



## 2018 Monterey County Active Transportation Plan

### 5.12 Seaside

#### Demographic Profile

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

#### Disadvantaged Communities

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

#### Safety Profile

In the City of Seaside, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 428 collisions in the City of Seaside between 2010 and 2016 there were 99 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 23% or

nearly 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Seaside are approximately 1.3% and 3.1% respectively<sup>3</sup>. Another alarming statistic is that bicyclists and pedestrians accounted for 29% of all fatal and severe injury collisions during this same analysis period.



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

<sup>1</sup> Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101

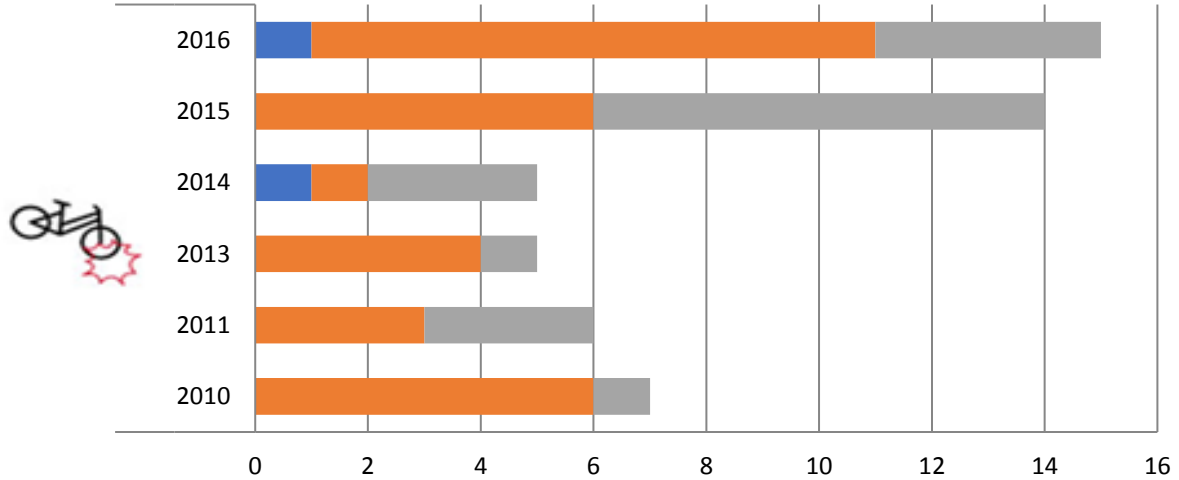
<sup>2</sup> California Health Disadvantage Index: <http://phasocal.org/ca-hdi/>

<sup>3</sup> Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801



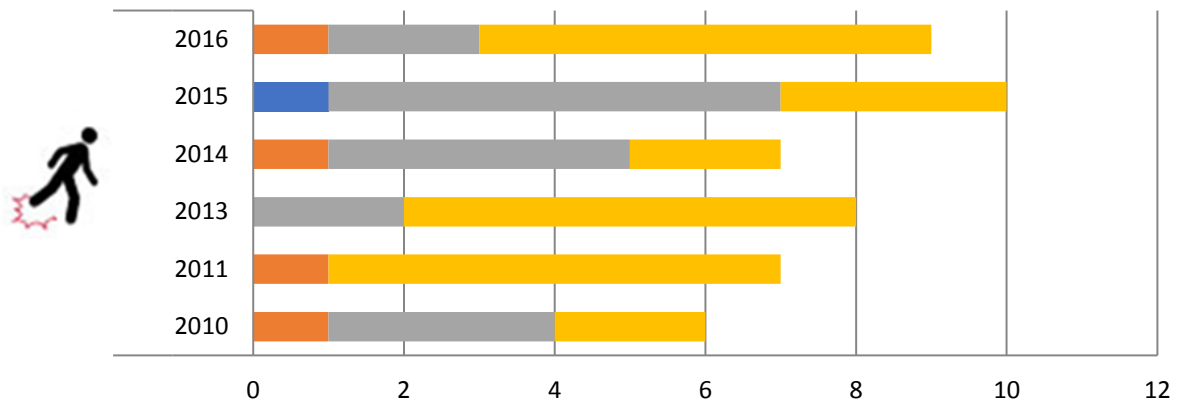
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Bicycle Collisions by Injury Severity: 2010 - 2016



