 Transit

Background and Local Policy

The Monterey Branch rail line runs along the eastern edge of Sand City within a 100-foot-wide corridor. The Southern Pacific Railroad began standard-gauge rail service on the Monterey Branch Line in 1880, following eight years of narrow-gauge service by the Monterey and Salinas Valley Rail Road Company. Passenger service ended in 1971 and freight service beyond the Sand City sand mines ended in 1979 (Santa Cruz Trains 2020). The Southern Pacific Railroad merged into the Union Pacific Railroad in 1996, and the Transportation Agency for Monterey County purchased the branch rail line in 2003. Resumption of rail service was planned in the Regional Transportation Plan through 2014; however, the 2018 Regional Transportation Plan does not include immediate plans for rail use of the Monterey Branch Line (Transportation Agency for Monterey County 2005, 2010, 2014, 2018).

The *Final Project Report Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line* ("Bus Study") was completed in June 2018, concurrently with the 2018 Regional Transportation Plan. The Bus Study considered eight alternatives on or parallel to State Route 1 in Monterey County and concluded that the most cost-effective plan was to use the Monterey Branch

Line for rapid bus service. Based on the Bus Study results, the Transportation Agency for Monterey County (TAMC) is now proposing to use the Monterey Branch Line from Marina to Sand City as part of the Salinas to Monterey rapid bus line. Preliminary plans call for using the railroad corridor for southbound bus service in the morning and northbound bus service in the afternoon, with busses entering and exiting the railroad corridor at Monterey Road near California Avenue (Monterey Salinas Transit and Santa Cruz County Metro 2018).

Current Conditions

Monterey Salinas Transit provides bus service in Monterey County and Sand City. The bus routes serving Sand City use the northern segment of California Avenue and Playa Avenue within the City, and Del Monte Avenue and Fremont Boulevard in the City of Seaside. The Sand City Station is located on Playa Avenue, between the City's two regional shopping centers. The Sand City Station serves 13 bus routes. One of these routes stops on California Avenue, three of these routes stop on Del Monte Avenue, and several stop on Fremont Boulevard. There are three routes that come from and return to State Route 1, stopping only at the Sand City Station. These are the only bus stops within Sand City. Figure 2-1, Map of Current Sand City Bus Service, shows the locations of bus routes and stops within and near Sand City. Table 2-1, Current Sand City Bus Service, provides a summary of routes, frequency, and destinations. Note that with proposed, but not yet adopted, comprehensive route changes, six Monterey Salinas Transit routes would serve the Sand City Station. In addition, Monterey Salinas Transit operates on-demand paratransit services, and special bus services to major events, including the West End Celebration.

Table 2-1 2020 Current Sand City Bus Service

Route, Type, and Destinations			Weekdays	Weekends	Notes
8	Local	Sand City - Ryan Ranch	5	0	
11	Local	Sand City - Carmel	6	0	
18	Regional	Monterey - Marina	32	25	
19	Local	CSUMB – Del Monte Center	8 (Fri only)	8 Sat; 6 Sun	Weekend shopping
20	Regional	Monterey – Salinas	48	34	
55	Regional	Monterey – San Jose	4	6	Amtrak thruway service
75	Local	Presidio – Marshall Park	10	0	
78	Regional	Presidio – Santa Cruz	0	4	
91	Local	Sand City – Pacific Meadows	4	4	
94	Local	Sand City – Carmel	8	8	Discounted senior shuttle
A/B	Local	Sand City -- Aquarium	41	35 Sat; 26 Sun	
DRO	Local	Sand City – Del Rey Oaks	4	0	

SOURCE: Monterey Salinas Transit 2020 (https://mst.org/maps-schedules/route-list/ accessed March 10, 2020)

NOTE: When Sand City is terminus for round-trips, only departures have been counted. Service was limited on some routes as a result of the pandemic. Monterey Salinas Transit is reviewing and revising routes, and has advised the City that the six routes are likely to serve Sand City in the future.

Figure 2-1

Map of Current Sand City Bus Service

Sand City Sustainable Transportation Plan

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2-3 Bicycle and Pedestrian Connectivity and Safety

Background and Local Policy

The Monterey Bay Sanctuary Scenic Trail, which is planned to extend from Santa Cruz to Pacific Grove, passes through Sand City. Better known as the Rec Trail in Monterey, this paved multi-use Class I trail was first conceived in the mid-1970s, and the first segment was completed in 1980. By the late 1980s the trail was completed from Pacific Grove to State Route 218.

There was considerable debate regarding the alignment of the Monterey Bay Sanctuary Scenic Trail through Sand City. *The Monterey Peninsula Recreation Trail: Seaside-Sand City Alignment Study* was prepared for the Coastal Conservancy in October 1988. This study showed two feasible alternative alignments for the coastal trail: one continuing along the railroad corridor and one to the seaward side of State Route 1. On September 15, 1988, the Sand City Council passed Resolution SC-23 determining that the bike path should be located within the railroad corridor, with Sand Dunes Drive to be considered as an alternate. On April 17, 1990, the Sand City Council Resolution SC-18 rescinded Resolution SC-23, directing staff to continue study of the Sand Dunes Drive alignment and purchase of the railroad right-of-way (California Coastal Commission 1990). The Sand Dunes Drive/ Eolian Dunes alignment was constructed in the mid-1990s, except for a "missing link" between Tioga Avenue and Playa Avenue, that has yet to be completed. This missing segment would be constructed as a part of the King Ventures resort project, which was approved by the City in December 2013, but has been in appeal with the Coastal Commission ever since.

The *Sand City General Plan 2002 – 2017* ("2002 General Plan") Figure 3-3, Bikeways, shows Class II bicycle lanes on California Avenue (continuous from Monterey Road to Contra Costa Street), Contra Costa Street, Tioga Avenue, Playa Avenue, and Metz Road. A Class I bicycle path is shown along Sand Dunes Drive and connecting to the pathway along State Route 1 at Fort Ord Dunes State Park, and two Class I bicycle paths entering the Edgewater Shopping Center from California Avenue near Monterey Road. Policy 3.9.2 calls for the City to pursue development of a recreational trail within the railroad corridor.

The 2002 General Plan proposes a pedestrian crossing of State Route 1 at the end of Contra Costa Street. *The West End Sand City Urban Design and Parking Implementation Plan* (2004) briefly identifies the need for a pedestrian connection to the Coastal Trail, and shows a pedestrian bridge over State Route 1 at the end of Catalina Street. The Sand City Vibrancy Plan included both of those options, as well as a third optional pedestrian bridge location near Calabrese Park, and the concept of a trail connection to the existing Tioga Avenue bridge.

Sand City adopted its Bikeway Master Plan Bicycle Transportation Plan on June 5, 2001. The bicycle transportation plan meets the requirements of California Streets and Highways Code section 891.2. Planned bicycle facility improvements in the Bicycle Transportation Plan are completion of the Class I trail between Tioga Avenue and Playa Avenue, development of a Class I trail along the railroad corridor, and signing of Class III routes on Tioga Avenue, the West End District, and missing segments of California Avenue and Contra Costa Street.

The Sand City Vibrancy Plan recommended a pedestrian route and a bicycle route through the City's West End District, as well as the creation of a greenway and trail within the railroad corridor connecting State Route 218 and Fort Ord Dunes State Park. The recommended pedestrian route included a trail connection between City Hall and Tioga Avenue.

The *Monterey Bay Sanctuary Scenic Trail Master Plan* was adopted in July 2007. The Sand Dunes Drive alignment is the principal bike route through Sand City, but the Master Plan recommends that a pathway be included in the railroad corridor, if feasible, to provide a good access route to the scenic trail and provide an opportunity for environmental enhancements. The City of Seaside Parks, Recreation, and Community Services Plan also shows a trail along the railroad corridor, identified as Trail T-5 in Table 29 on page 81.

The *2018 Monterey County Active Transportation Plan* ("Active Transportation Plan") was adopted by the Transportation Agency for Monterey County in June 2018. This plan shows Class I trail extensions in two locations between Tioga Avenue and Playa Avenue: an extension of the Sand Dunes Drive path and a path along the railroad corridor to connect the southern and northern segments of California Avenue. Sand City's top-ranked bicycle improvement in the Active Transportation Plan is the addition of bicycle lanes on Playa Avenue from Metz Road into Seaside; this project is ranked 12th priority county-wide. The Class I trail along the railroad corridor is ranked 16th county-wide.

The Active Transportation Plan section for the City of Seaside includes public input that pedestrian and bicyclist connectivity improvements are needed between Fremont Boulevard and the Monterey Bay Sanctuary Scenic Trail (at Fort Ord Dunes State Park), a comment that equally applies to the connection from California Avenue in Sand City to the trail. The Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan ("Walk Bike to School Plan") identified this location as a problem for access to Seaside High School. The Active Transportation Plan ranked improvements to this location at 20th priority in Seaside and 260th priority county-wide, with an estimated cost of $402,000. The Walk Bike to School Plan defers improvements at this location to a future not-yet-defined intersection improvement project. At least two designs for this intersection have been proposed, most recently a linked pair of roundabouts. *The Regional Pedestrian and Bicyclist Wayfinding Plan for Monterey County* provides county-wide coordination of route signing, including the Monterey Bay Sanctuary Scenic Trail through Sand City.

Current Conditions

The Monterey Bay Sanctuary Scenic Trail is mostly complete through Sand City, with the exception of the segment between Tioga Avenue and Playa Avenue, where it follows Metz Road along the back side of the Sand Dollar Shopping Center. The completed portions follow Sand Dunes Drive south of Tioga Avenue and within the Eolian Dunes Regional Preserve north of Playa Avenue. At the north end of the City, this trail joins the Class I bicycle path along State Route 1, and a parallel trail on the former Beach Range Road through Fort Ord Dunes State Park.

A Class I spur of the Monterey Bay Sanctuary Scenic Trail follows the Union Pacific railroad corridor parallel to Del Monte Boulevard between Roberts Road and State Route 218 (Canyon del Rey Boulevard), within the City of Seaside. There is also a Class 1 segment within the Roberts Lake parking area that links to the Coastal Trail.

There are Class II bicycle lanes on California Avenue from Monterey Road to Playa Avenue; on Playa Avenue from California Avenue to Metz Road; and on Metz Road from Playa Avenue to Tioga Avenue. Metz Road is a private street that is functionally a part of the City's street network. The City of Seaside has recently added Class II bicycle lanes on Del Monte Avenue between Canyon del Rey Boulevard and Broadway Avenue, and on Broadway Avenue between Del Monte Boulevard and Fremont Boulevard.

Bicycle racks are located in multiple locations within the two regional shopping centers. There are also bicycle racks at The Independent mixed-use development and between City Hall and Calabrese Park.

Figure 2-2, Map of Existing Bicycle Facilities, shows the location of the existing Class I and Class II bicycle facilities and bicycle racks in and near Sand City.

Most streets in the City have incomplete sidewalks. Frequently, cars and trucks park across the sidewalk in front of buildings, because the buildings are close to the street right-of-way, leaving inadequate space for both parking and sidewalks.

The regional shopping centers have sidewalks directly in front of the buildings, but these do not all connect to the sidewalks at other groups of buildings or to sidewalks along nearby streets.

In a couple of places, trails take the place of traditional sidewalks, or provide connections where no street exists. Along Sand Dunes Drive there is no sidewalk, but the Monterey Bay Sanctuary Scenic Trail serves as the pedestrian facility. Likewise, this trail provides a pedestrian connection through the Eolian Dunes Regional Preserve between Playa Avenue and Monterey Road.

In the past ten years the City completed missing sidewalks along Tioga Avenue and Hickory Street, and has developed plans to complete sidewalks on Contra Costa Street and Catalina Street. Figure 2-3, Map of Existing Sidewalks and Barriers, shows the locations of sidewalks, gaps in the sidewalk system, and locations with inadequate wheelchair ramps.

2.4 Challenged Mobility

Background and Policy

The Americans with Disabilities Act (ADA) was passed in 1990, and establishes design criteria for disabled persons' access. Other than ingress and egress from parking spaces to building entrances, the ADA does not address outdoor access such as sidewalks, although draft guidance has been developed. The Sand City Vibrancy Plan includes a recommended disabled route network to avoid hills between the lower portions of the City near the railroad corridor, and the higher elevation areas near City Hall.

Although ADA allows ramp gradients up to 1:12 (8.3 percent), for purposes of this plan, grades along accessible paths should be limited to no greater than 5 percent slope. ADA guidelines section 304.1 directs that detectable warnings shall consist of a surface of truncated domes aligned in a square or radial grid pattern. These surfaces assist the blind and visually-impaired to know they are standing on the curb and not on the street. They also assist in visual contrast for low vision travelers. Accessible pedestrian signals (APS) are enhancements that assist the blind and visually-impaired in determining a safe time to cross. APS includes easily activated buttons and audible alerts.

Current Conditions

Persons dependent on wheelchairs, or of otherwise impaired mobility, face several significant challenges. In addition to incomplete sidewalks, as discussed in the Pedestrian section above, there are intersections that lack curb cuts, a limited number of accessible parking spaces in the older parts of the City, and inclines that may be too steep to be negotiated. Where the City has more recently installed wheelchair ramps at intersections, it has also installed truncated dome warning pads, but there are some intersections where these are absent. The City only has one traffic light, and there are no audible signals at this light to alert the blind. Refer to Figure 2-3 Map of Existing Sidewalks and Barriers for the locations of missing sidewalks and curb ramps and other barriers to mobility challenged persons. Figure 2-4, Map of Existing Accessible Parking Spaces, shows the location of existing accessible parking spaces within the City.

The regional shopping centers were constructed since adoption of the Americans with Disabilities Act of 1990, and accessible parking there meets the ADA standards. Accessible parking in the older West End District is unevenly distributed, with about 16 total spaces. The shopping centers have approximately 58 accessible parking spaces. There are no accessible parking spaces to the west of State Route 1 near the beaches.

2.5 Other Modes

Background and Policy

The Bicycle Sharing Feasibility Study and Implementation Plan was prepared by the Transportation Agency for Monterey County in 2013. It provided recommendations for a program in coastal areas of Monterey and Pacific Grove, but did not propose a bikeshare program for Seaside or Sand City, both of which had lower suitability scores. The Transportation Agency for Monterey County developed best practices guidance for dockless shared bicycles and scooters in 2019.

Source: ESRI 2019

Figure 2-2

Map of Existing Bicycle Facilities

Sand City Sustainable Transportation Plan

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Source: ESRI 2019

Figure 2-3

Map of Existing Sidewalks and Barriers

Sand City Sustainable Transportation Plan

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Source: ESRI 2019

Figure 2-4

Map of Existing Accessible Parking Spaces

Sand City Sustainable Transportation Plan

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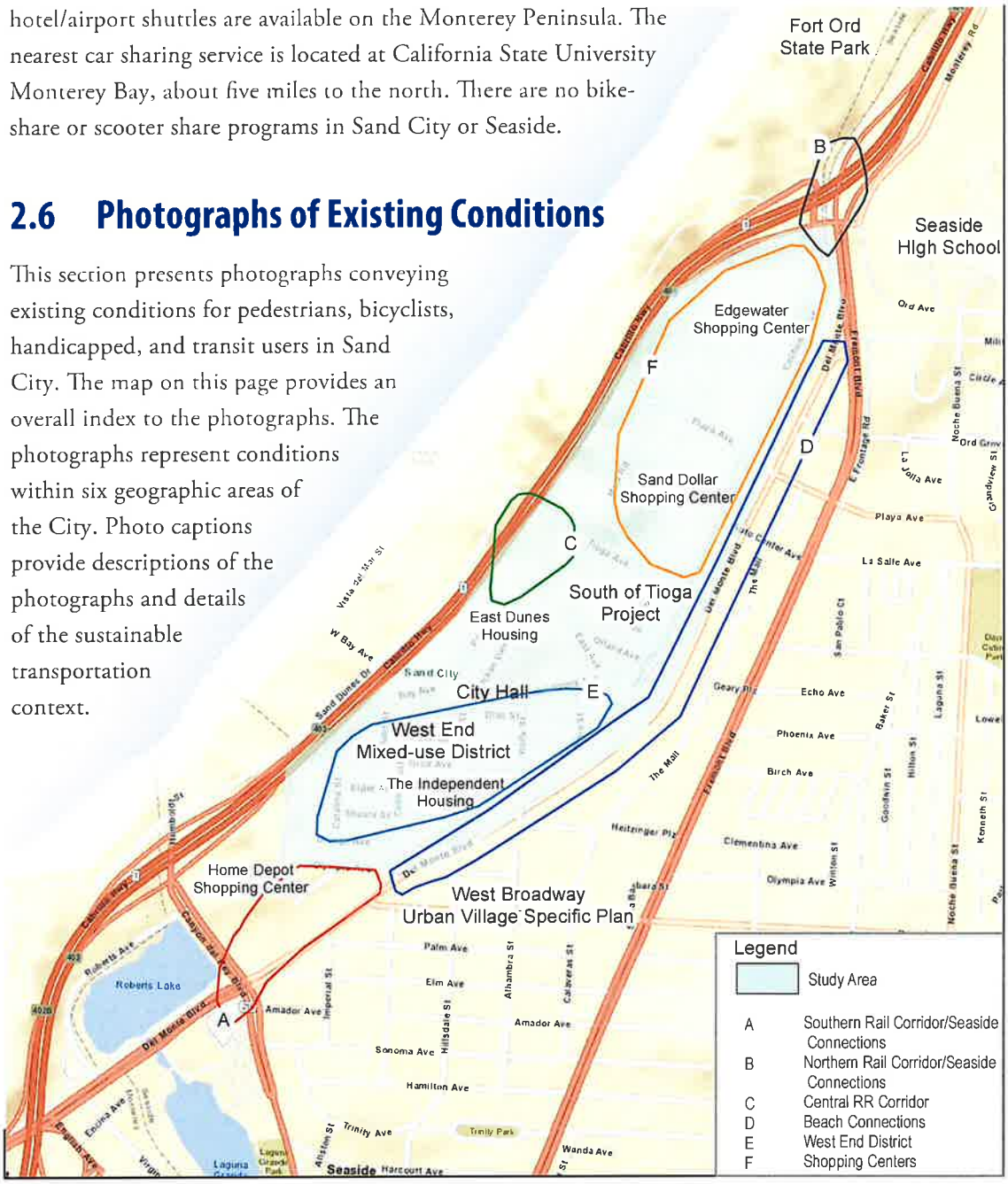
Current Conditions

The City has three electrical vehicle charging stations, near the supermarket in the Edgewater Shopping Center. These stations have two connector types (CHAdeMO and CCS/SAE) and charge at 50 kilowatts (up to 125 miles of range in one hour). A new charging area recently completed construction near the outlying pads of this shopping center.

Uber and Lyft ride services, at least three conventional taxi services, and hotel/airport shuttles are available on the Monterey Peninsula. The nearest car sharing service is located at California State University Monterey Bay, about five miles to the north. There are no bike-share or scooter share programs in Sand City or Seaside.

2.6 Photographs of Existing Conditions

This section presents photographs conveying existing conditions for pedestrians, bicyclists, handicapped, and transit users in Sand City. The map on this page provides an overall index to the photographs. The photographs represent conditions within six geographic areas of the City. Photo captions provide descriptions of the photographs and details of the sustainable transportation context.



Southern Rail Corridor/Seaside Connections

Photo A1: Looking north across Canyon del Rey Boulevard (State Route 218) from the end of the Monterey Bay Sanctuary Scenic Trail spur along Del Monte Boulevard. As seen in the photo, the Monterey Bay Sanctuary Scenic Trail does not continue on the north side of the Canyon del Rey Boulevard (State Route 218) and Del Monte Boulevard intersection. The railroad corridor runs between Staples and Starbucks.

Photo A2: This view is west across Canyon del Rey Boulevard (State Route 218) along the west side of Del Monte Boulevard looking at the former Union Pacific Railroad corridor west of the Canyon del Rey Boulevard. A spur of the Monterey Bay Sanctuary Scenic Trail currently ends in the landscaped area near Canyon del Rey Boulevard in the photo. A trail extension within the railroad corridor would provide a direct connection to local streets in Sand City.

Photo A3: Former Union Pacific Railroad corridor. This segment runs from Canyon del Rey Boulevard (State Route 218) to Olympia Avenue within the City of Seaside.

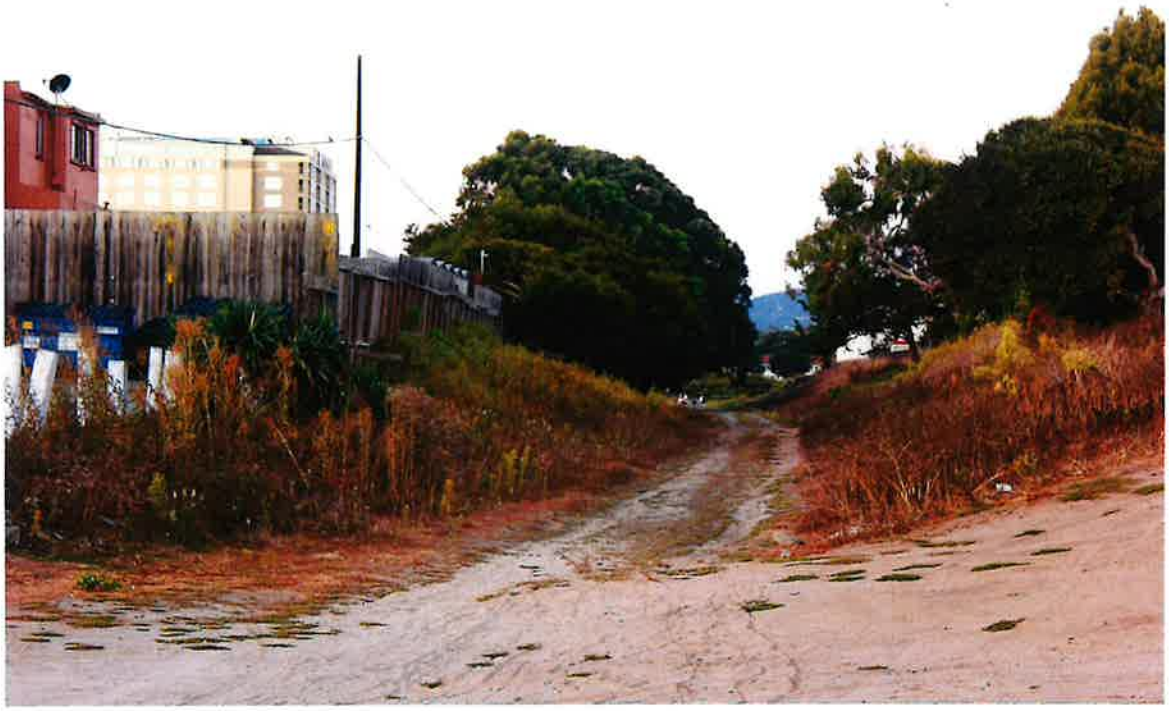
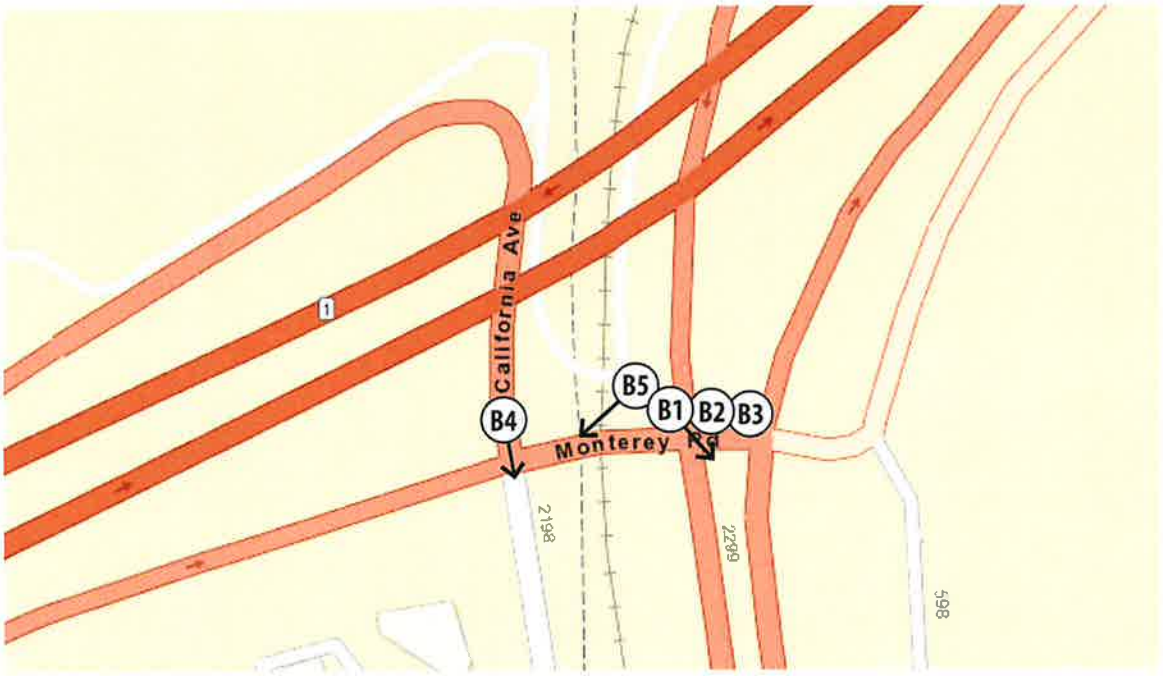


Photo A4: This section of the former Union Pacific Railroad corridor is within the City of Seaside. This view is southward from Olympia Avenue near the Seaside/Sand City limits. TAMC's planned rapid bus/rail station location is to the left of this photograph.

Photo A5: Pedestrian crossing of Del Monte Boulevard between Contra Costa Street and Broadway Avenue in the City of Seaside. This intersection is off-set, with Contra Costa Street about 200 feet to the left of the photo location. TAMC's planned rapid bus/rail station location is behind this photo location.

Northern Rail Corridor/Seaside Connections



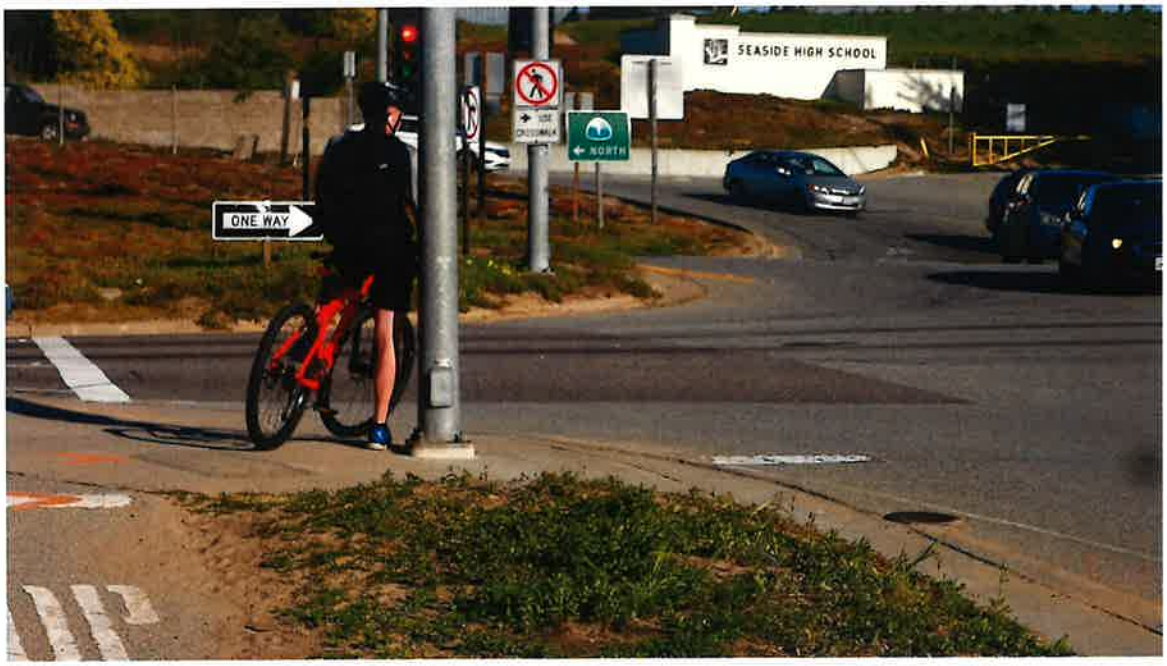


Photo B1: These three photographs show a bicyclist making his way to the City of Seaside from the Caltrans bicycle trail junction within the Monterey Road / Fremont Boulevard / California Avenue intersection in Sand City and Seaside. In this first photograph, the cyclist is waiting on the trail for a walk sign southward across Monterey Road. The photographs show the lack of bicycle-friendly connections between the two cities.

Photo B2: In the second photo, the cyclist is riding within the crosswalk south with the green light from the State Route 1 off-ramp onto Fremont Boulevard to the opposite corner. Note that some traffic exiting the freeway will be turning right across this path of travel onto Monterey Road to enter Sand City.

Photo B3: In the third photo, the cyclist is riding east with the green light along Monterey Road into Seaside. Seaside High School is in the background.

Photo B4: View from Monterey Bay Sanctuary Scenic Trail across Monterey Road to California Avenue. The railroad corridor is immediately to the left. The pedestrian has come from Seaside and is headed toward the Sand City shopping centers. Bicyclists heading north (toward the photo location) in the California Avenue bicycle lane have no direct path of travel to the trail, and compete with a predominant right-turn automobile movement.

Photo B5: This view shows the Caltrans bicycle trail junction with the Monterey Road / Fremont Boulevard / California Avenue intersection in Sand City and Seaside. Monterey Road is in the foreground, Del Monte Boulevard is to the far left, and California Avenue is in the center. To the far right are off-ramps and on-ramps for northbound State Route 1.

Beach Connection

Photo C1: The General Plan and the Urban Design and Parking Study both suggested construction of a bicycle/pedestrian bridge to provide a connection of the State Route 1 freeway between the West End District and the beach, and two potential locations for a bridge were identified. The Vibrancy Plan investigated options for a connection using the existing Tioga Avenue bridge. A pathway between the end of Park Avenue and Tioga Avenue would provide this connection.

Photo C2: The only continuous public land between the eastern landing of the Tioga Avenue bridge over State Route 1 and Park Avenue is the Caltrans right-of-way, marked by the fence line below the bridge. The East Dunes area contains sensitive habitat with three federally protected species present. The intervening land outside the Caltrans right-of-way is either private of discontinuous un-built street rights-of way.

Photo C3: Tioga Avenue west of Metz Road climbs steeply to the bridge over State Route 1. This street provides the temporary alignment of the Monterey Bay Sanctuary Scenic Trail until a Class I trail is built within the King Ventures development as part of the Collections at Monterey Bay Resort. Tioga Avenue is too steep to provide wheelchair access between the West End District and the beach.

Central Railroad Corridor

Photo D1: This section of the railroad corridor just north of Contra Costa Street is used for parking by nearby businesses. Some businesses within Seaside have leases from the Transportation Agency of Monterey County and coastal development permits from Sand City to operate within a portion of the railroad corridor adjacent to those businesses.

Photo D2: The railroad corridor behind a business located on Redwood Avenue. The tracks in the photograph are a siding; the main tracks continue behind the warehouse where cars are parked.

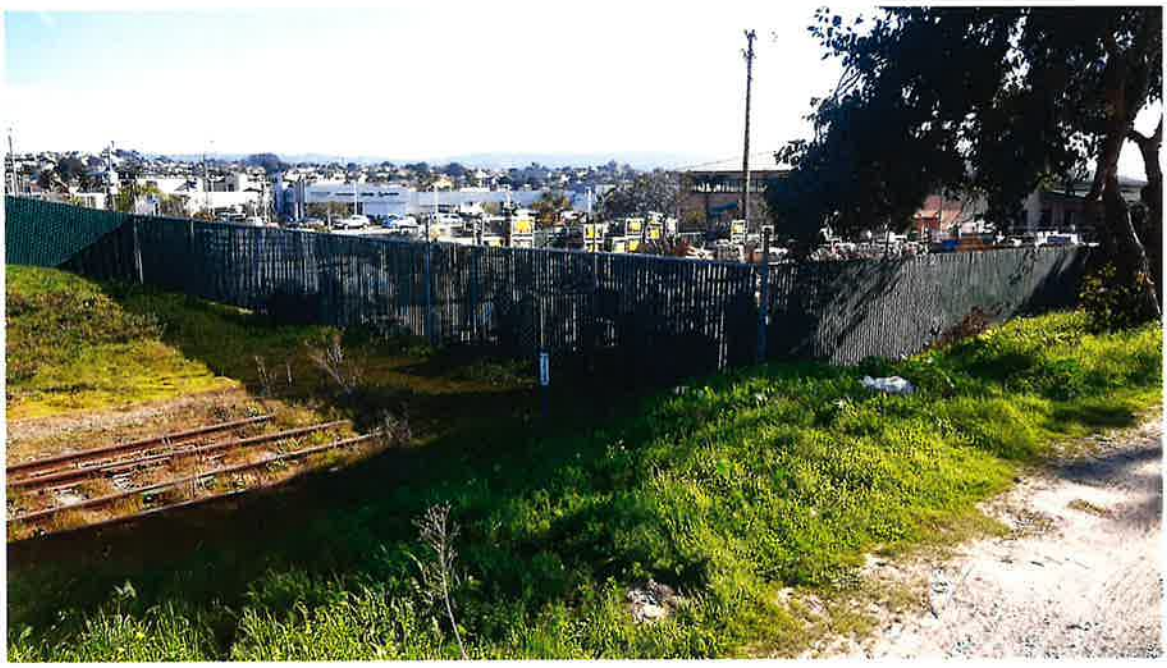


Photo D3: The tracks run through the Granite Construction yard. The company has a retail building on Del Monte Avenue in Seaside and a batch plant on California Avenue in Sand City. Granite Construction has a lease with the Transportation Agency for Monterey County for this portion of the railroad corridor that runs between its two sites.

Photo D4: A footpath crosses the railroad corridor between Del Monte Avenue in Seaside and the Costco parking lot in Sand City.

Photo D5: North of Playa Avenue the railroad corridor is empty as it runs between California Avenue in Sand City and the back of buildings located on Del Monte Boulevard in Seaside.

Shopping Centers

Photo E1: The entry into the Sand Dollar Shopping Center at Tioga Avenue. The sidewalks end as they curve into the entry. There is no pedestrian or wheelchair access between the corner of California Avenue and Tioga Avenue and the Costco store entrance. The only walking path is through the landscaping and the parking lot for the Costco tire center, or on the vehicle lanes.

Photo E2: This is the end of the walkway that provides access between the Costco entrance and the accessible parking spaces. Pedestrians use the parking lot between this point and the McDonalds restaurant on the far side of the shopping center. The Sand City Transit Center is past McDonalds across Playa Avenue.

Photo E3: The Sand City Station along Playa Avenue, adjacent to the Edgewater Shopping Center. California Avenue to the right has sidewalks. The sidewalk in front of the bus stops continues only as far as the shopping center driveway, and steps or use of the parking lot drive aisle is required to reach front of the supermarket. Most of the stores in the Edgewater Shopping Center are fronted by walkways, but they are not connected to one another.

West End District

Photo F1: On-street accessible parking space on Catalina Street serving the adjacent business. There are approximately 16 accessible parking spaces in the West End District, but they may not all fully meet the requirements of the Americans with Disabilities Act.

Photo F2: This photograph is taken from Contra Costa Street upon entering Sand City from Del Monte Boulevard, and shows the lack of sidewalk within the railroad corridor. Both sides of Contra Costa Street are missing sidewalks in this area.

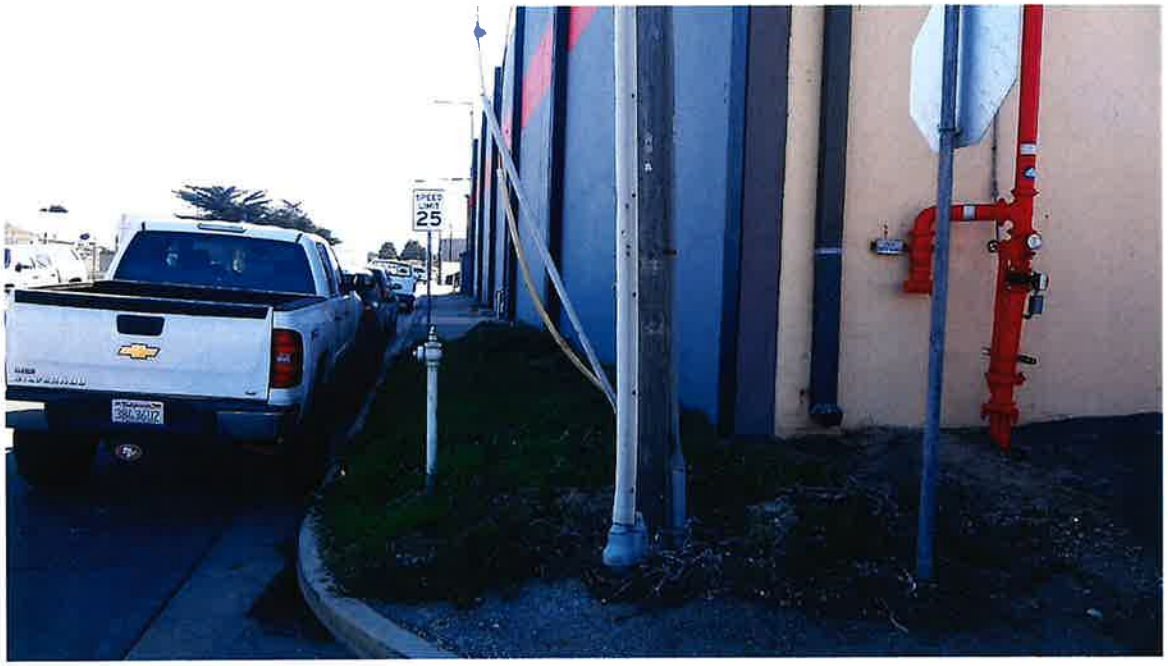


Photo F3: This photograph shows the lack of wheelchair ramps and the lack of complete sidewalks at the southeast intersection of Catalina Street and Ortiz Avenue. The City has preliminary draft public improvement plans to rectify this as part of its Stormwater Proposition 1 Grant endeavors.

Photo F4: This block of Contra Costa Street is used for parking by the adjacent business. The City was awarded grant money to complete designs and construct sidewalks on this block and portions of two connecting streets.

Photo F5: Vehicles park across the sidewalk driveway apron on Redwood Avenue due to a lack of depth between the street and the building front. This is a common occurrence throughout the West End District.

Photo F6: Carmel Stone has a reciprocal parking agreement, whereby the parking spaces are partially on the private lot and partially within the street, but a pedestrian walk area is reserved adjacent to the building.

Photo F7: Dias Street as viewed from the Community Garden. Dias Street is gated off at the Community Garden, so has only local traffic, much of which is residential.

Photo F8: This photograph is taken at the Redwood Avenue and Hickory Street intersection, looking north towards the City Hall, and shows how the grade of Hickory Street is too steep for wheelchair access. This block was recently rebuilt to add sidewalks on the right side, but the grade and narrow right-of-way precluded attaining a slope suitable for wheelchairs.

Photo F9: Pendergrass Way in front of City Hall and Calabrese Park has steep grades. Because the City owns the land in addition to the right-of-way, there is potential that an appropriate slope for wheelchairs could be accommodated here.

Photo F10: This photograph is taken on California Avenue just north of City Hall, where there is a sidewalk on one side of the street frequently blocked by parked vehicles, and no sidewalk on the other side.

Photo F11: This photograph shows the missing sidewalk and ramp at the southeast corner of the Holly Street and Dias Avenue intersection.

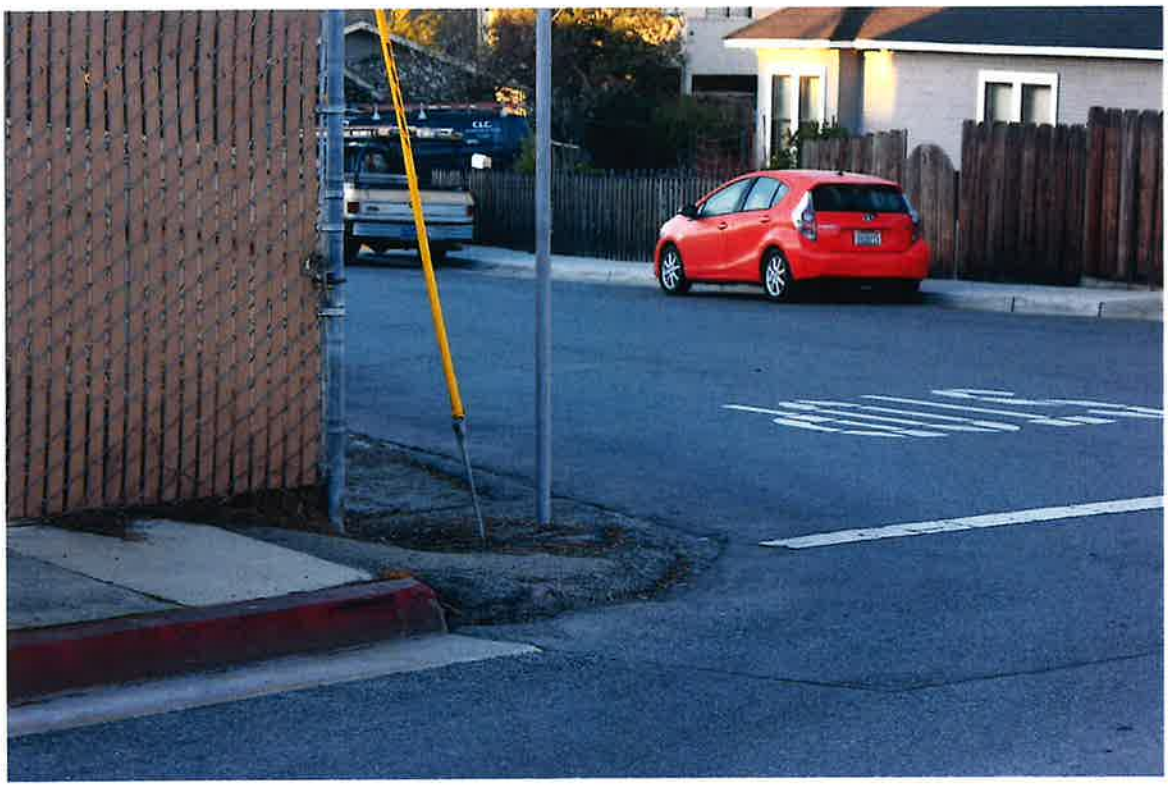


Photo F12: This photograph is taken at the corner of California Avenue and Holly Street and shows the lack of sidewalks and wheelchair ramp.

Photo F13: Tioga Avenue is missing a sidewalk where it crosses the railroad corridor. There is a bus stop near the intersection of Tioga Avenue and Del Monte Boulevard, about 300 feet from here in Seaside. Note that the cut at the driveway crossing does not meet Americans with Disability standards, which require no greater than two percent cross slope over a width of three feet.

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3.0
PUBLIC OUTREACH AND NEEDS ASSESSMENT

This section summarizes the public outreach effort that went into developing the Sustainable Transportation Plan and presents an assessment of needs.