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

Pedestrian Collisions by Injury Severity: 2010 - 2016

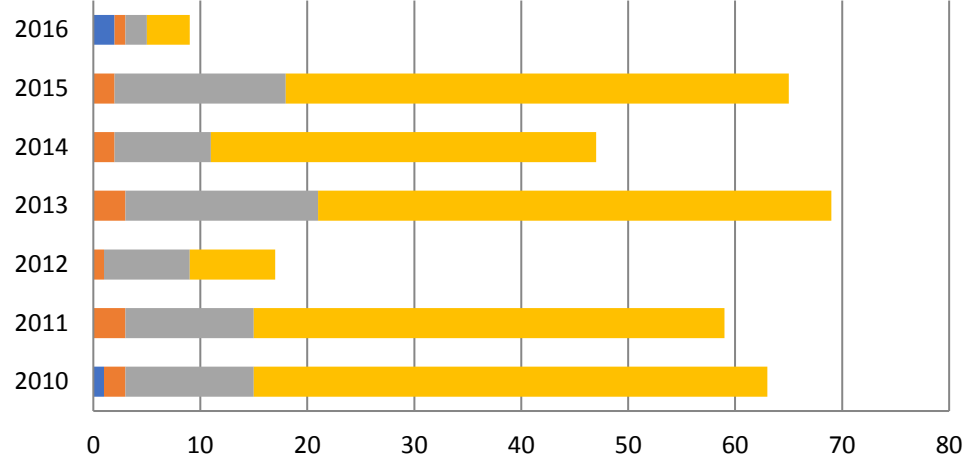


	Y					
	2010	2011	2013	2014	2015	2016
1-Fatality					1	
2-Severe Injury	1	1		1		1
3-Other Visible Injury	3		2	4	6	2
4-Complaint of Pain	2	6	6	2	3	6