3.1 Technical Advisory Committee

A technical advisory committee was formed at the outset of the process. Members included the City Manager, City Planner, City Engineer, and Public Works Supervisor, and representatives from Caltrans, City of Seaside, the Salvation Army, and the City Council. The technical advisory committee reviewed work-in-progress and provided comments at key junctures in plan development, including:

- Participating and commenting on the virtual walking tour;
- Reviewing and commenting on the conceptual options report;
- Reviewing and commenting on the first draft Sustainable Transportation Plan.

The technical advisory committee was asked to identify locations with mobility issues, review and comment on conceptual solutions, suggest additional conceptual solutions, and advise as to preferred solutions.

3.2 Walking Tour

This subsection provides a summary of the self-guided walking tour, distribution, review time, and a table that summarizes the comments and responses.

The self-guided walking tour was conducted beginning on September 25, 2020. The walking tour consisted of an interactive map that could be viewed virtually. Participants were asked to submit their comments to the City. Notices and materials were sent to potentially interested persons and agencies throughout the Monterey Peninsula and surrounding areas.

Table 3-1 Summary of Walking Tour Comments, provides an abbreviated compendium of comments received by walking tour participants. A detailed listing of comments received is provided in Appendix A, as are the materials provided for the walking tour. A map identifying general geographic areas of the City (A through F) is presented at the beginning of Photographs of Existing Condition at the end of Section 2.0, Existing Conditions Findings. References to these geographic areas are included in Table 3-1.

Table 3-1 Summary of Walking Tour Comments

Commenter	Summary of Comments	Map No.
City of Monterey, Fernanda Roveri, Senior Associate Planner	Suggests adding Sand City boundaries to maps	Areas A-F
The Blind and Visually Impaired Center of Monterey County, Esmeralda Ortiz, Orientation and Mobility Specialist, M.A., COMS.	Suggests adding truncated domes (TD) and accessible pedestrian signals (APS) at various locations, as listed below: Canyon del Rey Blvd. at Del Monte Blvd. (TD) Del Monte Blvd at Broadway Ave./Contra Costa St. (TD, APS) Redwood Ave. at Hickory St. (TD) Holly St. at Dias St. (TD) California Ave. at Monterey Rd. (TD) Sand Dollar Shopping Center (TD and brighter median paint at entry) Fremont Blvd. at Monterey Rd. (TD, APS; crossing is too complex) California Ave. at Monterey Rd. (TD, APS; crossing is too complex)	Areas A, B, E, F
Sand City Public Works, Mark Parker (TAC Member)	Roberts Ave. and Olympia Ave. through the Home Depot Shopping Center (within City of Seaside) provide a significant travel route between Sand City and Canyon del Rey Blvd. The condition of the road and lack of sections of sidewalks make this heavily used area unsafe for pedestrians or bicycles. The Olympia St. section of street, has the Sand City businesses on the west side and TAMC right of way on the opposite side (the Olympia St. right-of-way is within City of Seaside).	Area A
	Shasta Ave at Catalina St. southeast area, vehicle parking only with no sidewalk provided.	Area E
	Redwood Ave. has vehicle parking only with no sidewalk. Between Hickory St. and Holly St. residential use is mixed in with commercial.	Area E
	North ends of Shasta Ave. and Elder Ave. lack sidewalks and parked vehicles dominate sides of streets.	Area E
	Ortiz Ave at Contra Costa St. Southwest corner is an asphalt ramp/sidewalk with railing to avoid a storm drain and slope, poor sidewalk condition, not ADA compliant.	Area E
	Dias Ave. missing sidewalks.	Area E
	Tioga Ave. between Metz Rd. and Sand Dunes Dr. needs a designated bike facility connecting the recreation trail gap and improved identification/direction, road markings. Cyclists are all over the place (middle of the street) and lost at times. During summer months, heavy pedestrian traffic to beach from parking within Sand Dollar Shopping Center and Tioga Ave.	Area C
	Sand Dollar Shopping Center between Tioga Ave. and Playa Ave. no sidewalk route from outside in, poor and unsafe pedestrian access. No ADA route through parking lot. Metz Rd. in need of improved bike lanes or identification as such.	Area F
	California Ave. from East Ave. to Tioga Ave. Poor sidewalk conditions along the west side will be resolved with the South of Tioga Project. The east side of street, railroad corridor has no sidewalk connection from Tioga Ave. to Granite Rock. This dirt area is used for parking and semi-truck load transfers.	Area D
	End of Tioga Ave from Sand Dunes Dr. to the end of street has heavy pedestrian and vehicular traffic for beach access. No sidewalk and poorly defined parking spaces.	Area C

Commenter	Summary of Comments	Map No.
Sand City Public Works, Mark Parker (TAC Member)	Monterey Road at California Avenue has numerous issues with cyclists and pedestrians from recreation trail and Seaside High School. Better connections and safer crossing of recreation trail and crosswalks in this area are needed.	Area B
	Contra Costa Avenue, Tioga Avenue, Playa Avenue and Monterey Road all provide entrance to Sand City and have issues due to the railroad corridor (old RR warning arms, lights, or signs) and missing or poor sidewalk sections. Conditions detract from main entrances to Sand City. Poor pedestrian and cyclist access and lack of ADA access.	Area D
	There are a great number 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
California Department of Transportation, (Caltrans District 5), Gustavo Alfaro	Suggests providing descriptions of the five identified zones (A-F) Show residential areas and/or population density (to better show connectivity and where people are coming from/going to).	Areas A-F
Monterey Salinas Transit (MST) Michelle Overmeyer, Director of Planning and Innovation	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. The commenter provides additional background information on bus lines and ridership.	Areas A-F
	California Avenue at Playa Avenue is an all-way stop intersection that lacks crosswalks on all four sides, which makes it difficult for passengers traveling to and from the Sand City Station on foot.	Areas D, F
	The Surf Busway and Bus Rapid Transit project is in its early planning stages and will serve Sand City.	Areas A-F
	Provided a link to the Designing for Transit document recently completed by MST for ways to improve mobility in Sand City.	Areas A-F
	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	Areas A-F
	The commenter looks forward to assisting the City plan a transportation plan that supports and encourages use of public transit and active transportation modes.	Areas A-F
City of Seaside Engineering, Scott Ottmar, P.E., Senior Engineer (TAC Member)	TAMC has plans for either rail or bus services in the railroad corridor. Unclear if trail for pedestrian and cyclists is to be included. Please check with TAMC.	Area A, B, D
	TAMC is taking lead on improvements at the north end of Del Monte Boulevard and Fremont Boulevard. A double round about is planned in the long term. Sand City and City of 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 area is largely under the control of Caltrans. (Attachment provided)	Area B
	Creating path at the end of Park is a good idea.	Area C
	Suggests working with TAMC to incorporate bicycle and pedestrian improvements in railroad right-of-way if space permits. There is not good pedestrian connectivity from Del Monte Boulevard (in City of Seaside) to Costco along Tioga Avenue at California Avenue and no sidewalk into Costco along California Avenue. The footpath suggests pedestrians wish to access the shopping center.	Areas A, B, D, F
	No pedestrian path of travel into the Sand Dollar Shopping Center from Tioga Avenue at California Avenue. MST has its bus rapid transit project (Surf) that will create a bus stop along California Avenue behind Lucky. (Attachment provided)	Areas D, F

Commenter	Summary of Comments	Map No.
City of Seaside Engineering, Scott Ottmar, P.E., Senior Engineer (TAC Member)	Shallow sidewalks and driveway aprons full length of blocks exist within this area. Sidewalks may not be ADA compliant. City of Seaside is considering enhanced bicycle facilities along Del Monte Blvd, removing a lane of traffic to accommodate dedicated bicycle lanes north of Broadway Ave. to Playa Ave. ADA access to city owned parks is important.	Area D
Sand City Planning Charles Pooler, City Planner (TAC Member)	**Southern Rail Corridor/Seaside Connections:** The Canyon Del Rey Blvd. crossing has multiple lanes to cross and heavy vehicular traffic; not conducive to crossing by slower elderly or disabled pedestrians. Little space at street corners for pedestrians to wait for signalized crossing times. The south segment of the RR corridor would be an ideal pedestrian and bike path connection between Canyon Del Rey Blvd. and Contra Costa St. The right-of-way is wide enough for separate bike and pedestrian paths with landscaping and lighting. Pedestrian amenities along Del Monte Blvd. are limited with driveway entrances to businesses/ parking creating potential conflicts. The sidewalk along Del Monte Blvd. is narrow (looks like 5-feet), not sufficient for heavy pedestrian traffic. Bikes must use heavy vehicle travel lanes adjacent to curbside parking. Railroad corridor needs cleanup and public safety lighting for use after dark. Emergency call box may be needed in the most secluded area. Del Monte Blvd. crossing at Broadway Ave./Contra Costa St. has multiple lanes to cross. Not conducive to crossing by slower elderly or disabled pedestrians. Incorporating a joint roundabout between Contra Costa St. and Broadway Ave. could provide safety areas that break up the pedestrian crossing.	Area A
	Central Railroad Corridor A pedestrian and bike route on the railroad corridor from Contra Costa St. to Tioga Ave. would continue mitigation for the minimal pedestrian/bike amenities along Del Monte Blvd. This segment of the railroad corridor is interrupted at the Granite Rock facility, which operates within the railroad corridor Segment from Contra Costa St. to Holly St. or Redwood Ave. could also accommodate limited public parking. City is working with TAMC for an Orange Ave. road extension (possibly 1-way) with public parking within the railroad corridor. Parking needs to fit within the overall railroad corridor plan. A pedestrian and bike route on the railroad corridor north of Playa Ave. would provide an alternative to 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. A footpath across the railroad corridor near Tesla illustrates the public need/demand for pedestrian amenities between the City's shopping centers and Del Monte Blvd. 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.	Area D

Commenter	Summary of Comments	Map No.
	Northern Rail Corridor / Seaside Connections Though signalization allows for crossing the freeway on/off ramp area at Fremont Blvd., the span, the heavy traffic, and limited markings/signs make pedestrian and bike crossing intimidating and potentially dangerous. Not conducive to crossing by slower elderly or disabled pedestrians. Improved pedestrian and bike connectivity between the Seaside residences and Seaside High School to the shopping centers is critical. Future dual roundabout for the freeway on/off ramps could improve vehicular traffic flow, reduce pedestrian/bike wait times, and provide "islands" for pedestrians and cyclists to wait as vehicles pass. The existing bike trail provides bike and pedestrian amenities; however, the bike path routes to the coastline and not into the City.	Area B
	Beach Connection Tioga Ave. 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 Ave. This may require widening Tioga Ave. into the abutting Sand Dollar Habitat Preserve (the feasibility of which is unknown). Tioga Ave. bridge over State Route 1 provides a separated and elevated sidewalk, but it is potentially dangerous without a barrier between the sidewalk and vehicle travel lanes. A suggestion would be to provide railing along and between the sidewalk and vehicle lanes of the bridge. This would require Caltrans cooperation/authorization. Park Ave. and Ocean View Ave. and their sidewalks abruptly end. The impromptu walking paths carved into the dune-scape between those points and Tioga Ave. demonstrate a public need/demand for pedestrian connectivity between these points. An eventual connection of Park Ave. and Ocean View Ave. with a single connection to Tioga Ave. is suggested that includes vehicle, pedestrian, and bike amenities. Note: This area has habitat constraints and the above suggestion conflicts with current parcel and ROW layouts.	Area C
	Shopping Centers Sand Dollar Shopping Center has no pedestrian link/connectivity from the Tioga Ave./ California Ave. 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 disabled 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, disabled, and bikes. One alternative is to provide a separated sidewalk on the inside of the landscaping closer to Costco's tire center and use the existing landscaping as a buffer between pedestrians and vehicular traffic in/out of the center. Sand City has been working with TAMC for a California Ave. extension within the railroad corridor to provide a street connection between Playa Ave. and Tioga Ave.; this extension needs to fit within the overall railroad corridor plan. Location of the MST's Sand City Station between the two shopping centers equally splits the walking distance between the transit stop and the ends of either shopping center. Pedestrian crossing of Tioga Ave. needs improvement to lessen conflict with vehicle traffic. The lack of pedestrian connectivity at Tioga Ave. impedes efficient/safe pedestrian and disabled linkage to the west half of Sand City (i.e. West End and South of Tioga districts).	Area F

Commenter	Summary of Comments	Map No.
	The Costco parking lot has a pedestrian sidewalk from the Costco entrance north, but it dead-ends with no connectivity to Playa Ave. Reconfiguration of parking stalls should be considered to provide a continuous pedestrian link.	
	West End District Catalina St. at Ortiz Ave. lacks sidewalks and ADA access and utility poles and fire stand-pipe impede pedestrians. The City expects (awaiting written confirmation) a grant for reconstruction of Catalina St. between Olympia Ave. and Ortiz Ave. to incorporate stormwater control LID infrastructure, improved landscaping, and pedestrian amenities. Redwood Ave. has a significant number of continuous driveway aprons and parking along property frontages with minimal building setbacks. Pedestrian use of sidewalk is impeded by truck parking encroaching over the street gutter, forcing pedestrians to walk in the street or use the other side of the street. This is dangerous due to conflicts between bicycles, pedestrians, road traffic, and vehicles entering/exiting private properties/parking. Pedestrian connectivity between Hickory St. and Holly St. is absent. Lack of curb, gutter, sidewalk, allow for random vehicle parking that forces pedestrians to use street. Recent improvements along Hickory St. have substantially improved pedestrian connectivity however, bike amenities are still lacking. Bike racks at the community garden could encourage additional public use of the garden. Holly St. at Dias St. lacks proper pedestrian and ADA access and is potentially dangerous, especially to those of reduced mobility. There is only asphalt pavement across the street with no sidewalk or other delineated pedestrian route. No bike lane present. Impromptu angled parking along Contra Costa St. and poor landscaping blocks pedestrian and ADA access. 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 St. provides no pedestrian connectivity; forcing pedestrians to either walk in the street or cross Contra Costa St. to use the sidewalk on the east side. The City currently has a grant application submitted for funding to improve Contra Costa St. from Orange Ave. to Redwood Ave. with 30% drawings completed. Those improvements would provide sidewalk improvements along the east side of Contra Costa St. and eliminate this parking impediment. 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 St. Parking is a premium in the West End District, and a balance between providing public parking and improving pedestrian/ bike accessibility in addition to improved driver visibility must be achieved. Contra Costa Street east side sidewalk abruptly ends at railroad corridor. 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 St. to City of Seaside; however, there are no utility poles on the west side. No bike lanes delineated for a primary entry point into the City Pedestrian connection would have to be coordinated and agreed to by TAMC and City of Seaside. Bike and pedestrian access into the City at Contra Costa St. would be better suited from the railroad corridor than from Del Monte Blvd.	Area E

Commenter	Summary of Comments	Map No.
	At some locations (for example Contra Costa St. near Ortiz Ave.) parking fronts 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. The City grant application for funding to improve Contra Costa St. from Orange Ave. to Redwood Ave. will maintain this reciprocal encroachment of sidewalk on private property and private parking encroaching into the street right-of-way. Hickory St. at Ortiz Ave. ADA amenities are outdated. Recent Hickory St, improvements between Redwood Ave. and California Ave. include unobstructed sidewalks and bulb-outs to improve pedestrian safety and reduce street crossing distance for pedestrians. These should be added at Ortiz Ave. No bike lanes provided on Hickory St. Steep slope makes ADA compliance difficult going up Hickory St. **On Pendergrass Way near City Hall,** there is sidewalk along one side of the street abutting the City Hall parking lot and the park; there is no sidewalk on the opposite side. Steep slope makes ADA accessibility challenging, although there is an ADA 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. The California Ave. sidewalk abruptly ends at Holly St. 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 St. makes ADA compliance difficult. Placing utilities underground would be an aesthetic improvement and would remove obstacles from sidewalks. Sidewalk on the north side of California Ave. has numerous utility pole obstructions, impeding pedestrian and disabled use. The sidewalk width along this major connector street is narrow, limiting for groups of pedestrians. No sidewalk connectivity on south side of California Ave., which accommodates street public parking. No bike lanes are provided. Truck parking on properties encroaching into sidewalk/drive-apron impeding pedestrian and disabled 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 Ave. Tioga Ave. lacks a sidewalk within the railroad corridor. This sidewalk is required to be installed with the implementation of the South of Tioga Project. Utility poles conflict with sidewalk entire length of Tioga Ave. Utility meter imbedded into sidewalk allows for both presence of meter and pedestrian use of sidewalk. No bike path or lane on Tioga Ave.	

3.3 Stakeholder Interviews

Specific persons with potential interest in the Sustainable Transportation Plan improvements were interviewed during summer of 2019. A summary of stakeholder interview feedback and comments is provided in Table 3-2, Summary of Stakeholder Interview Comments, below. A detailed listing of comments received is provided in Appendix B.

Table 3-2 Summary of Stakeholder Interview Comments

Stakeholder	Summary of Comments	Map No.
Transportation Agency for Monterey County (TAMC) Todd Muck, Deputy Executive Director	TAMC owns the railroad corridor in Sand City, and it must be used for public transit. TAMC leases portions of the railroad corridor to adjacent property owners for temporary business use.	Areas A, B, D
	TAMC and Monterey Salinas Transit (MST) are implementing bus rapid transit on State Route 1 between Marina and Sand City.	Area B
	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.	Area A
	The plan should address stormwater issues along Contra Costa St. with pedestrian improvements.	Area E
	The plan should address bicycle and pedestrian connectivity between shopping centers.	Area F
	The plan should address bicycle lanes along Tioga Ave.	Area C
	The plan should address sidewalk improvements throughout the City.	Areas A-F
Monterey Salinas Transit (MST) Michelle Overmeyer, Director of Human Resources/Risk Management	MST is working to implement a six-mile bus rapid transit on State Route 1 between Marina and Sand City within the TAMC railroad corridor. The project is called "SURF! Busway and Bus Rapid Transit Project."	Area B
	The Sand City Station on Playa Avenue is a bus station operated by MST. It is a secondary transfer point based on size, number of buses, etc.	Area F
	MST does not anticipate new routes within Sand City. MST will prepare a Comprehensive Operational Analysis to determine if additional routes are required within MST's service area.	Areas A-F
	MST buses need at least 11 feet street lane width.	Areas A-F
	All MST buses are equipped with bicycle racks.	Areas A-F
	The plan should address sidewalk improvements throughout the City.	Areas A-F
	The plan should address bicycle connectivity throughout the City.	Areas A-F
	The plan should address improved pedestrian crosswalk/connectivity on Playa Avenue to the MST bus depot.	Area F
Edgewater Shopping Center Ben Nurse, Property Manager	There are no designated lanes or areas for bikes within the Edgewater Shopping Center.	Area F
	The parcel between Gamestop and Starbucks, which is currently occupied by parking, is owned by Target, and their cooperation is essential in providing/improving pedestrian amenities in that location.	Area F
	The plan should address connectivity with the Seaside High School. Options discussed included a staircase.	Areas B, F
	Sidewalk connectivity within the shopping center, without removing parking, will be welcomed by the business owners.	Area F
	Pedestrian movement through the shopping center could be better. The plan should address sidewalks or pedestrian walkways.	Area F
	The plan should address bike parking within the shopping center.	Area F
Sand Dollar Shopping Center Wendy Volpano, Senior Property Manager, PGI Management	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	Area F
	There is a lack of pedestrian walkways that provide reasonable connectivity within the Sand Dollar Shopping Center	Area F
	The Sand City Station is across Playa Avenue from McDonalds. There is no crosswalk at McDonald's on Playa Avenue. Pedestrians walk across the McDonald's parking lot and cross Playa Avenue to get to the Sand City Station. Plan should address creating clearly marked and delineated crosswalk on Playa Avenue. This is a public safety issue.	Area F

Sand Dollar Shopping Center Wendy Volpano, Senior Property Manager, PGI Management	People parking on Metz Road end up backing out while bicyclists/ pedestrians are passing by. This is a public safety issue. Plan should address parking conditions on Metz Road.	Area F
	Plan should include pedestrian walkways along the driveway to the Sand Dollar Shopping Center at Tioga Avenue.	Area F
	Plan should address pedestrian walkways within the shopping center including the completion of pedestrian connectivity to Playa Avenue from Costco's entrance.	Area F

Summary of Specific Needs

Through the public input process, largely as an outcome of the walking tour, locations were identified at which significant impediments to sustainable transportation exist, or which have significant potential to enhance sustainable transportation. A summary of these needs is provided as Table 3-3, Summary of Specific Needs.