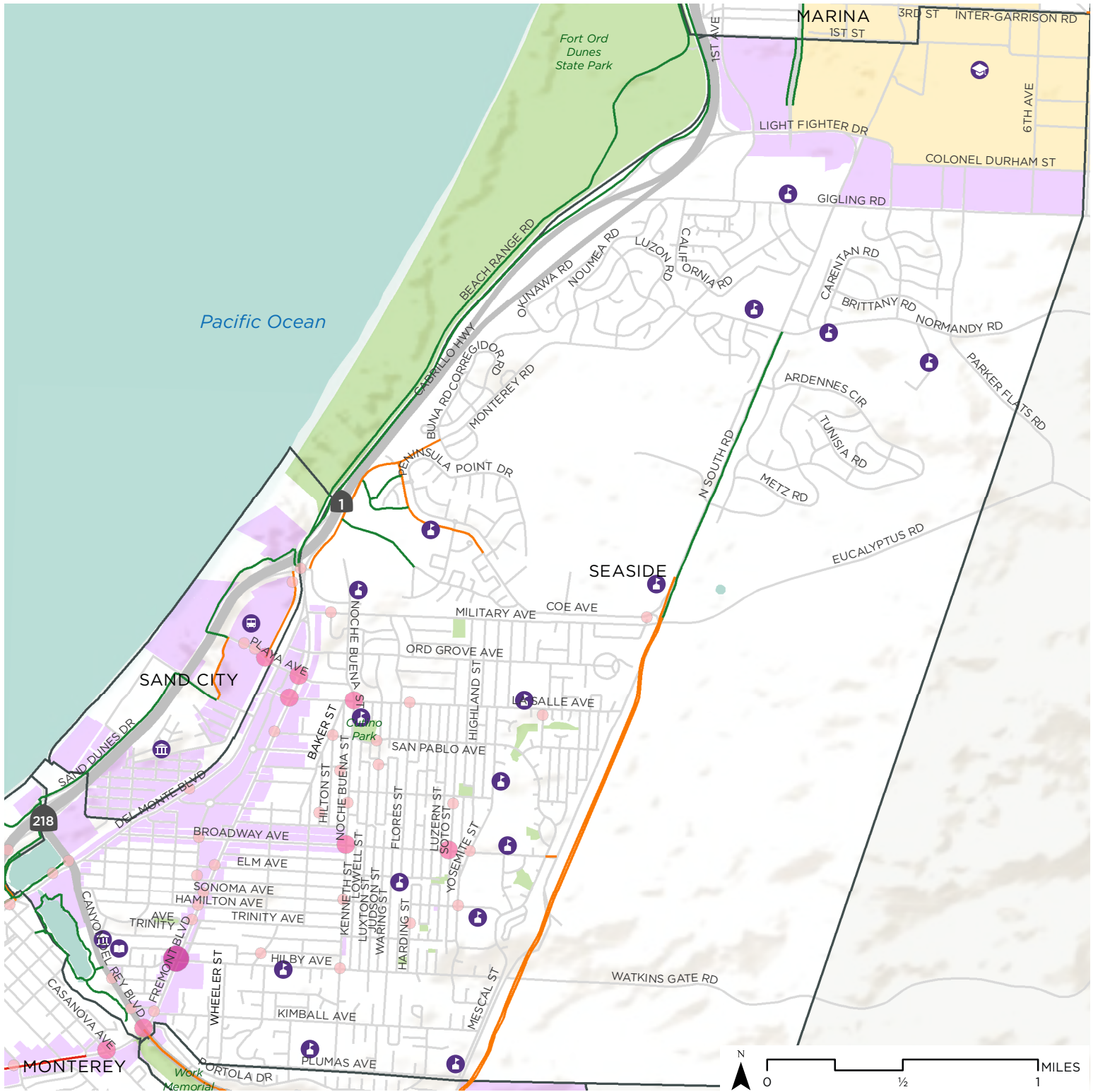


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Vehicle Collisions by Injury Severity: 2010 - 2016



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



# Seaside and Sand City

## Monterey County Active Transportation Plan

### Existing Bikeways

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

Uphill bikeway (Slope > 4%)