Table 3-3 Summary of Specific Needs

Improvement Needed	Locations
Truncated Domes	State Route 218/Del Monte Boulevard; Del Monte Boulevard/ Broadway Avenue/Contra Costa Street; Redwood Avenue/ Hickory Street (if feasible); Holly Street/Dias Avenue; California Avenue/Monterey Road; Fremont Boulevard/Monterey Road Playa Avenue/California Avenue; Roberts Avenue/Olympia Avenue; Railroad Corridor Trail Crossings and Connections.
Accessible Pedestrian Signals	Del Monte Boulevard/ Broadway Avenue/Contra Costa Street; California Avenue/Monterey Road; Fremont Boulevard/Monterey Road.
Curb Ramp	Numerous locations. Refer to Figure 2-3
Sidewalk Gap Completion	Shopping Centers (internal); Sand Dollar Shopping Center/Tioga Avenue; Metz Road; Railroad crossings on Contra Costa Street, Tioga Avenue, and Playa Avenue; Contra Costa Street between Shasta Street and Elder Avenue; Contra Costa Street south of Orange Avenue; Catalina Street between Elder Avenue and Ortiz Avenue; California Avenue between Holly Street and Tioga Avenue; Holly Street south of California; Park Avenue west side of Calabrese Park; Refer also to Figure 2-3.
Sidewalk Obstruction Removal	Numerous locations. Refer to Figure 2-3.
Crosswalk (new)	Playa Avenue at Sand City Station; Contra Costa Street/Orange Avenue; Contra Cota Street/Shasta Street; Contra Costa Street/Elder Avenue; California Avenue/Holly Street; California Avenue/East Avenue; Playa Avenue/Metz Road.
Crosswalk (enhanced)	Monterey Road and Fremont Boulevard; California Avenue/Edgewater Shopping Center Entry; California Avenue/Playa Avenue; Contra Costa Street/Del Monte Boulevard; Contra Costa Street/California Avenue; California Avenue/Tioga Avenue; Tioga Avenue/Metz Road; Tioga Avenue/Sand Dunes Drive; State Route 218/ Del Monte Boulevard.
Crossing Beacon	Playa Avenue at Sand City Station/California; Monterey Road at California Avenue and Fremont Boulevard; Contra Costa Street at Orange Avenue/Shasta Street; Tioga Avenue at California Avenue; California Avenue at East Avenue.
Bike lane or path	Between Tioga Avenue and Playa Avenue (Monterey Sanctuary Scenic Trail missing link); Railroad Corridor; Playa Avenue east of California Avenue; Monterey Road east of California Avenue; Tioga Avenue; California Avenue between Holly Street and Tioga Avenue.
Bike rack	Sand Dollar Shopping Center; West End District; Sand City Station; Beach Access Points.

SOURCE: Sand City 2021

3.4 Conceptual Options

At each of the identified locations, a series of conceptual options were developed to consider for inclusion in the Sustainable Transportation Plan and for future implementation. Each conceptual option was prepared with a set of advantages and disadvantages, for consideration towards the most beneficial and cost-effective solution. After these were presented to the technical advisory committee and refined, they were posted to the City's website for public comment. In each case, the best solution, or a hybrid solution was determined. The following section includes location maps, descriptions of the areas, and descriptions of potential conceptual solutions that were considered. The full set of options, including the conceptual illustrations, are included in Appendix C. General issues are presented at the end of this section.

Key Locations and Conceptual Options

Southern Railroad Corridor Trail Connection between Roberts Lake and Contra Costa Street

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 Appendix C Figure 1 for conceptual illustration.

Pros	Cons
▪ Provides seamless continuation of trail across busy roadway. ▪ Potential on north landing to take advantage of higher grade along edge of railroad corridor.	▪ Expensive. ▪ Landings will require long slope to meet ADA, and may be infeasible/impractical. ▪ Requires separate connections to and from State Route 218. ▪ Option not considered in State Route 218 / Canyon Del Rey Boulevard Corridor Plan. ▪ Requires Caltrans, TAMC, and City of Seaside coordination.

Utilize Railroad Corridor Alignment for Surface Crossing of State Route 218

See Appendix C Figure 2 for conceptual illustration.

Pros	Cons
▪ Avoids trail crossing private business driveway on State Route 218.	▪ Mid-block crossing would conflict with or disrupt traffic on State Route 218. ▪ Short off-set from Del Monte Boulevard crossing. ▪ Likely requires separate traffic signalization. ▪ Inconsistent with State Route 218 / Canyon Del Rey Boulevard Corridor Plan. ▪ Requires Caltrans, TAMC, and City of Seaside coordination.

Utilize Del Monte Boulevard Crosswalks for Surface Crossing of State Route 218

See Appendix C Figure 3 for conceptual illustration.

Pros	Cons
▪ Existing roadway requires minimal development. ▪ Generally consistent with State Route 218 / Canyon Del Rey Boulevard Corridor Plan.	▪ Trail crosses private business driveway on State Route 218 conflicting with in/out traffic. ▪ Requires Caltrans and City of Seaside coordination.

Construct Class 1 Path on Del Monte Boulevard to Contra Costa Street in Lieu of Railroad Corridor

This option would involve a separated Class 1 bicycle/pedestrian path along the north-western side of Del Monte Boulevard connecting State Route 218 to Contra Costa Street This option is not illustrated in Appendix C.

Pros	Cons
▪ Existing roadway requires minimal development.	▪ Trail crosses ten private driveways on Del Monte Boulevard. ▪ May not have adequate space. ▪ Option not considered in State Route 218 / Canyon Del Rey Boulevard Corridor Plan. ▪ Requires Caltrans and City of Seaside coordination.

Use Class 2 Bicycle Lanes on Del Monte Boulevard

Bicycle lanes were recently constructed by the City of Seaside between State Route 218 and Broadway Avenue, but would need to be added between Broadway and Contra Costa Street. This option is not illustrated in Appendix C.

Pros	Cons
▪ Functions adequately for pedestrians and southbound bicyclists. ▪ Consistent with State Route 218 / Canyon Del Rey Boulevard Corridor Plan.	▪ Does not function for northbound cyclists bound for Sand City (need to cross to east side of Del Monte Boulevard then turn left onto Contra Costa Street). ▪ Requires Caltrans and City of Seaside coordination.

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 Boulevard), two local street intersections (Olympia Avenue and Orange Avenue), 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 Street within the railroad corridor is considered difficult and potentially unsafe for trail users.

Create a Trail Crossing at the Del Monte Boulevard Crosswalk

See Appendix C Figure 4 for conceptual illustration.

Pros	Cons
▪ A signal light controls traffic flow. ▪ Deviation from railroad corridor is minor.	▪ Higher traffic volume at this location. ▪ Trail likely to be isolated from West End District streets by presence of busway, rail, and/or public parking strip. ▪ Requires additional coordination with City of Seaside.

Create a Trail Crossing at the Orange Avenue Intersection

See Appendix C Figure 5 for conceptual illustration.

Pros	Cons
▪ Total traffic volume is lower. ▪ Deviation from railroad corridor is minor. ▪ Better access from trail to West End District streets.	▪ Pattern of crossing traffic is more complicated. ▪ Crossing may not be signal controlled. ▪ May affect City's plans for public parking within the railroad right-of-way.

Central Railroad Corridor

This segment of the railroad corridor, from Contra Costa Street to Tioga Avenue, is planned by TAMC for transit use (potentially bus rapid transit in the near-term, and 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 Avenue between Contra Costa Street and Holly Street. 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 Appendix C Figure 6 for conceptual illustration.

Pros	Cons
▪ Off-street transit not subject to traffic delays. ▪ Consistent with TAMC planning for Monterey Branch Line.	▪ Does not provide public parking usable for transit. ▪ Local pedestrians and bicyclists must use either Del Monte Boulevard or West End streets. ▪ Regional pedestrians and bicyclists use trail via Sand Dunes Drive with gradients.

Develop Corridor Segment with Transit and Trail

See Appendix C Figure 7 for conceptual illustration.

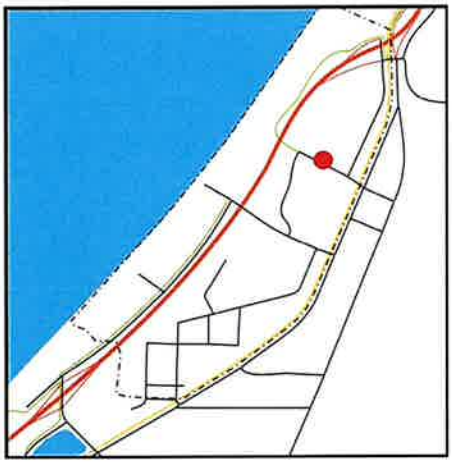
Pros	Cons
▪ Off-street transit not subject to traffic delays. ▪ Accommodates TAMC planning for Monterey Branch Line. ▪ Level alternate local and regional pedestrian and bicyclist route.	▪ Does not provide public parking. ▪ Requires TAMC coordination.

Develop Corridor Segment with Transit, Trail, and Parking

See Appendix C Figure 8 for conceptual illustration.

Pros	Cons
▪ Off-street transit not subject to traffic delays. ▪ Accommodates TAMC planning for Monterey Branch Line. ▪ Level alternate local and regional pedestrian and bicyclist route. ▪ Provides public parking.	▪ All facilities fit within the corridor, but it may be necessary to shift the location of rails within the corridor. ▪ Requires TAMC coordination.

Sand City Station Access to Shopping Centers



The Sand City Station is located on Playa Avenue between the two regional shopping centers, but pedestrian access between the Sand City Station and the shopping centers' businesses is incomplete. The Edgewater Shopping Center pedestrian access nearest the Sand City Station includes a stairway, with disabled access on a route from the corner of California Avenue and Playa Avenue. Crossing Playa Avenue to the Sand Dollar Shopping Center is difficult with the volume of vehicular traffic on Playa Avenue If TAMC implements the Surf 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 Avenue.

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

See Appendix C Figure 9 for conceptual illustration.

Pros	Cons
▪ These crosswalks already exist. ▪ Sidewalk within Sand Dollar Shopping Center leads to stores along western edge (former OSH, Marshalls, etc.)	▪ Indirect route to McDonald's. ▪ No direct pedestrian connection to Costco.

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

See Appendix C Figure 10 for conceptual illustration.

Pros	Cons
▪ Reduces walking distance and more direct route compared to crossing at California Avenue	▪ Most direct crossing route is in middle of bus stop turn-out, presents safety issue. ▪ Crossing at Edgewater Shopping Center driveway needs protection from turning vehicles. ▪ No sidewalk within Sand Dollar Shopping Center. A new sidewalk would need to be coordinated with McDonalds' circulation.

Add Continuous Sidewalk from Tioga Avenue to Costco Front Entrance

See Appendix C Figure 11 for conceptual illustration.

Pros	Cons
▪ Provides pedestrian route.	▪ Need to fit between entrance driveway and tire center. ▪ Requires agreement of private property owner.

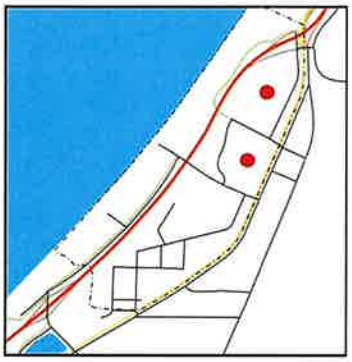
Add Continuous Sidewalk access from Playa Avenue to Lucky Front Entrance

See Appendix C Figure 12 for conceptual illustration.

Pros	Cons
▪ Provides direct access for disabled.	▪ Need to narrow shopping center entrance or rework existing stairway. ▪ Need to assure grade change meets ADA – feasibility is unknown. ▪ Requires agreement of private property owner.

Pedestrian Circulation within Sand Dollar and Edgewater Shopping Centers

There is no shopping center pedestrian access from Tioga Avenue at the southwest or California Avenue 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 Appendix C Figure 13 for conceptual illustration.

Pros	Cons
▪ Provides access for disabled, and safer access for all pedestrians.	▪ Requires agreement of private property owner. ▪ Potential need to modify retaining walls.

Link Existing Parking Lot Walkways within Sand Dollar Shopping Center

(from Marshalls and Costco to Playa Avenue near McDonald's).

See Appendix C Figure 14 for conceptual illustration.

Pros	Cons
▪ Provides protected pedestrian access to parking spaces and to adjoining streets. ▪ Links Playa Avenue to Marshalls and Costco. ▪ Completes missing link in pedestrian route between Costco and Playa Avenue.	▪ May require parking lot redesign, and/or conversion of standard parking spaces to compact spaces. ▪ Requires agreement of private property owner.

Link Anchor and Peripheral Businesses in Edgewater Shopping Center with Walkways

See Appendix C Figure 15 for conceptual illustration.

Pros	Cons
▪ Provides protected pedestrian access between stores across parking lot expanse.	▪ Indirect route ▪ Requires agreement of private property owner.

Use sidewalks on future California Avenue extension to provide pedestrian access to Sand Dollar Shopping Center

The City has been working with TAMC to utilize the railroad corridor between Tioga Avenue and Playa Avenue for an extension of California Avenue, to provide a continuous right-of-way for California Avenue between Monterey Road and Contra Costa Street. This option presumes pedestrian access to the Sand Dollar Shopping Center would be provided from the sidewalk along this new segment of California Avenue. This option is not illustrated in Appendix C.

Pros	Cons
▪ Provides continuous link between existing segments of California Ave.	▪ Indirect for most Sand Dollar Shopping Center businesses. ▪ Connections require agreement of private property owner.

East Dunes to Tioga Avenue/Beach Connection

Informal footpaths between the ends of streets in the East Dunes neighborhood and Tioga Avenue 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 State Route 1 Right-of-way

See Appendix C Figure 16 for conceptual illustration.

Pros	Cons
▪ Continuous right-of-way exists. ▪ Trail has a smaller development footprint than a street.	▪ Cross-section gradients may require retaining wall. ▪ Grade differences require structure to connect to Tioga Avenue bridge. ▪ Need to transition Class 1 to Class 2 bicycle facility at bridge. ▪ Likely to require incidental take permit and habitat mitigation. ▪ Requires Caltrans coordination. ▪ Proximity to freeway lanes presents potential safety issue.

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

See Appendix C Figure 17 for conceptual illustration.

Pros	Cons
▪ Trail has a smaller development footprint than a street.	▪ Need to acquire right-of-way from private properties. ▪ May need to discourage automobile cut-through traffic. ▪ Likely to require incidental take permit and habitat mitigation.

Extend Park Avenue or Ocean View Avenue to Connect with Tioga Avenue

See Appendix C Figure 18 for conceptual illustration.

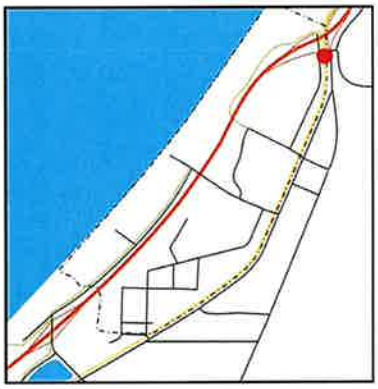
Pros	Cons
▪ Accommodates, automobiles, pedestrians, and bicyclists.	▪ Need to acquire right-of-way from private properties. ▪ May need to discourage automobile cut-through traffic on residential streets. ▪ Likely to require incidental take permit and habitat mitigation.

Elevated Pedestrian Bridge over State Route 1

See Appendix C Figure 19 for conceptual illustration.

Pros	Cons
▪ Provides traffic-free connection for pedestrians, and bicyclists. ▪ Bridge between Contra Costa Street and West Bay Street leads directly to existing beach access. ▪ Likely minimizes habitat effects.	▪ Need to fit landings at each end and address significant grade difference at end of Contra Costa Street. ▪ Expensive. ▪ Requires Caltrans coordination.

Seaside High School/Recreation Trail Connections across Fremont Boulevard/California Avenue



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. However, the latest MST bus express line plans utilize a roundabout near the State Route 1 southbound on-ramp for the transition to and from the railroad corridor in the former Fort Ord. TAMC has developed a conceptual double roundabout design for this intersection.

Utilize Transit Tunnel for a Pathway Connection.

See Appendix C Figure 20 for conceptual illustration.

Pros	Cons
▪ Seamless trail crossing of busy intersection using tunnel identified in TAMC plans for bus rapid transit.	▪ Secluded nature of tunnels raises security concerns. ▪ May be health issue with fumes in tunnel. ▪ Indirect routing for City of Seaside connection. ▪ Requires Caltrans and TAMC coordination. ▪ Feasibility of tunnel development is uncertain.

Elevated Bicycle/Pedestrian Bridges over Monterey Road and/or Fremont Boulevard

See Appendix C Figure 21 for conceptual illustration.

Pros	Cons
▪ Seamless trail crossings of busy intersections/streets.	▪ Expensive. ▪ May not be adequate distance to land north end beneath freeway overhead, while meeting ADA slopes. ▪ Indirect routing for City of Seaside connection. ▪ Requires Caltrans, TAMC and/or City of Seaside coordination. ▪ Limited room for west landing of bridge over Fremont Boulevard

Enhance Existing Crosswalks at Monterey Road and Fremont Boulevard

See Appendix C Figure 22 for conceptual illustration.

Pros	Cons
▪ Existing roadway requires minimal development. ▪ Provides interim improvement.	▪ Multiple traffic lane crossings of busy streets. ▪ Requires City of Seaside coordination.

Design Bicycle and Pedestrian Routes into Double Roundabout

See Appendix C Figure 23 for conceptual illustration.

Pros	Cons
▪ Provides permanent connections to City of Seaside and Fort Ord Dunes State Park.	▪ Long horizon for completion. ▪ Multiple traffic lane crossings. ▪ Requires Caltrans, TAMC, and City of Seaside coordination.

Monterey Bay Sanctuary Scenic Trail Interim Alignment on Tioga Avenue and Metz Road

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 Tioga Avenue and Playa Avenue. The interim Class 2 route uses Metz Road at the back of the Sand Dollar Shopping Center and a segment of Tioga Avenue. Aside from a couple of route signs, there are no formal improvements for this interim connection.

Create Class 1 Pathway on Tioga Avenue

See Appendix C Figure 24 for conceptual illustration.

Pros	Cons
▪ Minimizes traffic crossings if on north side of Tioga Avenue.	▪ Northbound bicyclist may require crossing intersection from unexpected direction. ▪ Requires Caltrans coordination.

Create Class 1 Pathway on Metz Road

See Appendix C Figure 25 for conceptual illustration.

Pros	Cons
▪ If located on west side of Metz Road and combined with Class 1 on north side of Tioga Avenue eliminates street crossings.	▪ Private property. ▪ Increased parking conflicts if on west side of Metz Road. ▪ Increased driveway conflicts if on east side of Metz Road. ▪ May not be adequate room for two traffic lanes, Class 1 path, and habitat preserve/ retaining wall.

Stripe Class 2 Bicycle Lanes on Tioga Avenue

See Appendix C Figure 26 for conceptual illustration.

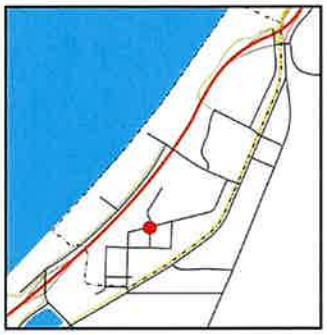
Pros	Cons
▪ Maintains conventual turning movements. ▪ Clarifies route.	▪ Northbound cyclists continue to make left turns to cross Sand Dunes Drive and turn onto Metz Road. ▪ Requires Caltrans coordination.

Improve signage.

As noted, there are only a couple of route signs indicating turns onto and off of Tioga Avenue 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. This option is not illustrated in Appendix C.

Pros	Cons
▪ Eliminates confusion. ▪ Low cost	▪ Does not address other issues.

ADA Route between lower West End District and California Avenue / East Dunes



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

Establish ADA-compliant Route on Contra Costa Street and California Avenue

See Appendix C Figure 27 for conceptual illustration.

Pros	Cons
▪ Ties in with planned public improvement of Contra Costa Street from railroad right-of-way to Redwood Avenue. ▪ Second most direct route for West End.	▪ One utility pole on west side of California Avenue requires moving, or sidewalk expanding. ▪ Both sides of California Avenue have long driveway cuts.

Construct ADA compliant sidewalk on Hickory Street between Redwood Avenue and California Avenue

This block of Hickory Street 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. This option is not illustrated in Appendix C.

Pros	Cons
▪ Most direct route.	▪ Very steep grade. ▪ Recent sidewalk improvements were unable to provide a reduced grade.

Construct ADA accessible sidewalk on Holly Street between Dias Avenue and California Avenue

This block of Holly Street is steepest just before the intersection with California Avenue. 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. This option is not illustrated in Appendix C.

Pros	Cons
▪ Grade that exceeds ADA standard is short.	▪ Very limited space for switchbacks to reduce grade. ▪ Utility pole on California Avenue opposite Holly Street requires moving or sidewalk expanding. ▪ Cars park across sidewalk on California Avenue between Pendergrass Way and Holly Street. ▪ No sidewalk on east side of California Avenue. ▪ Least direct route for most of West End.

Construct ADA-accessible Pathway from City Hall through Calabrese Park

See Appendix C Figure 28 for conceptual illustration.

Pros	Cons
▪ Provides additional access within park. ▪ Provides reasonable grade pathway from City Hall to East Dunes residential neighborhood.	▪ May require design changes within park. ▪ Need to address steep gradients through switchback.

General and City-wide Issues

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. These needs are noted here, but no conceptual illustrations are provided in Appendix C.

Sand City Entrances from City of Seaside / Del Monte Boulevard

Contra Costa Street, Playa Avenue, and Tioga Avenue provide access from Del Monte Boulevard 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 Boulevard 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 Avenue there will be a reasonable alternative on City streets. A new connection to Del Monte Boulevard 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. Sidewalk gaps and missing

ramp locations are identified in Figure 2-3, Map of Existing Sidewalks and Barriers, and in comments from the walking tour and stakeholder interviews. The City is currently working on storm water control improvement plans for Contra Costa Street and Catalina Street that will also address some of the aforementioned pedestrian and ADA deficiencies on those streets.

Bicycle Parking

The City is in need of additional bicycle parking in many areas. Most of the City's bicycle parking facilities are within the Edgewater Shopping Center. Existing bicycle parking locations are shown on Figure 2-2, Map of Existing Bicycle Facilities.

3.5 Joint Committee and City Council Workshop

At the October 5, 2021 City Council meeting, a joint workshop with City Council and the Design Review Committee, Parking Committee, and Public Safety Committee was held. The first draft Sustainable Transportation Plan was presented to the workshop, and several questions were posed to the City Council and Committee members. The primary feedback received was support for inclusion in the Sustainable Transportation Plan of a mid-block crosswalk on Playa Avenue, near the Sand City Station. There were also recommendations that parking across sidewalks be resolved, sidewalk obstructions be removed, and that the City install a bicycle lane like the one on Broadway Avenue in Seaside. Letters from LandWatch Monterey and Monterey Salinas Transit were submitted with comments on the first draft Sustainable Transportation Plan.

3.6 Online Community Workshop

An online community workshop was held in conjunction with public review of the second draft Sustainable Transportation Plan. Review materials and a survey were available for public response. The survey had questions designed to measure public opinion on prioritization of various sustainable transportation projects. The online community workshop coincided with the public review period for the initial study prepared for compliance with the California Environmental Quality Act.

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4.0
SUSTAINABLE TRANSPORTATION STRATEGIES

4.1 Introduction

This section presents strategies for project prioritization, project funding, and project implementation. Strategies may vary as opportunities arise for funding or to take advantage of dovetailing transportation improvements with other city projects or with private development projects.

4.2 Transit

Summary of Conditions

Access to and from public transit is impeded by a lack of adequate pedestrian facilities; and specifically, impeded in several places for persons with challenged mobility. An opportunity exists for improved transit service within the railroad corridor. Transit service is provided by Monterey-Salinas Transit (MST), with the Transportation Agency for Monterey County (TAMC) providing coordination relating to regional transportation planning and utilization of the railroad corridor.

MST is currently studying and designing implementation of the SURF! bus rapid transit project, which would utilize the railroad corridor through the former Fort Ord, and then connect onto public streets in Sand City and Seaside. The SURF! Bus rapid transit project will result in faster peak hour transit times to and from Marina and Salinas. Neither MST nor TAMC have immediate plans for utilizing the railroad corridor for transit service through Sand City, and no additional bus routes within Sand City are proposed. Per comments provided by Monterey Salinas Transit, this Sustainable Transportation Plan presumes that for the foreseeable future, bus transit stops will remain where they currently exist or nearby.

Prioritization

Because no new transit lines or stops are currently foreseen, and the City does not directly make decisions regarding transit service, this Sustainable Transportation Plan prioritizes improvements to pedestrian connections to existing transit stops. Especially important transit connection points are the Sand City Station and the bus stops along Del Monte Boulevard near Contra Costa Street and Tioga Avenue.

Funding

The City does not directly control funding for transit improvements. However, refer to the next section for the City's role in transportation decisions.

Implementation

Although the City is not directly involved in decisions around transit, it does have roles with TAMC and MST that give the City an opportunity to participate in decisions relating to transit. City staff meets regularly with the TAMC and will continue to do so, to keep abreast of regional transportation planning as it may affect the City. One of the Sand City council members sits on the TAMC board of directors, and the City is represented on the TAMC technical advisory committee. A Sand City council member also sits on the MST board of directors, and a Sand City representative may be included on the Measure Q Oversight Committee (representing the Monterey/Seaside/Marina urbanized area). The City uses these connections and positions to advocate for the best transit decisions for Sand City.

It is noted that TAMC's long-term planning for transit includes use of the railroad corridor through Sand City for transit, and the addition of stations along the railroad corridor in the vicinities of Playa Avenue and Contra Costa Street. Plans for other uses within the corridor (pathway and parking) should be coordinated so as not to preclude future transit use within the corridor. In this Sustainable Transportation Plan's conceptual illustrations, the City has presented its preferred alignments for all potential railroad corridor uses. Completion of sidewalks gaps leading to transit stops should be designed consistent with the guidance in Monterey Salinas Transit's "Designing for Transit."

4.3 Bicycle Connectivity and Safety

Summary of Conditions

Bicycle routing in Sand City serves several purposes: transportation within the City, transportation between the City and adjoining areas, and as part of regional bicycle travel. Currently, travel within the City is accommodated by the streets within the West End District, and bicycle lanes on Metz Road and Playa Avenue. The most significant cycling route deficiencies stem from a lack of connections to adjoining areas: connection with the bike path at Roberts Lake to the south and connections with Fort Ord Dunes State Park, Seaside High School, and Monterey Road to the north. The connection between California Avenue and the bike path at Fort Ord Dunes State Park is awkward, and cyclists must mix with heavy traffic into and out of the shopping centers and the freeway ramps. The best existing connection into and out of Sand City is on Playa Avenue to and from Seaside. Regional travel is principally on the Monterey Bay Sanctuary Scenic Trail, which follows an interim route on streets (including steep slopes) between Eolian Dunes Regional Preserve (Playa Avenue) and Sand Dunes Drive. Bicycle racks are not widely available in the City.

Prioritization

The City's priority for bicycle projects is to connect the City to adjoining areas, and complete the missing gap in the regional route system. The most important bicycle connection deficiency, from a transportation standpoint, is the trail connection between the City's West End District and Roberts Lake, which would provide a direct and level off-street route into the City of Monterey. Another critical transportation deficiency is at the north end of the City, where Caltrans, TAMC, and MST are exploring modifications at the State Route 1/California Avenue/Monterey Road/Fremont Boulevard intersections. The modifications are intended primarily to address traffic congestion at the interchange and accommodation of bus rapid transit, but should also be designed to improve bicycle connections to Seaside High School, Monterey Road, Fort Ord Dunes State Park, and the northern segments of the Monterey Bay Sanctuary Scenic Trail.

Ultimately the railroad corridor can provide a direct traffic-free cycling route connecting most parts of the City and providing connections to adjoining areas. In the interim, most of the streets within the West End District have traffic volumes and traffic speeds low enough for comfortable cycling, so the West End is not a high priority for bicycle infrastructure improvements.

From the standpoint of regional connectivity, completing the Monterey Bay Sanctuary Scenic Trail connection between Tioga Avenue and Playa Avenue west of State Route 1 is a priority. This connection is expected to be built as part of the King Ventures resort project. However, this project is awaiting Coastal Commission action on an appeal; and while it is a priority connection, no trail connection is likely until the Coastal Commission appeal is resolved. The City should consider low-cost interim improvements to the connecting route, a portion of which is located on shopping center property.

Bicycle racks should be provided within the West End District and at the beach trailheads. As an interim approach, bicycle racks should be installed at a few priority locations as soon as possible. Enclosed bicycle lockers should be provided at the Sand City Station if space is available. Once the railroad corridor path is constructed, directional signs (to West End businesses, the Sand City Station, the beach, etc.) should be provided to orient users.

Funding

Much of the transportation funding available to local jurisdictions originates through federal transportation funds, and is typically distributed through regional transportation agencies. The current federal transportation funding act is the Fixing America's Surface Transportation (FAST) Act, passed in 2015. The FAST Act authorization went through 2020, and a new federal transportation bill is under consideration. The FAST Act provides Surface Transportation Block Grant (STBG) funding for transportation alternatives. These set-aside funds encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.

Community Development Block Grant (CDBG) funding from the Department of Housing and Urban Development (HUD) can be used for infrastructure improvements, including sidewalks. These funds are available to benefit primarily low- and moderate-income neighborhoods, Sand City participates in the CDBG program through the Monterey Urban County consortium.

The federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides funds for projects that reduce transportation emissions in areas in nonattainment for ozone, carbon monoxide, and/or particulate matter. In Monterey County, funds are channeled through the Association of Monterey Bay Area Governments and TAMC. CMAQ Improvement Program funds may be used for either the construction of pedestrian walkways, or non-construction projects (such as maps, brochures and public service announcements).

The State's Active Transportation Program was created in 2013 and funds a broad spectrum of bicycle and pedestrian projects. Capital improvements; education, encouragement, and enforcement activities; and planning can be funded through the Active Transportation Program. Senate Bill 1 (2017) directs $100,000,000 of gasoline taxes to the Active Transportation Program and up to $300,000,000 of additional funding comes from other State and federal sources. Local funding is distributed through TAMC.

Monterey County Measure X passed by voters in 2016, provides funding for a range of regional transportation projects, and provides a small amount of funding directly to Sand City.

Implementation

All bicycle route improvements will conform to Chapter 1000 of the Caltrans Highway Design Manual. Attention should be paid to places where Class I paths connect with streets, to minimize crossing hazards and reduce the tendency for bicyclists to continue on the wrong side of the street against the flow of traffic.

A Class 1 multi-use path within the railroad corridor will provide a bicycle route through the core of Sand City and provide connections both north to the former Fort Ord and south to the City of Monterey. This path needs to be coordinated with other potential uses within the railroad corridor and placed within the corridor so that connections to the West End streets are convenient, especially at the corner of Ortiz Avenue and Holly Street.

When the Monterey Bay Scenic Sanctuary Trail is completed through the King Ventures resort project, at least one of the existing interim links across State Route 1 (Tioga Avenue overpass or Playa Avenue underpass) should be preserved as a permanent bicycle route connection.

4.4 Pedestrian Connectivity and Safety

Summary of Conditions

Pedestrian connectivity is lacking throughout the City, largely due to the City's history as an industrial area. When industrial uses were established in the West End District, pedestrian circulation was not a consideration, resulting in streets completely lacking sidewalks, having gaps in the sidewalks, or blocked by poles or other fixtures. Additionally, vehicles are often parked across sidewalks. The shopping centers have sidewalks in front of the stores, but connections to adjoining areas, and to outlying pads are inadequate and incomplete.

Prioritization

The most important pedestrian projects are closures of gaps, where no route currently exists or where pedestrians face obstructions or hazardous conditions (such as California Avenue between Tioga Avenue and Holly Street). As a nearer-term priority, at least one continuous sidewalk through the West End District from Del Monte Boulevard to Tioga Avenue, should be completed (see the preferred primary route on the map on Page 5-1). Pedestrian routes that lead to and from the Sand City Station and to bus stops along Del Monte Boulevard should be given high priority, especially the missing sidewalks at the railroad corridor, and improved crosswalks at Playa Avenue. The City has already prioritized completion of a missing sidewalk along Contra Costa Street with ADA improvements. Sidewalk improvements along much of the western side of California Avenue will be constructed as part of the South of Tioga hotel and residential project. There is a significant pedestrian gap entering the Sand Dollar Shopping Center from Tioga Avenue, and the City should encourage the shopping center owner to install a sidewalk in that area. A continuous sidewalk is also needed between Playa Avenue and Tioga Avenue; in the short-term the City should encourage the shopping center owner to extend the existing walkway in the Costco parking lot. The City hopes to eventually fill this gap with an extension of California Avenue and pathway within the railroad corridor. In addition to these infrastructure improvements, the City needs to improve parking facilities and parking enforcement, so that parked vehicles do not block pedestrian routes.

A pedestrian beach connection route from the West End and East Dunes districts is important, but should be considered as a long-term goal. This connection serves more a recreational purpose, and unless targeted funding is available, the City should focus resources first on gaps described above. Tioga Avenue provides a route but has a steep gradient west of Metz Road. A path or sidewalk through the East Dunes residential neighborhood could provide an attractive route. However, property ownership patterns (i.e., a lack of a suitable public right-of-way) and habitat concerns make a route through the East Dunes area challenging; and therefore, this plan defers to broader planning efforts, such as a

specific plan or a General Plan update, to determine if such a route can be provided. A pedestrian bridge over State Route 1 would be expensive, with gradient challenges, and may have a very long horizon for realization, but could provide a suitable connection if funding was identified and available.

A pathway within the railroad corridor would provide a significant recreational and transportation asset within the City, and ultimately tie the entire City together, and connect it to both City of Monterey and Fort Ord Dunes State Park. This is another long-term project, but the City could consider lower-cost interim improvements, such as a graveled pathway within the West End District; for example, providing a shortened pedestrian route between Contra Costa Street and Holly Street.

A connection between the railroad corridor and Del Monte Boulevard in the vicinity of Holly Street would be very useful to pedestrian circulation, but the land within the City of Seaside is entirely private, and land would have to be acquired for this purpose.

Funding

Funding for pedestrian improvements typically comes from the same sources as bicycle facility funding, as previously described.

Implementation

Pedestrian improvements consist of sidewalks, walkways, and street crossings. Pedestrian improvements should be constructed to accommodate the most mobility-challenged persons. Refer to the following section on challenged mobility. The pathway within the railroad corridor needs to be coordinated with other potential uses within the railroad corridor; the path should be placed within the corridor so that connections to the West End streets are convenient, and without conflict, especially at the corner of Ortiz Avenue and Holly Street. Design of pedestrian areas should focus on safety of all users, including good lighting and absence of barriers. Adequate site lines, warning lights, bulb-outs or median refuges, and measures to reduce traffic speeds should be implemented at busy street crossings. In considering potential improvements, the City should concentrate on finishing sidewalks a single side of a street first, to minimize the need for crossing over to the other side of a street. There may be a few locations in the City where a "woonerf" (a slow speed street shared by motor vehicles, bicycles, and pedestrians), as shown here, could be considered if right-of-way constraints do not permit separate automobile, bicycle, and pedestrian facilities. The City should review West End District parking needs and determine if a new parking ordinance, or direction to more strictly enforce parking over sidewalks, is the best approach to reducing the number of parked vehicles blocking pedestrian access.

4.5 Challenged Mobility

Summary of Conditions

Persons with challenged mobility are especially disadvantaged by incomplete sidewalks, uneven pavement, lack of curb cuts, safety issues when crossing streets, and steep slopes or lack of proper ramps. There are numerous barriers within existing sidewalks, such as utility poles, in addition to the gaps in the sidewalks themselves. The locations of these barriers are marked in Figure 2-3 Existing Sidewalks and Barriers. Additionally, vehicles are often parked across sidewalks. Access to all areas of the City and to transit are affected. While an able-bodied person can usually step over or around barriers, these barriers often completely prohibit progress for a mobility-challenged person, or force them into positions where their safety may be compromised.

Prioritization

Suitable access for the mobility-challenged should ultimately exist on every street and to every destination in the City. The City will need to prioritize the necessary improvements, and a few very low traffic streets may need to provide acceptable access within the roadway for a considerable length of time while the City addresses higher priorities. The first priority for improvements should correct situations in which the mobility-challenged have no reasonable options for access. An accessible route from the lower areas of the West End District to California Avenue should be the highest priority (see the preferred primary route on the map on Page 5-1). Until a pathway is constructed on the railroad corridor, California Avenue. provides the only route in the City between the West End District and the shopping centers, and a complete accessible route on California Avenue is another of the highest priorities in the City. Accessible routes to transit should also factor highly in determining priorities. In establishing priorities, the City should determine which barriers on these routes most severely restrict access, and address those the soonest. In addition to these infrastructure improvements, the City needs to improve parking facilities and parking enforcement, so that parked vehicles do not block access for mobility challenged persons.

Especially difficult transitions due to slopes exist between the West End District, the East Dunes District, and the beach. Providing mobility-challenged access to the East Dunes District and to the beach are longer-term projects; and unless specific opportunities arise for funding, are of a lower priority. It is possible the City can provide a suitable grade pathway within Calabrese Park, but property ownership and habitat issues between Calabrese Park and Tioga Avenue will require a broader consideration than can be provided by this Sustainable Transportation Plan. The grade on Tioga Avenue is very steep, and provision of an accessible slope on its sidewalk is not likely to be feasible. The State has specific guidance for beach and trail access that the City should observe; beaches are required to be

accessible, although trails are only required to allow partial use by persons in wheelchairs. As a long-term goal, the City should endeavor to provide at least one fully accessible beach access trail with disabled parking available.

Improvements within the regional shopping centers could greatly improve access for the mobility-challenged; however, these improvements are not under the City's control, and the City is only able to encourage completion of these improvements. However, the City can take steps to facilitate these improvements in the event those private property owners bring such improvements to the City for approval.

Funding

There are two federal tax incentives to assist private property owners with the cost of accessibility improvements. Each tax incentive may be taken in successive years. These two incentives can be used together by eligible businesses if the expenditures qualify.

The Disabled Access Credit (Internal Revenue Code, Section 44) is available to help small businesses (revenues of $1,000,000 or less or 30 or fewer full-time workers) cover ADA-related eligible access expenditures. The credit can be used to remove physical barriers that prevent a business from being accessible to, or usable by, individuals with disabilities. The amount of the tax credit is equal to 50 percent of the eligible access expenditures between $250 and $10,250, with a maximum tax credit of $5,000 in any year.

Any business can take a tax deduction under Internal Revenue Code - Section 190 for the costs of removing architectural or transportation barriers. The maximum deduction is $15,000 per year for costs of removing barriers in facilities or vehicles.

Implementation

All new pedestrian and civic improvements should be designed to accommodate all mobility-challenged persons; who could include persons in wheelchairs, older adults and injured persons, and the sight or hearing impaired. The only exception to this is on very steep slopes, where accommodation is not feasible. However, on moderate slopes, accommodations should be provided if there is adequate room available. The City should also provide signage for alternative routes that bypass the steepest slopes. Improvements will be designed in accordance with guidance provided under the Americans with Disabilities Act and in the California Access Compliance Advisory Reference Manual. Although the American with Disabilities Act Guidelines allow building entry ramp slopes up to 1 in 12 (about 8 percent), the City should try to keep maximum slopes to no greater than 5 percent if feasible.

Intersection and crosswalk improvements should include truncated dome detectable surfaces, beacons to alert motorists, lights to make pedestrians more visible at night, and/or accessible pedestrian signals as appropriate to maximize safety. Benches should be provided at suitable locations to offer resting opportunities. Suitable locations could include the top of slopes and near busy intersections, where rest

may be more necessary. The City should review West End District parking needs and determine if a new parking ordinance, or direction to more strictly enforce parking over sidewalks, is the best approach to reducing the number of parked vehicles blocking access.

4.6 Railroad Corridor

Summary of Conditions

The railroad corridor runs for approximately 1.2 miles within Sand City and approximately 0.3 miles within Seaside. The majority of the railroad corridor is currently vacant and only informally used. Portions of the railroad corridor, near Tioga Avenue and near Contra Costa Street are used for parking. Informal footpaths are present in several areas. At locations between Contra Costa Street and Tioga Avenue, half the width or the entire width of the corridor is occupied by private uses under lease from TAMC, and entitlement permits from Sand City.

Prioritization

It is likely that trail development within the railroad corridor will need to be phased, both for fiscal and logistical reasons. For purposes of prioritization, the railroad corridor is broken into five segments: Canyon del Rey Boulevard to Contra Costa Street (City of Seaside); Contra Costa Street to Holly Street; Holly Street to Tioga Avenue; Tioga Avenue to Playa Avenue; and Playa Avenue to Monterey Road. Table 4-1, Railroad Corridor Priorities, prioritizes each of these segments for use by bicyclists, pedestrians, and the mobility challenged.

Table 4-1 Railroad Corridor Priorities

Segment	Bicycle	Pedestrian	Mobility Challenged	Avg. Rank*
Canyon del Rey Boulevard to Contra Costa Street.	1. Provides important link to Monterey Peninsula.	4. Provides quiet and convenient alternative to Del Monte Boulevard.	4. Provides quiet and convenient alternative to Del Monte Boulevard.	3.0
Contra Costa Street to Holly Street.	4. Provides convenient alternative to West End streets.	3. Provides convenient alternative to West End streets.	3. Provides convenient alternative to West End streets with potential barriers.	3.3
Holly Street to Tioga Avenue.	3. Provides more direct alternative to California Avenue.	2. Provides more direct alternative to California Avenue, which has poor sidewalks.	2. Provides more direct alternative to California Avenue, which has Poor ADA access on sidewalks.	2.3
Tioga Avenue to Playa Avenue.	2. Eliminates congested route on private property in parking lot or indirect route on Metz Road.	1. Provides link where none currently exists.	1. Provides link where none currently exists.	1.3
Playa Avenue to Monterey Road.	5. bike lanes already exist on California Avenue.	5. sidewalk already exists on California Avenue.	5. ADA accessible sidewalk already exists on California Avenue.	5.0

*Note: Ranked 1 (highest priority) to 5 (lowest priority)

Implementation

All uses of the railroad corridor will need to be coordinated through TAMC, and some will require coordination with the City of Seaside and/or Caltrans. Coordination with MST will be required for design of the busway or rail. Because there are multiple potential uses proposed within the railroad corridor, it is essential to coordinate their locations to achieve the greatest benefit. Probable uses within the railroad corridor include bus rapid transit and/or rail transit, bus or rail boarding platform(s), public parking, and a trail. The railroad corridor is 100 feet wide. Railroad or busway use is expected to require a width of approximately 50 feet; boarding platforms should fit within this area. A single-loaded one-way street with 45-degree angled parking will require approximately 35 feet of width. A trail will require a minimum of 12 feet of width.

Placement of a busway will be more flexible than placement of rail. It is presumed that rail will, for the most part, remain in its current location, approximately centered in the railroad corridor. However, if the railbed is not adequate, re-location may then be desirable. The preferred arrangement would place the trail nearest to the northern/western edge of the railroad corridor, to provide access to West End District streets without crossing tracks or roadways. Public parking would be located only between Contra Costa Street and Holly Street (or Redwood Avenue), and would occupy the southern/eastern edge of the railroad corridor. The busway or rail would be located in the center of the railroad corridor. The conceptual illustrations in this Sustainable Transportation Plan show this preferred alignment, although the City recognizes that the rail placement may dictate the locations of other uses.

There are five street railroad corridor crossings in the area considered in this Sustainable Transportation Plan: Canyon del Rey Boulevard (State Route 218), Contra Costa Street, Tioga Avenue, Playa Avenue, and Monterey Road. All of these crossing are relatively near other streets, generally paralleling the railroad corridor, including Del Monte Boulevard, Orange Avenue, California Avenue, and the Sand Dollar Shopping Center entries. The trail crossings will need to be carefully designed to minimize conflicts with cross traffic and traffic entering from the parallel streets. At crossings of busier streets, the crossings should be coordinated with intersection signal lights or roundabouts, and crosswalks. At the busiest crossings the City should consider a separate traffic signal crossing phase if feasible.

4.7 Other Modes

Summary of Conditions

The City has limited electric car changing opportunities, and does not have any dedicated car share facilities or bike/scooter share options. The Edgewater Shopping Center currently provides car-charging stations at two locations within its parking lot.

Prioritization

The City should identify public parking spots within the City that could be equipped with charging stations. The City should consider the potential value of designating a few automobile parking spaces for drop-off/pick-up (taxi, Uber, Lyft, etc.), especially at popular destinations.

Funding

The City should license or contract these services to private companies. Miscellaneous costs can be covered by the General Fund.

Implementation

The City has undertaken a parking study, and determined that the automobile parking supply is deficient in portions of the West End District to accommodate preferred land uses, and that redevelopment within the West End District could require additional parking. The Sustainable Transportation Plan is one approach to reducing demand for automobile parking, but the City wants to preserve as much automobile parking as feasible for those trips that are not practical by alternative means. If the City considers the provision of car-share locations (e.g., Zip Car) those spaces should be provided in more out-of-the-way locations. The City's streets have narrow rights-of-way (typically about 50 feet) so there is limited room to provide bicycle or scooter docking stations. If a bicycle or scooter share program were established, locations where the docking stations would not interfere with pedestrian travel or remove important parking spaces would need to be identified. Ultimately, the railroad corridor might provide suitable locations for both car share and bike/scooter share staging.

4.8 Additional Strategies

The City should seek grant fund opportunities to assist in funding sustainable transportation improvements. TAMC will be able to help the City identify grant funding opportunities. Once basic improvements towards a sustainable transportation network are in place, the City should consider enhancements, such as wayfinding signs, benches for resting, e-bike/wheelchair charging stations, or bicycle repair stations.

4.9 Summary of Strategies

Realizing fully accessible and sustainable transportation within the community is a long-term endeavor, and as such, priorities must be set for its implementation. The first priority should be providing access where access is currently completely denied; i.e., those locations where persons of challenged mobility find it physically impossible to reach destinations. The second priority should be to address situations that present dangers to users. Additional priorities include access to transit and closing significant regional and inter-community gaps.

Summary of Strategic Priorities

These improvements are listed in approximate priority order, but the City will implement them as opportunities and funding become available, so implementation may follow an order different than listed. However, these priorities should be considered when deciding between improvement options.

Transit

1. Improve pedestrian connectivity to existing bus transit stops.
2. Coordinate transit use and other uses within the Railroad Corridor.

Bicycles

1. Improve bicycle connectivity between the West End District and Robert's Lake trail.
2. Complete missing link of regional trail between Tioga Avenue and Playa Avenue west of State Route 1, and maintain a bicycle route connection on either Tioga Avenue or Playa Avenue.
3. Include bicycle connectivity to Seaside High School, Monterey Road, and northern segments of the Monterey Bay Sanctuary Scenic Trail in coordination with improvements of the Fremont Boulevard State Route 1 intersection/on-off ramps.
4. Provide bicycle racks within the West End District and at Beach trail heads.
5. Provide enclosed bicycle lockers at the MST transit station.
6. Include trail for bicycle circulation within the Railroad Corridor.
7. Provide directional signs for public orientation.

Pedestrian

1. Complete missing gaps of sidewalks, particularly where pedestrians currently face hazards/ obstructions. (long term).
2. Complete at least one (1) continuous sidewalk through the West End District from Del Monte Boulevard to Tioga Avenue. (short term).
3. Enhance pedestrian connection with improved crosswalks between California Avenue and Seaside High School. (short term)
4. Ensure good pedestrian connections between California Avenue, Seaside High School, and Fort Ord Dunes State Park as part of future round-about design and construction. (long term)
5. 5. Establish pedestrian routes to/from the Sand City Station on Playa Avenue and to bus transit stops along Del Monte Boulevard.
6. Encourage the Sand Dollar Shopping Center to install sidewalk from Tioga Avenue into the center. (long term)

7. Encourage the Sand Dollar Shopping Center to extend the existing walkway all the way to Playa Avenue. (short term)
8. Provide pedestrian connection between the West End and East Dunes districts and the beach on the opposite side of State Route 1. (long term)
9. Safety improvements, including improved crosswalks and safety beacons at crossings with higher traffic volumes or faster traffic speeds.
10. Provide directional signs for public orientation.

Challenged Mobility

1. Correct situations where the mobility-challenged have no reasonable options for access; particularly from the lower areas of the West End District to California Avenue.
2. Improvements to accommodate the most mobility-challenged persons and include good lighting and absence of barriers, with a priority toward routes to transit. (long term)
3. Provide at least one (1) fully accessible beach access trail with disabled parking available.

Railroad Corridor

1. Utilize the Railroad Corridor to provide bike, pedestrian, and mobility challenged improvements in conjunction with long-term plans for bus/rail transit improvements.
2. Prioritize development of trail segments in line with Table 4-1.
3. Add trail amenities when the trail itself is substantially complete.

Summary of Funding Sources

- Fixing America's Surface Transportation (FAST) Act
- Surface Transportation Block Grant (STBG)
- Community Development Block Grant (CDBG)
- Congestion Mitigation and Air Quality Improvement Program
- California's Active Transportation Program
- Monterey County Measure X
- The Disabled Access Credit (IRS Code sec. 44)

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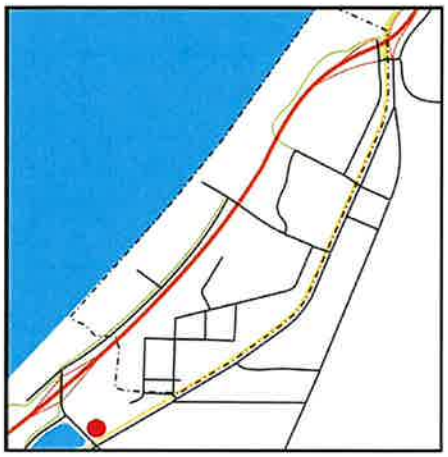
5.0
RECOMMENDED IMPROVEMENTS

This section presents the recommended improvements at each of the nine key locations identified in Section 3.4, Conceptual Options. Prioritization parameters are presented in Section 4.0, Sustainable Transportation Strategies. The general locations of proposed improvements are shown in the following illustration.

5.1 Improvements at Key Locations

Southern Railroad Corridor Trail Connection between Roberts Lake and Contra Costa Street

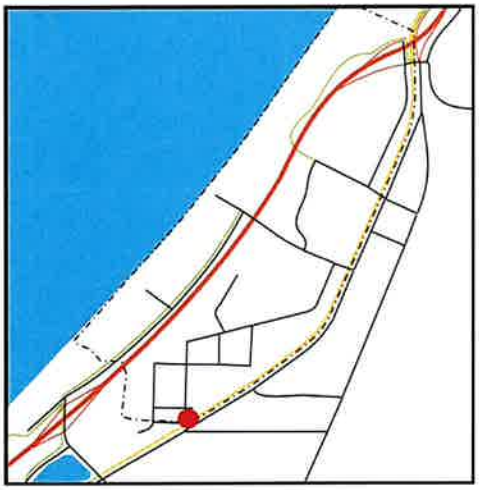


This trail segment connects the existing Monterey Bay Sanctuary Scenic Trail to the railroad corridor north of State Route 218. The recommended trail crossing of State Route 218 uses the crosswalk from the southwest corner to the northwest corner of the State Route 218/Del Monte Boulevard intersection. A spur of the existing trail currently terminates at the southwest corner of that intersection. The railroad corridor is off-set from the northwest corner by about 80 feet.

The trail will need to connect from the northwest corner to the railroad corridor, as a Class 1 path, either within the State Route 218 right-of-way, or within the Del Monte Boulevard right-of-way and a vacant parcel to the north of Starbucks. The preferred alignment is to continue a Class 1 path along the Del Monte Boulevard right-of-way and use the southernmost 15 to 20 feet of the vacant parcel adjacent to Starbucks to connect to the railroad corridor. This routing brings the trail past an exit only driveway rather than an in-out driveway at Starbucks, so traffic conflicts are reduced. If this alignment is not feasible, the alternative alignment would use the State Route 218 right-of-way for a Class 1 path connecting the northwest corner of State Route 218 and Del Monte Boulevard to the railroad corridor adjacent to State Route 218. For either alignment, the driveway crossing will need to be designed to alert drivers and trail users to the crossing.

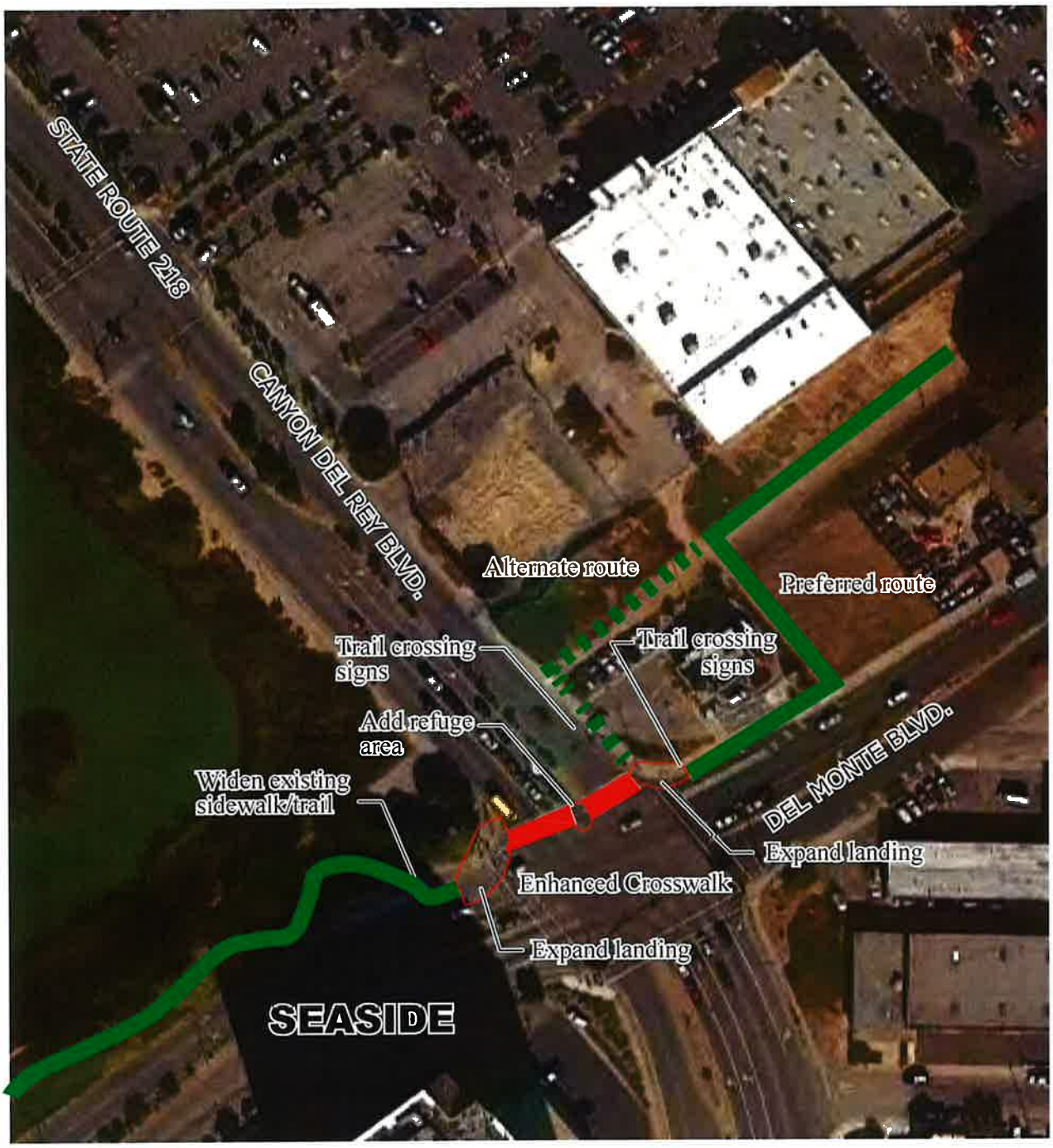
The preferred and alternative alignments for crossing State Route 218 and re-joining the railroad corridor are conceptually illustrated in Figure 5-1, Railroad Corridor Trail Connection between Roberts Lake and Contra Costa Street.

Trail Crossing of Contra Costa Street



The trail crossing of Contra Costa Street poses challenges because of the volume of traffic and close proximity of intersections between Del Monte Boulevard and Orange Avenue. These factors result in a high potential for traffic conflicts. The preferred crossing uses the crosswalk parallel to Del Monte Boulevard where movements are controlled by a signal light.

On the west side of Contra Costa Street, the trail would be aligned along Contra Costa Street (for a distance of about 30 feet), the south side of Olympia Avenue (for a distance of about 50 feet) and then follow the southern/



Sidewalk/Trail Preferred Alignment
Alternative Alignment
Enhanced Crosswalk

Source: Google Earth 2018, Monterey County GIS 2020

0 110 feet

Figure 5-1

Railroad Corridor Trail Connection between Roberts Lake and Contra Costa Street

Sand City Sustainable Transportation Plan

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eastern edge of the railroad corridor. Because Olympia Avenue is a one-way street eastbound towards Contra Costa Street, a spur trail connecting to Catalina Street is recommended to provide access to and from the West End on the west side of Contra Costa Street. Where the trail near Del Monte Boulevard along Contra Costa Street meet, the crosswalk should be adjusted to provide a suitable transition for trail users.

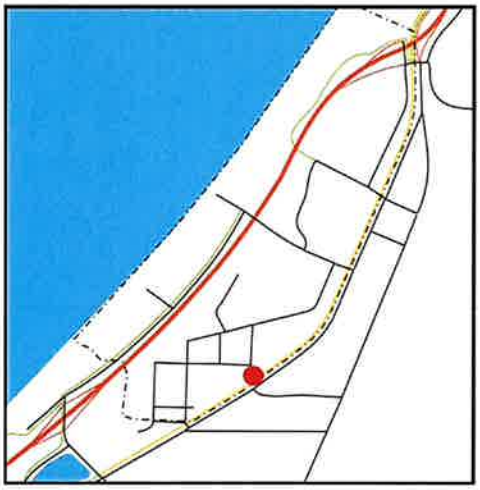
On the east side of Contra Costa Street, the trail would be parallel to Contra Costa Street until it intersects the railroad corridor (for a distance of about 60 feet). The trail would then follow the southern/eastern edge of the railroad corridor (for a distance of about 175 feet) before crossing a one-way parking lane and two-way bus lane/transit line to the northern/western side of the railroad corridor. Placement of the trail on the northern/western side of the railroad corridor provides the best trail access to and from West End streets.

The preferred alignment to connect the Monterey Bay Sanctuary Scenic Trail extension across Contra Costa Street is conceptually illustrated in Figure 5-2, Trail Crossing of Contra Costa Street. This figure also shows the preferred co-alignment of the trail with future transit and parking uses within the railroad corridor.

Central Railroad Corridor

The recommended improvements for this section of the railroad corridor include transit use (bus rapid transit or rail) public parking, and a Class 1 bicycle/pedestrian path.

To best accommodate transit as it transitions onto Contra Cota Street and Del Monte Boulevard, and avoid crossing conflict to the extent possible, the transit space has been reserved in the relative center of the railroad corridor.

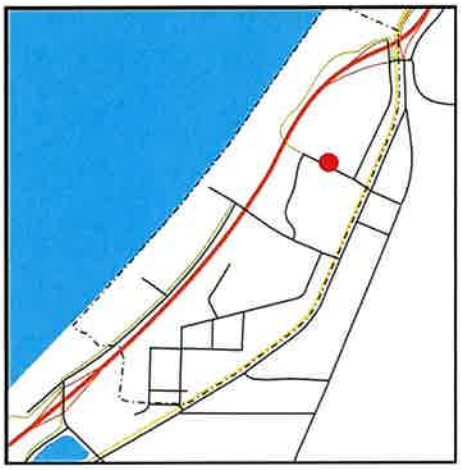


For best access between the West End and the trail, the trail space has been reserved along the northern/western edge of the railroad corridor. This position allows crossings of the parking lane at locations with good visibility for both trail users and vehicle operators, and results in a single transit crossing, also at a location with good visibility. This trail placement also avoids potential conflicts with business driveways on Orange Avenue.

A one-way northeast bound access road and angled parking should be located on the southern/eastern side of the railroad corridor. This placement allows free flow in from Contra Costa Street, and reduces automobile/transit crossing to a single location as the parking lane exits onto West End District streets at either Holly Street or Redwood Avenue.

The preferred trail alignment within the railroad corridor is conceptually illustrated in Figure 5-2, Trail Crossing of Contra Costa Street. The trail would continue along the northern/western side for the remainder of the railroad corridor, crossing the parking lane exit at Holly Street or Redwood Avenue.

Sand City Station Access to Shopping Centers

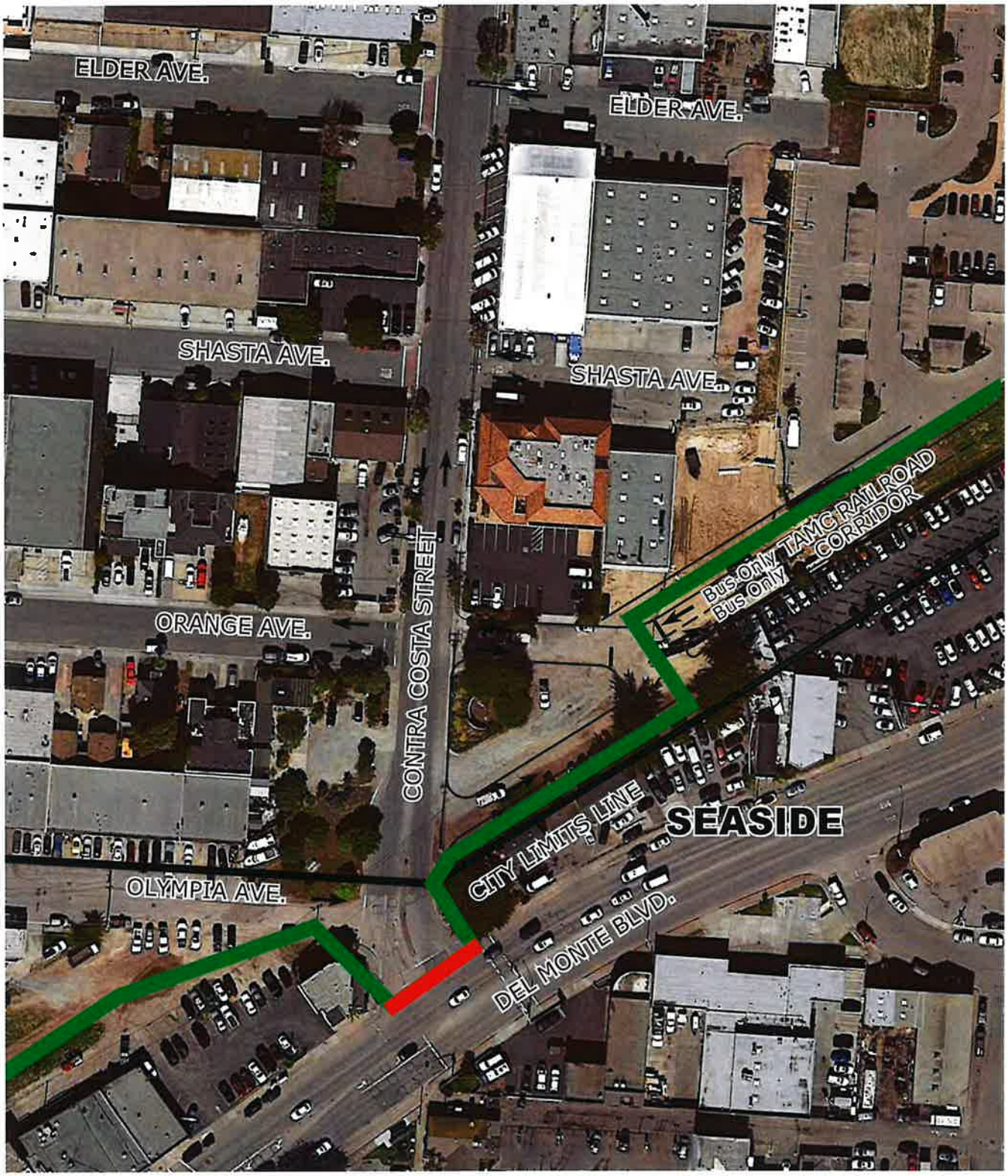


IImproving access to and from the Sand City Station is important for all pedestrians, and especially for mobility-challenged persons. The primary access issue with the adjacent Edgewater Shopping Center is related to access for the mobility-challenged; the primary access includes a set of steps. Access from the Sand City Station to the Sand Dollar Shopping Center involves crossing Playa Avenue and then crossing the parking lot. The two existing crosswalks are located 140 feet east (at California Avenue) and 300 feet west (near Ashley Furniture) as measured from the center of the Sand City Station.

From the Sand City Station, the nearest destination at the Sand Dollar Shopping Center is McDonalds, located directly across Playa Avenue, and about 400 feet distant via the crosswalk at California Avenue. Other destination points are Costco (about 800 feet via the crosswalk at California Avenue), and Ashley Furniture (about 650 feet via the western crosswalk). There is continuous sidewalk access to McDonalds and Ashley Furniture, as well as to the other businesses located south of Ashley Furniture. Although Costco can be reached by this same route, it is 800 feet farther than the direct route. The direct route to Costco includes 400 feet across the parking lot without a separate walkway.

The current route ADA access route from the Sand City Station to the Edgewater Shopping Center is long, difficult to locate, and isolated. The recommended improvement is a switch-backed ramp to the back of the passenger shelters at the Sand City Station. This route is much shorter and directly accessible from the Sand City Station. The elevation differential is about 8 feet, so at a 5 percent slope, the ramp would need to be about 160 feet long, plus landings. This route would reduce the distance from the middle passenger shelter to the front corner of Lucky from about 600 feet to about 300 feet.

In addition to enhancing the two existing crosswalks on Playa Avenue, a new crosswalk should be developed between the Sand City Station and the Playa Avenue entrance to the Edgewater Shopping Center, to provide a direct crossing to the Sand Dollar Shopping Center. The improvements for crossing Playa Avenue, and for crossing the Sand Dollar Shopping Center parking lot, are linked. Pathways within the Sand Dollar Shopping Center should meet all three of the crosswalks (two existing and one proposed) on Playa Avenue. The walkways would join part way through the parking lot before connecting to the existing walkway from Costco. A connecting pathway to the existing walkway from Marshalls should also be provided.



Source: Google Earth 2018, Monterey County GIS

Figure 5-2

Trail Crossing of Contra Costa Street

Sand City Transportation Plan

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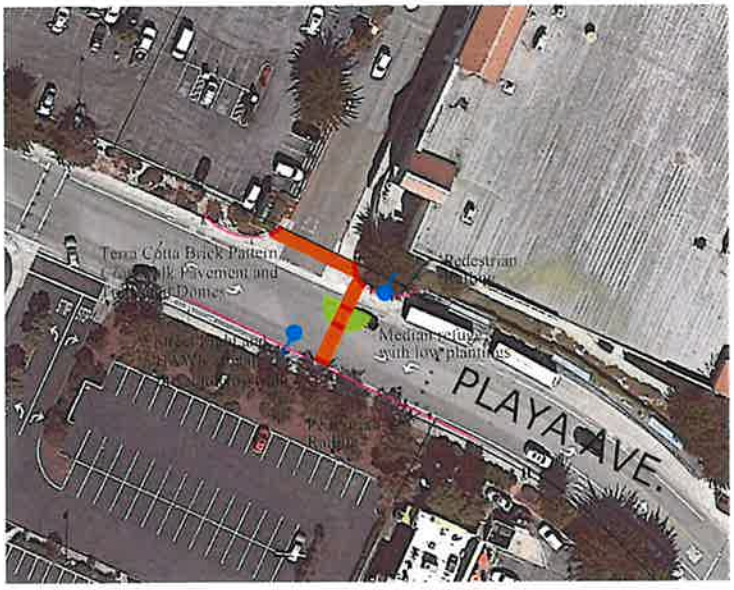
Design of the mid-block crossing needs to consider pedestrian safety from traffic on Playa Avenue and vehicles turning out of the Edgewater Shopping Center, as well as turning requirements for trucks leaving the Edgewater Shopping Center, and adequate lane width for busses (11 feet minimum). A median refuge and railings to prevent pedestrian crossing outside the new crosswalk are recommended, as well as street lighting in advance of the crosswalk in each direction (to best illuminate pedestrians for visibility from approaching vehicles) and a flashing crosswalk light.

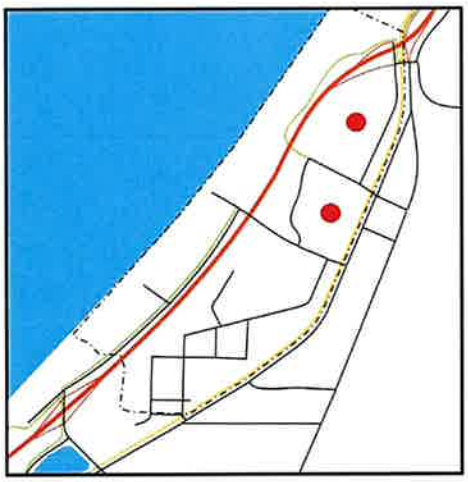


The preferred improvements on Playa Avenue near the Sand City Station, and connections to and from the Sand City Station within the Sand Dollar and Edgewater shopping centers, are conceptually illustrated in Figure 5-3, Sand City Station Shopping Center Connections.

Pedestrian Circulation within Sand Dollar and Edgewater Shopping Centers

Both the Sand Dollar Shopping Center and the Edgewater Shopping Center have significant gaps in the circulation system for pedestrians and the mobility-challenged, including lack of sidewalks and indirect routes.

There are two significant access issues at the Sand Dollar Shopping Center: access across the parking lot previously discussed; and access into the shopping center from Tioga Avenue. The most pressing need within the Sand Dollar Shopping Center is for a sidewalk between the northwest corner of the Tioga Avenue/ California Avenue intersection and the front entrance to Costco. A sidewalk along the exit aisle is recommended, with a crosswalk at the entry to the tire shop. As discussed earlier, the walkways that extend out from Costco and Marshalls should be connected, and then connect to Playa Avenue. Access on Metz Road at the back of the Sand Dollar Shopping Center is addressed separately, later in this section.



The Edgewater Shopping Center needs improved pedestrian access at the California Avenue entry, primarily to a direct pedestrian connection between the southwest corner of the California Avenue/entry intersection and the main row of businesses. It is recommended that the sidewalk be extended to a stairway and crosswalk to Panera. The ADA access at this location is provided from the northwest corner of the California Avenue/entry intersection. It is recommended that ADA access signs be added at both corners, with the crosswalk between the gas station and the main line of businesses enhanced, and ADA directional signs installed there as well. Mobility-challenged access from Playa Avenue was discussed earlier.

Walking between the main line of businesses and the outer pads (i.e., from Target or Ross to Starbucks) requires crossing through the parking lot with no separated walkway, for a distance of about 250 feet. A walkway is recommended to connect these points in line with the recently constructed electrical vehicle charging station near Starbucks.

Recommended pedestrian improvements at the Sand Dollar Shopping Center entry at Tioga Avenue are conceptually illustrated in Figure 5-4, Sand Dollar Shopping Center Tioga Avenue Entry Pedestrian Improvements.

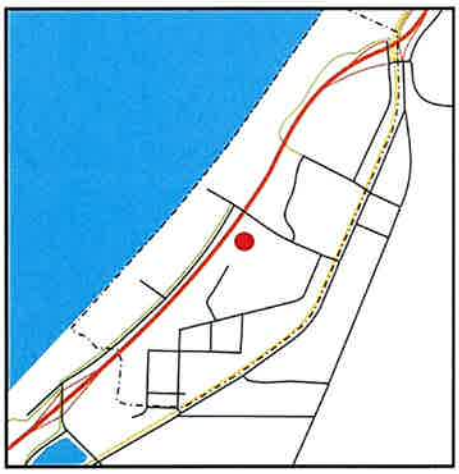
Recommended pedestrian improvements at the Edgewater Shopping Center are conceptually illustrated in Figure 5-5, Edgewater Shopping Center Pedestrian Improvements.

Recommended pedestrian improvements at the Edgewater Shopping Center entry at California Avenue are conceptually illustrated in Figure 5-6, Edgewater Shopping Center California Avenue Entry Pedestrian Improvements.

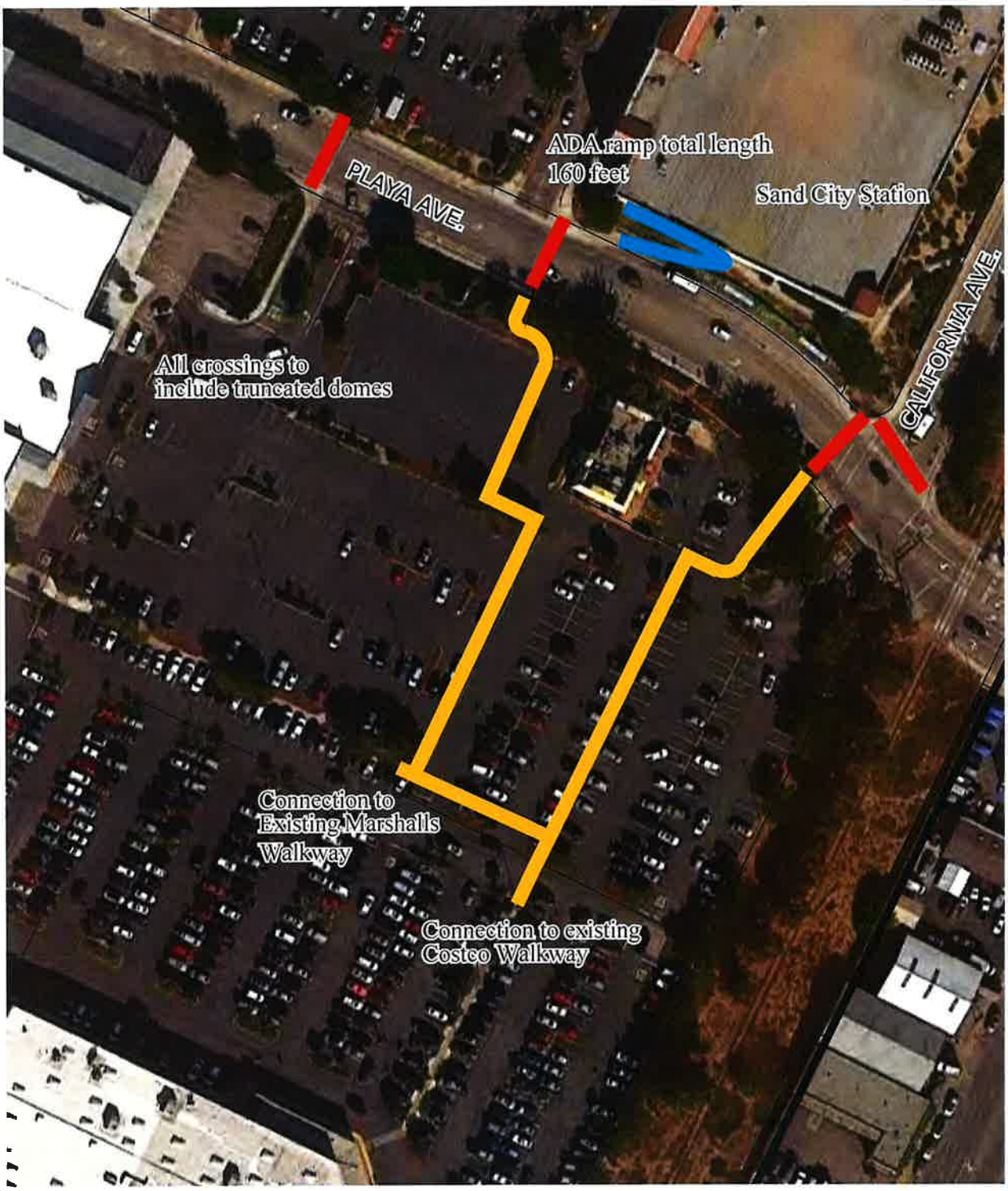
East Dunes to Tioga Avenue/Beach Connection

Significant constraints preclude the inclusion of a trail connection through the East Dunes District. The only available continuous right-of-way is along the State Route 1 freeway. This option is considered unfeasible due to slopes along the highway margins and a significant elevation differential at Tioga Avenue. Additionally, there is some concern about pollutant levels on the upwind side of the freeway.

Inland from State Route 1, the City has a number of un-developed street rights-of-way in the East Dunes District, but none of these connects to Tioga Avenue. Therefore, private property would need to be acquired in order to establish a connecting path or sidewalk.



In addition, the East Dunes District is known to host at least two protected plant species and provide habitat for at least one protected animal species. A lengthy process through the United States Fish and Wildlife Service and the California Department of Fish and Wildlife will be required for development within the East Dunes District.



Source: Google Earth 2018, Monterey County GIS 2020

0 110 feet

Sidewalks
Enhanced Crosswalks
ADA Ramp

Figure 5-3

Sand City Transit Center Shopping Center Connections

Sand City Sustainable Transportation Plan

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Source: Google Earth 2018, Monterey County GIS 2020

0 110 feet

Sidewalk Crosswalk

Figure 5-4

Sand Dollar Shopping Center
Tioga Avenue Entry Pedestrian Improvements

Sand City Sustainable Transportation Plan

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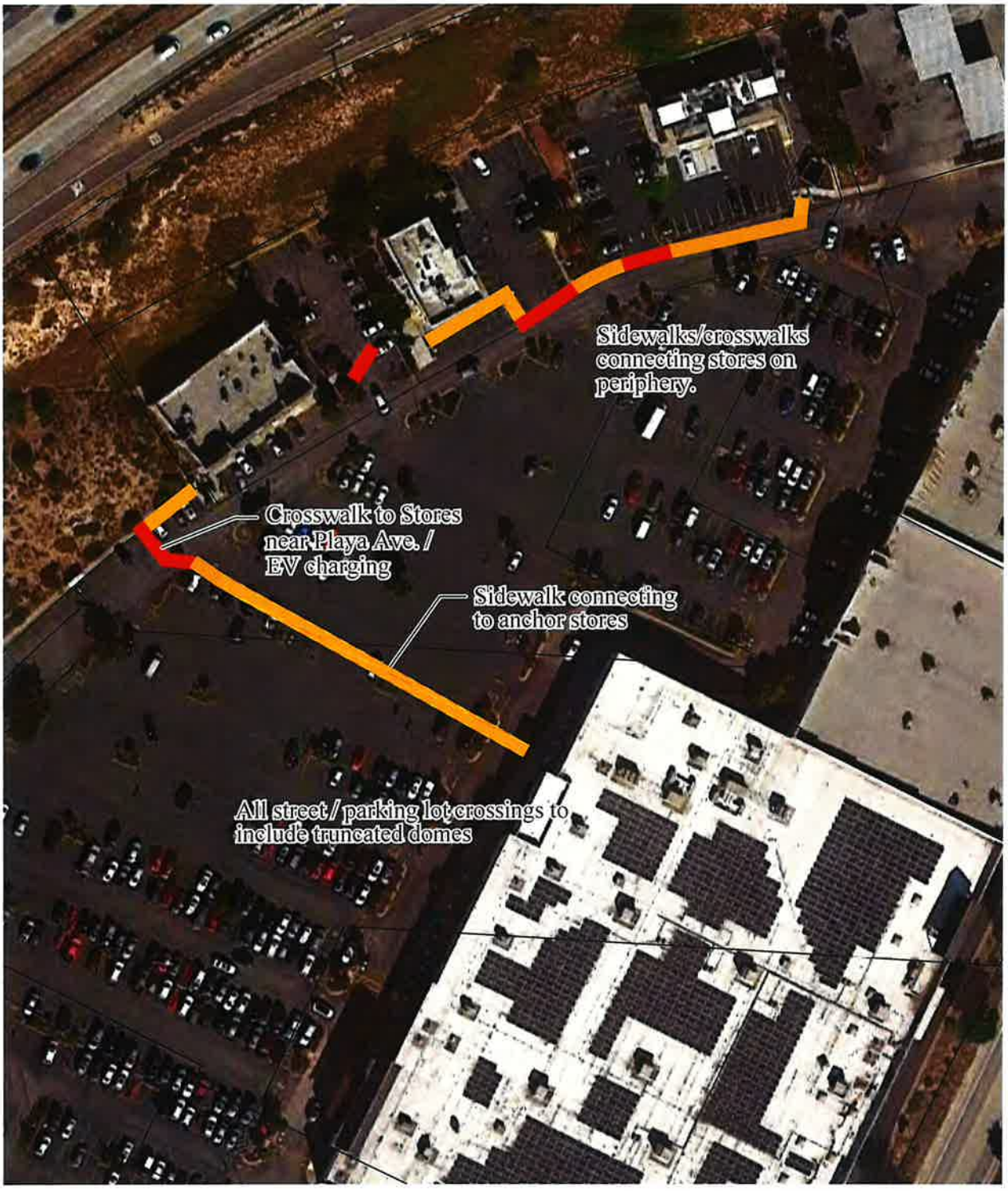

Source: Google Earth 2018, Monterey County GIS 2020

0 110 feet

Sidewalk
Enhanced Crosswalks

Figure 5-5

Edgewater Shopping Center Pedestrian Improvements

Sand City Sustainable Transportation Plan

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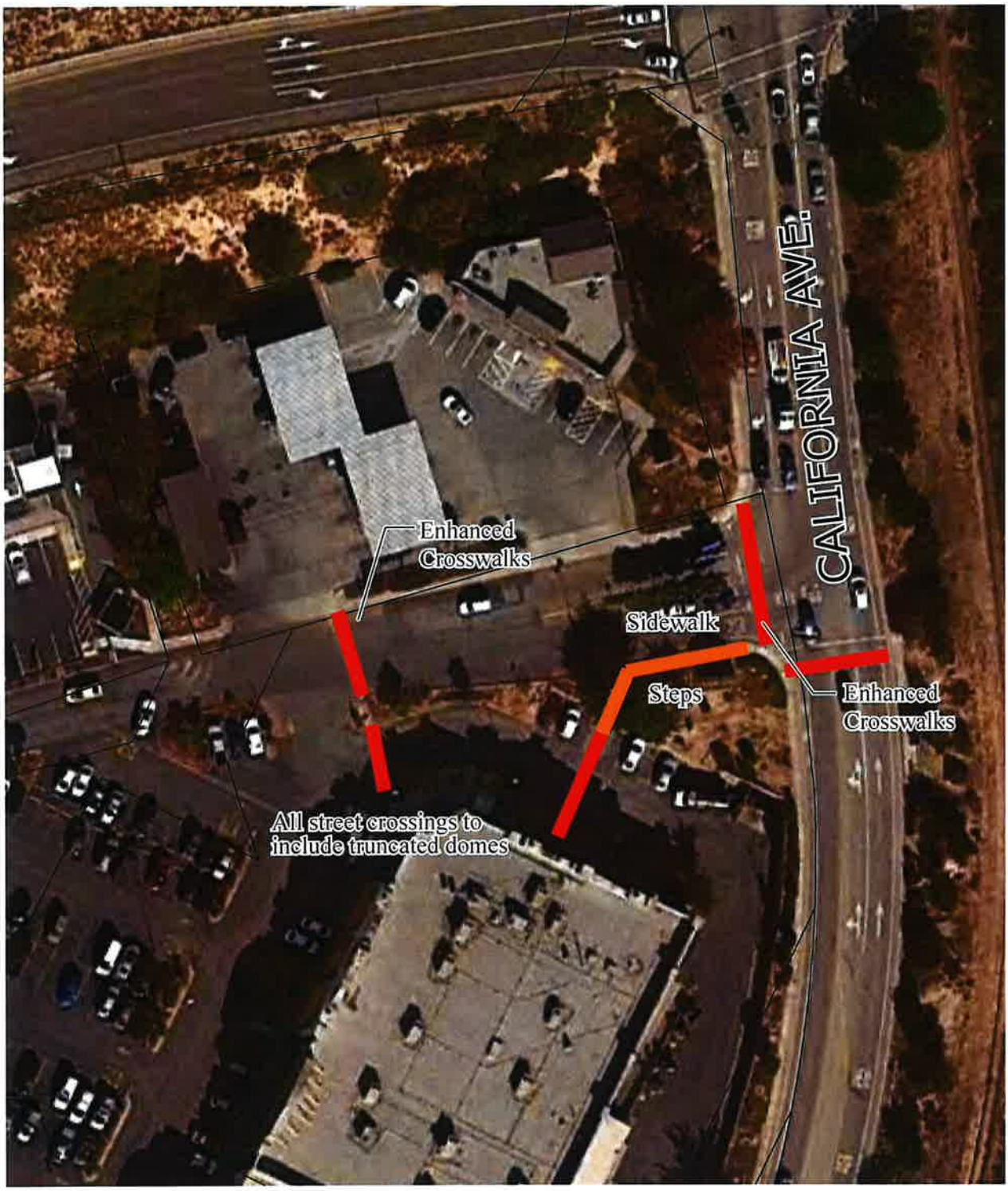

Source: Google Earth 2018,Monterey County GIS 2020

0 110 feet

Sidewalk
Crosswalk

Figure 5-6

Edgewater Shopping Center
California Avenue Entry Pedestrian Improvements

Sand City Sustainable Transportation Plan

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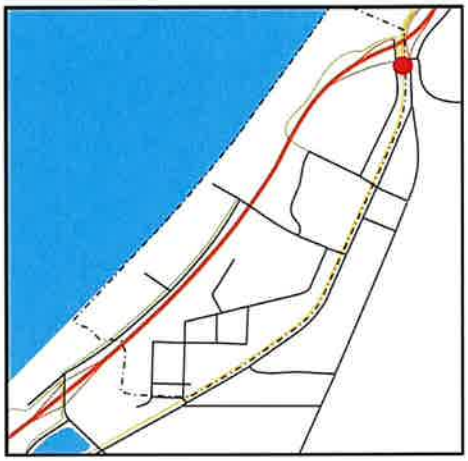
The best way to address these complications would be through assemblage of all of the private parcels by a single entity, and/or adoption of a Specific Plan, in conjunction with a subdivision map to re-arrange the public rights-of-way and private parcels. This process could also be used to set aside land to mitigate for take of endangered species. Until such time as an overall approach is developed for the East Dunes District, a formal public route between City Hall/Calabrese Park and Tioga Avenue is considered infeasible. At this point, the access should remain on Tioga Avenue. Refer to the Conceptual Options Report for potential options that were considered for future pedestrian access within the East Dunes District.

Seaside High School/Recreation Trail Connections across Fremont/California Avenue

This is a complicated intersection that is used by a very high volume of traffic to and from State Route 1; Fremont Boulevard, Del Monte Boulevard and the golf course area within Seaside; and the Sand City shopping centers. This intersection provides the only direct freeway access to and from Sand City. This is also a very important and heavily used bicycle and pedestrian connection point, linking the shopping centers, Seaside High School, and the Monterey Bay Sanctuary Scenic Trail to Fort Ord Dunes State Park and the City of Marina. Crossing is typically accomplished using the crosswalks and signal lights, but these are not suitable for the volumes of traffic, and there are no provisions specifically designed to accommodate bicycles.



As an interim solution, pedestrian and bicycle circulation should be improved by means of enhanced crosswalks and sidewalks. Enhanced crosswalks should connect the southwest corner of the California Avenue/Monterey Road intersection to the southeast corner of the Monterey Road/Ord Avenue intersection, and from the southwest corner of the Fremont Boulevard/Monterey Road intersection to the southeast corner of the Monterey Road/State Route 1 southbound offramps. The Monterey Road and Fremont Boulevard crossings should include a median refuge. The sidewalks on the south side of Monterey Road, between California Avenue and Ord Avenue, should be widened to comfortably accommodate both pedestrian and bicycle traffic (i.e., matching the standards for a Class 1 path). Striping should be provided to guide south/west-bound bicyclists on Monterey Road to the southeast corner of the Monterey Road/State Route 1 southbound offramps, and/or provisions should be made to cross bicyclists to the sidewalks on the south of Monterey Road.

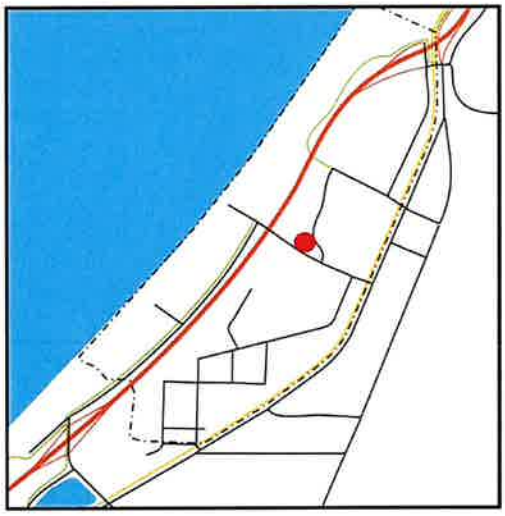
The preferred interim intersection connection improvements are conceptually illustrated in Figure 5-7, Seaside High School/Recreation Trail Interim Intersection Connections across Fremont Boulevard/ California Avenue.

Improvements at these intersections have been considered for decades due to high levels of congestion. The Transportation Agency for Monterey County (TAMC) has proposed a double roundabout for this area, both to reduce congestion and to facilitate Monterey-Salinas Transit's proposed rapid bus transit. The bus rapid transit would use the railroad corridor north of here, and transition to and from public streets using a roundabout near the southbound State Route 1 on-ramp.

Design speeds for urban roundabouts are typically between 20 and 25 miles per hour. Pedestrians use a sidewalk and crosswalks on the outside of a roundabout. Crosswalks are usually set back from each vehicle entry/exit point by between 25 and 75 feet. It is expected with the back-to-back set of roundabouts, that pedestrians would walk around the outer perimeter of the two circles, and that no sidewalk connection would be provided in-between the two circles. Bicyclists traveling through a roundabout usually have a choice of merging with the vehicular traffic, or diverting onto the path shared with pedestrians. Bicycles proceed in the same direction as other traffic in a roundabout. If merging with other traffic, a bicyclist could choose to navigate through one or both of the roundabouts. No special accommodation would be necessary for bicyclists from southbound Monterey Road.

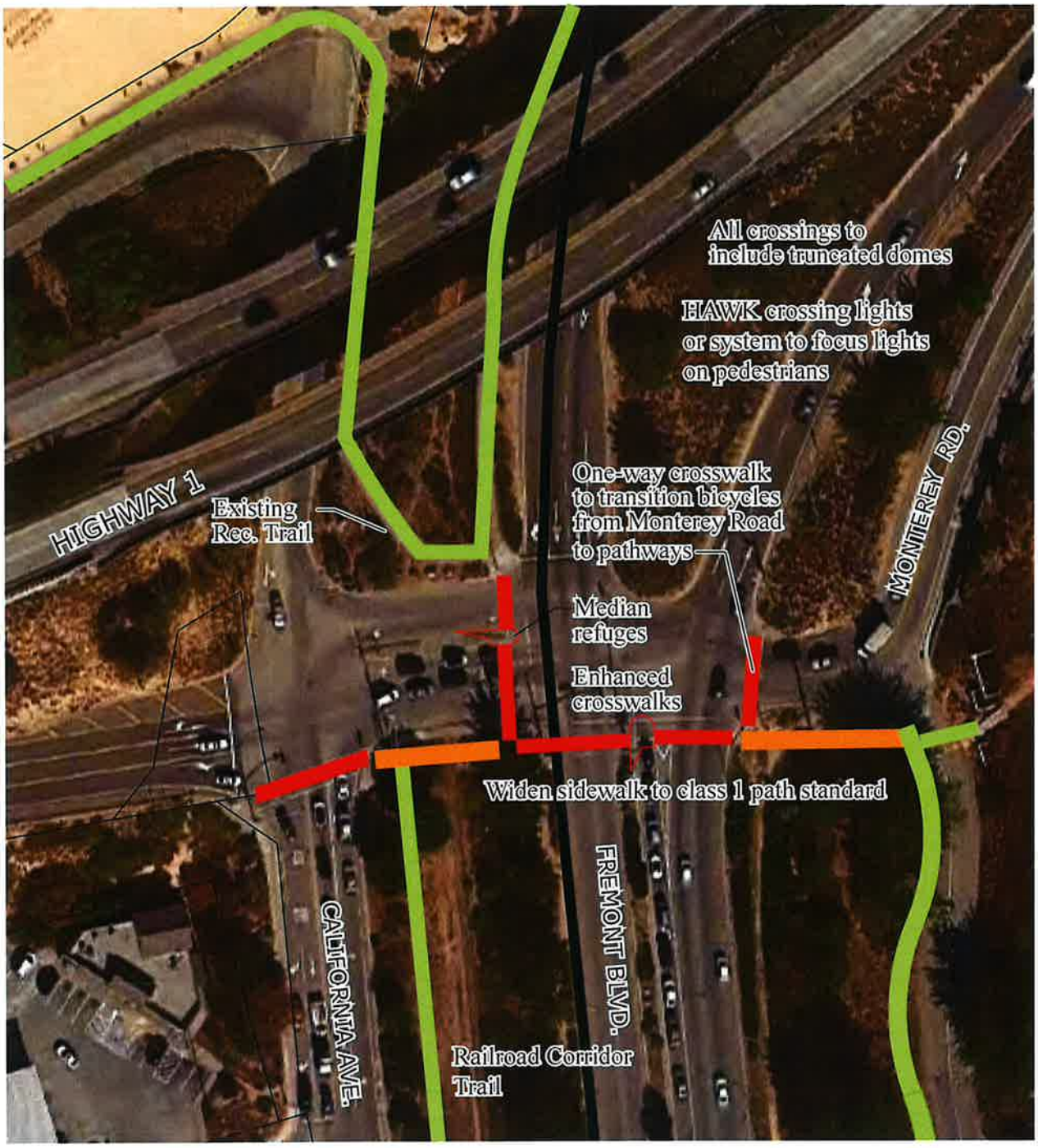
The preferred long-term roundabout connection improvements are conceptually illustrated in Figure 5-8, Seaside High School/Recreation Trail Roundabout Connections across Fremont Boulevard/ California Avenue.

Monterey Bay Sanctuary Scenic Trail Interim Alignment on Tioga Avenue and Metz Road



Because completion of the permanent coastal alignment of the Monterey Bay Sanctuary Scenic Trail is dependent on resolution of a California Coastal Commission appeal of the King Ventures resort project, an interim alignment is expected to be necessary indefinitely.

The interim route is long-established, with a Class 1 path connecting to the corner of Playa Avenue and Metz Road, Class 2 bike lanes on Metz Road, and Class 3 bicycle route signs on westbound Tioga Avenue. Because the interim route is expected to serve indefinitely, the City should consider navigational and safety improvements. Recommended improvements include more prominent directional signs at, and in advance of, turns in the route; green paint near intersections and to the rear of perpendicular parking spaces on Metz Road; and a Class 3 bicycle route sign on eastbound Tioga Road. The advanced turn signs on eastbound Tioga Road and on the Class 1 path connection to Playa Road should be positioned well in advance, before bicyclists gain downhill speed. The City should also consider painting "sharrows" on Tioga Road, particularly in and approaching the eastbound left-turn lane.



Sidewalk Crosswalk Recreational Trails

Source: Google Earth 2018, Monterey County GIS 2020

0 85 feet

Figure 5-7

Seaside High School/Recreation Trail Interim Intersection Connections across Fremont Boulevard/California Avenue

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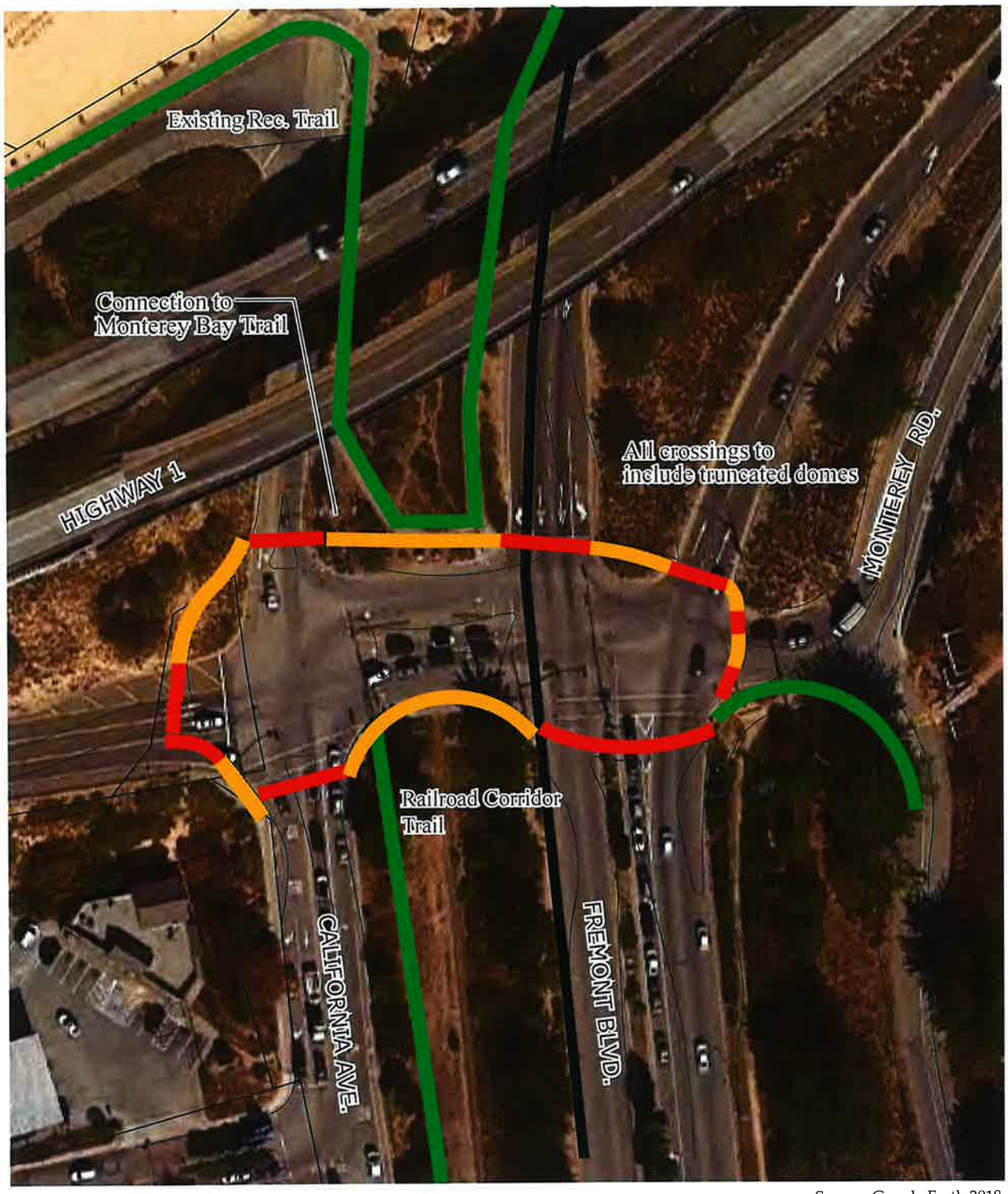

Source: Google Earth 2018, Monterey County GIS 2020

Figure 5-8

Seaside High School/Recreation Trail Roundabout Connections across Fremont Boulevard/California Avenue

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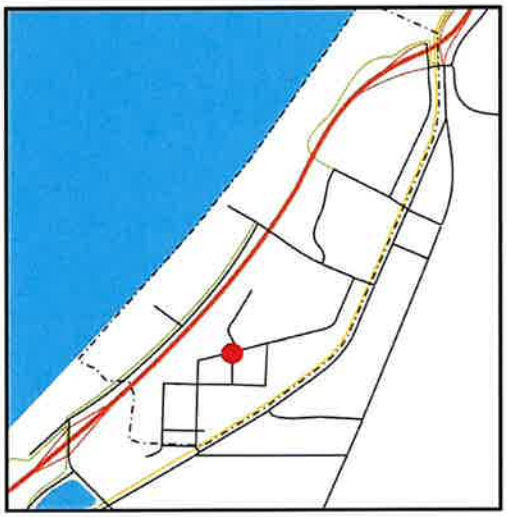
This interim route is also used by pedestrians, and additional sidewalks or a side trail should be provided on Metz Road to the extent feasible, since sidewalks are incomplete. The steep gradients on Tioga Road and the Class 1 path at Playa Avenue preclude most persons with mobility challenges; therefore, access for the mobility challenged should be prioritized at the front side of the Sand Dollar Shopping Center.

When the permanent alignment of the Monterey Bay Sanctuary Scenic Trail is eventually completed, the City will maintain a connection on Playa Avenue, and potentially on Tioga Avenue as well. Per comments from the California Coastal Commission review of the King Ventures resort project, the connection on Playa Avenue is expected to continue as a Class 1 path. The connection on Tioga Avenue will be sidewalks and either a Class 2 bicycle lane or Class 3 bicycle route.

Recommended interim and long-term improvements related to the Monterey Bay Sanctuary Scenic Trail gap are conceptually illustrated in Figure 5-9, Monterey Bay Sanctuary Scenic Trail Alignments.

ADA Route between lower West End and California Avenue / East Dunes



Steep slopes preclude provision of ADA access on both Holly Street and Hickory Street, leaving Contra Costa Street as the best option for providing a continuous ADA route between the lower areas of the West End District and City Hall.

The ADA route follows Contra Costa Street from redwood Avenue to California Avenue, then along California Avenue to Pendergrass Way. The City has designed and acquired funding for ADA parking and access within Calabrese Park. From City Hall, an ADA route can be constructed within Calabrese Park. The City has a conceptual design for this, and is seeking grant funding to construct the pathway. This pathway would connect with ADA improvements constructed at the upper portion of the park (anticipated in 2021/2022). If a pedestrian connection is established through the East Dunes District between Calabrese Park and Tioga Avenue, ADA access will be extended to the beach trailhead at the west end of Tioga Avenue, and the City should consider providing ADA access onto the beach.

The preferred ADA connections in the vicinity of City Hall are conceptually illustrated in Figure 5-10, West End/East Dunes ADA Routes.

5.2 General Improvements

Sand City Entrances from City of Seaside / Del Monte Boulevard

Sidewalk gaps on Contra Costa Street, Playa Avenue, and Tioga Avenue should be completed where those streets enter Sand City. This will provide good pedestrian and mobility-challenged connectivity to businesses and transit stops on Del Monte Boulevard.

West End Through Routes 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 access 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 District.

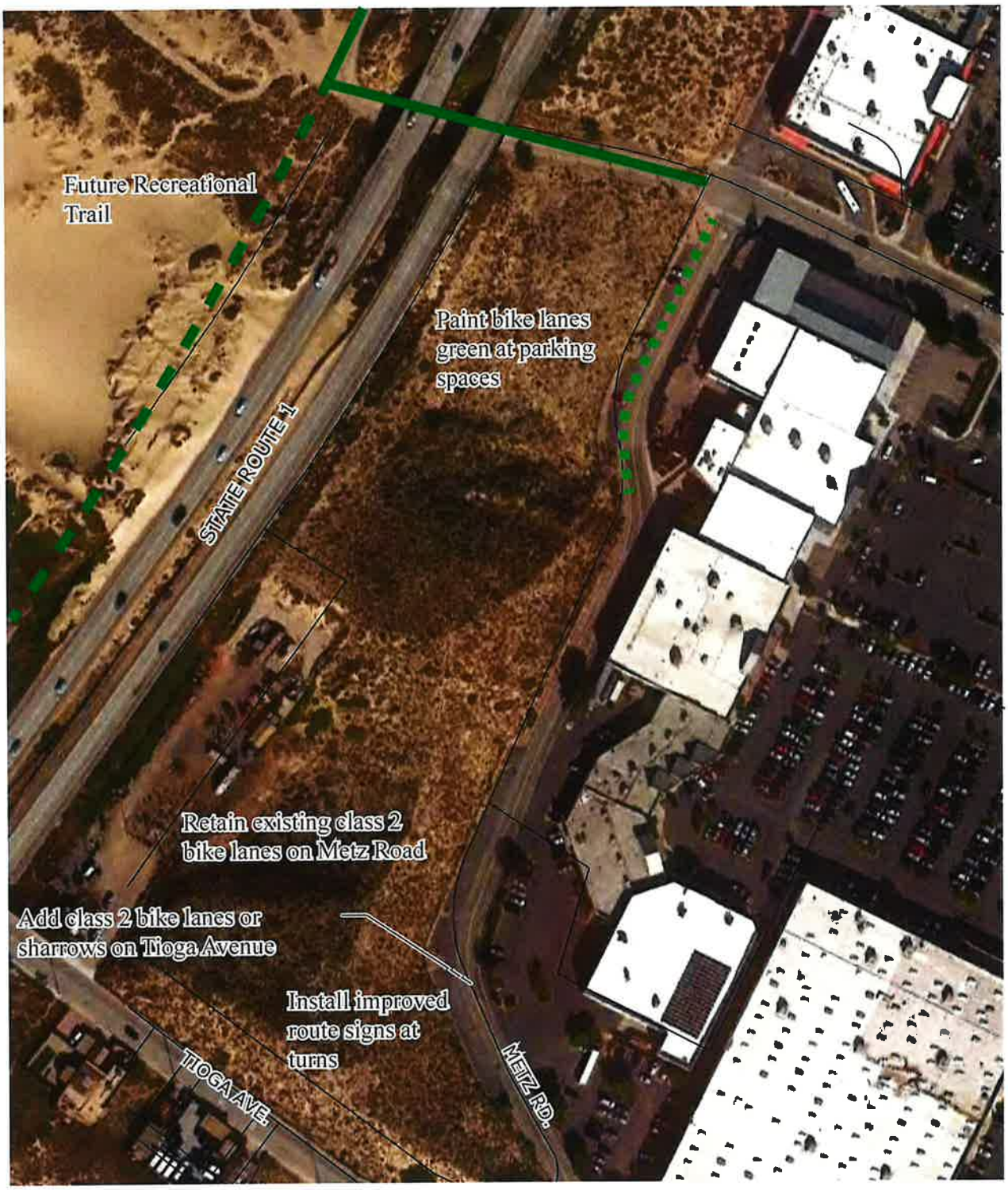
The recommended bicycle through route uses Catalina Street, Ortiz Avenue, Holly Street, and California Avenue. The recommended pedestrian through route uses Contra Costa Street, Ortiz Avenue, Hickory Street and California Avenue. The recommended mobility-challenged through route uses Contra Costa Street and California Avenue. All routes can connect to the railroad corridor via Ortiz Avenue between Contra Costa Street and Holly Street.

General Intersection Crossing and Sidewalk Improvements

Numerous streets within the West End District 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. Sidewalk gaps and missing ramp locations are identified in Figure 2-3, Map of Existing Sidewalks and Barriers, and in comments from the walking tour and stakeholder interviews. The City is finalizing storm water control improvement plans, under Proposition 1 grants, for Contra Costa Street and Catalina Street that will also address some of the aforementioned pedestrian and ADA deficiencies on those streets.

Del Monte Boulevard Midpoint Connection

Informal pedestrian trails over vacant private property and the railroad corridor north and south of Tesla between Del Monte Boulevard and the Sand Dollar Shopping Center demonstrate a demand for a pedestrian connection in this area. Formalization of this route would require acquisition of private property within Seaside; if transit is established on the railroad corridor, approval for the crossing would be required from TAMC. When sidewalks are completed on Tioga Avenue and Playa Avenue there will be a reasonable alternative on public streets. A new connection to Del Monte Boulevard would be beneficial to pedestrian circulation, but would require private property acquisition. If such a connection were established, the location opposite LaSalle Avenue would be most centrally located.



Source: Google Earth 2018, Monterey County GIS 2020

0 160 feet

Recreational Trail (Future)

Existing Recreational Trail

Paint Bike Lanes Green at Parking Spaces

Figure 5-9

Monterey Bay Sanctuary Scenic Trail Alignments

Sand City Sustainable Transportation Plan

E M C

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Source: Google Earth 2018, Monterey County GIS 2020

0 65 feet

Sidewalk

Park Trail

Figure 5-10

West End/East Dunes ADA Routes

Sand City Sustainable Transportation Plan

E M C

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Bicycle Parking

The City is in need of additional bicycle parking in many areas. Most of the City's bicycle parking facilities are within the Edgewater Shopping Center. Existing bicycle parking locations are shown on Figure 2-2, Map of Existing Bicycle Facilities. Within the West End District, the City should strive to provide bicycle parking racks and/or lockers at least every two blocks in areas with businesses. The City should also work with MST to install bicycle lockers and/or racks at the bus transit station, at beach trailheads, and at the junction of the railroad corridor with Ortiz Avenue and Holly Street.

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