### Points of Interest

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

### Land Use

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

### Pedestrian Collisions

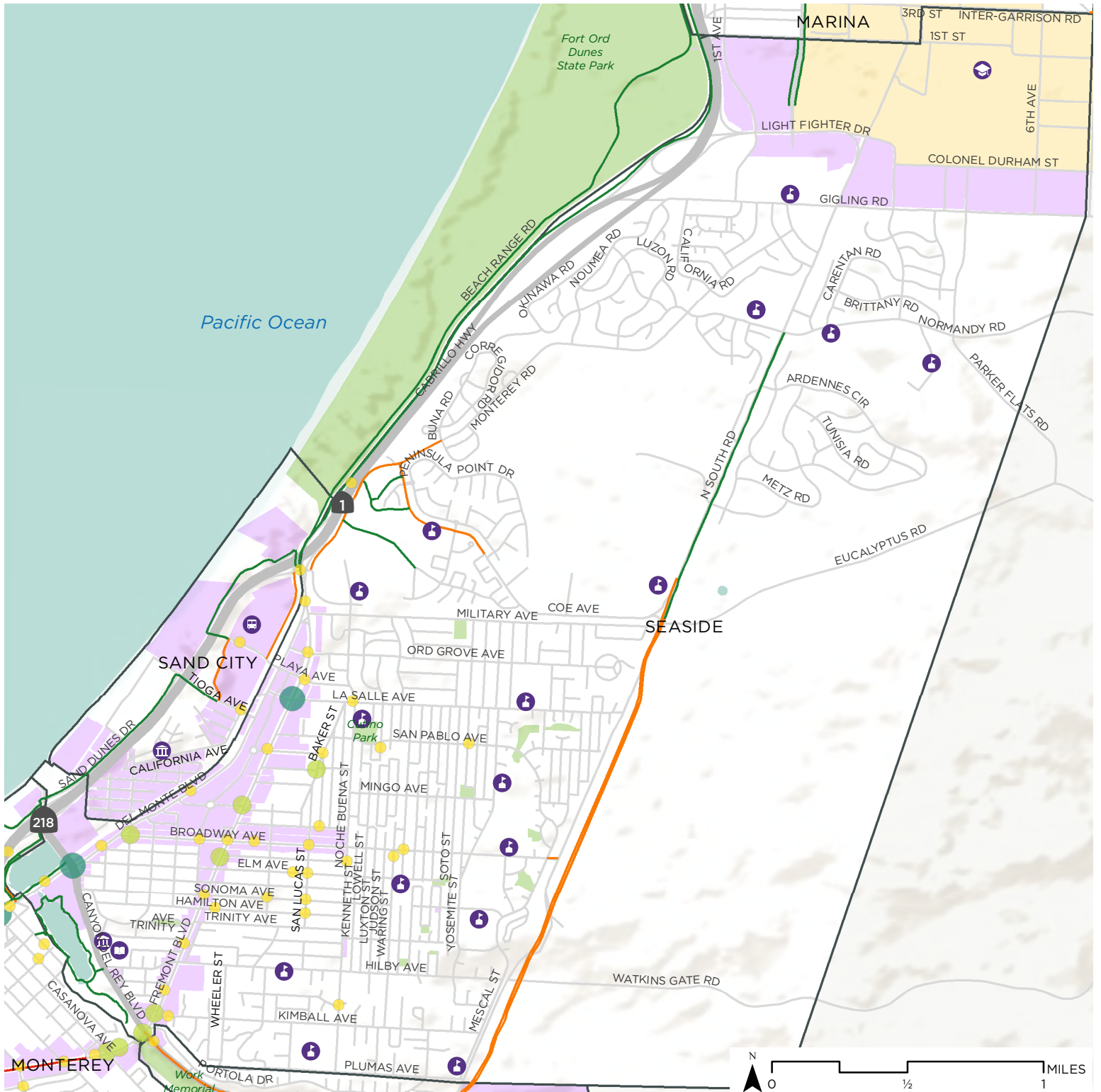
- 1
- 2 - 3
- 4 - 6



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

Map produced October 2017 by Alta Planning + Design.





# Seaside and Sand City

## Monterey County Active Transportation Plan

### Existing Bikeways

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

### Points of Interest

- K-12 School
- College/University
- City Hall
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### Land Use

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

### Bicycle Collisions

- 1
- 2
- 3 - 5



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

Map produced October 2017 by Alta Planning + Design.





## 2018 Monterey County Active Transportation Plan

### Plans, Programs & Policies

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

#### *Seaside General Plan*

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

- **Guiding Principle 11 An Active City:** The City provides high-quality, safe community and recreational facilities, parks, and open spaces to meet recreational and social needs of youth and adults.
- **Guiding Principle 13 A city with a focus on active transportation:** Seaside supports a multi-modal transportation network that enhances neighborhood connectivity and provides opportunities for active transportation and complete streets.
- **Strategy 14 Create a multimodal network of complete streets:** The General Plan envisions a citywide network of “Complete Streets” that meet the needs of all users, including bicyclists, children, persons with disabilities, drivers, movers of commercial goods, pedestrians, public transportation, and seniors.

- **Strategy 15 Construct a complete bicycle network:** The General Plan builds on the existing regional and local planned bikeway network, identifying new on-street bike lanes, off-street bike paths, and separated cycle tracks to increase the convenience and use of cycling as a daily form of transportation.

#### *Canyon Del Rey Boulevard (State Route 218) Corridor Study*

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

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

#### *Seaside and Marina Safe Walking and Biking to School Plan*

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



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


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


### *Multi-jurisdictional Coordination*

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

### Public Comments

In addition to including projects identified in other City of Seaside Plans, the improvements included in the Active Transportation Plan draw from this Plan’s extensive public outreach campaign. The following table describes the comments received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory Committee and through public participation via the online Wikimapping tool.

	Bicycling Improvements
	<ul style="list-style-type: none"> <li>• Physically protected bike lanes or bike path along General Jim Moore Blvd</li> <li>• Bike lanes at:               <ul style="list-style-type: none"> <li>○ Ord Ave</li> <li>○ Noche Buena St</li> <li>○ Kenneth St</li> <li>○ Fremont Blvd</li> <li>○ Del Monte Blvd</li> <li>○ Broadway Ave</li> <li>○ Hillby Ave</li> <li>○ Mescal St</li> <li>○ Plumas Ave</li> </ul> </li> <li>• Cycletrack on Divarty St</li> </ul>

	Pedestrian Improvements
	<ul style="list-style-type: none"> <li>• Pedestrian and bicyclist connectivity improvements between Fremont Blvd &amp; the Monterey Bay Sanctuary Scenic Trail</li> <li>• Pedestrian visibility intersection improvements at Kimball Ave &amp; Fremont Blvd</li> </ul>



## 2018 Monterey County Active Transportation Plan

### Proposed Projects

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

#### *Bicycle Infrastructure Improvements*

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





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

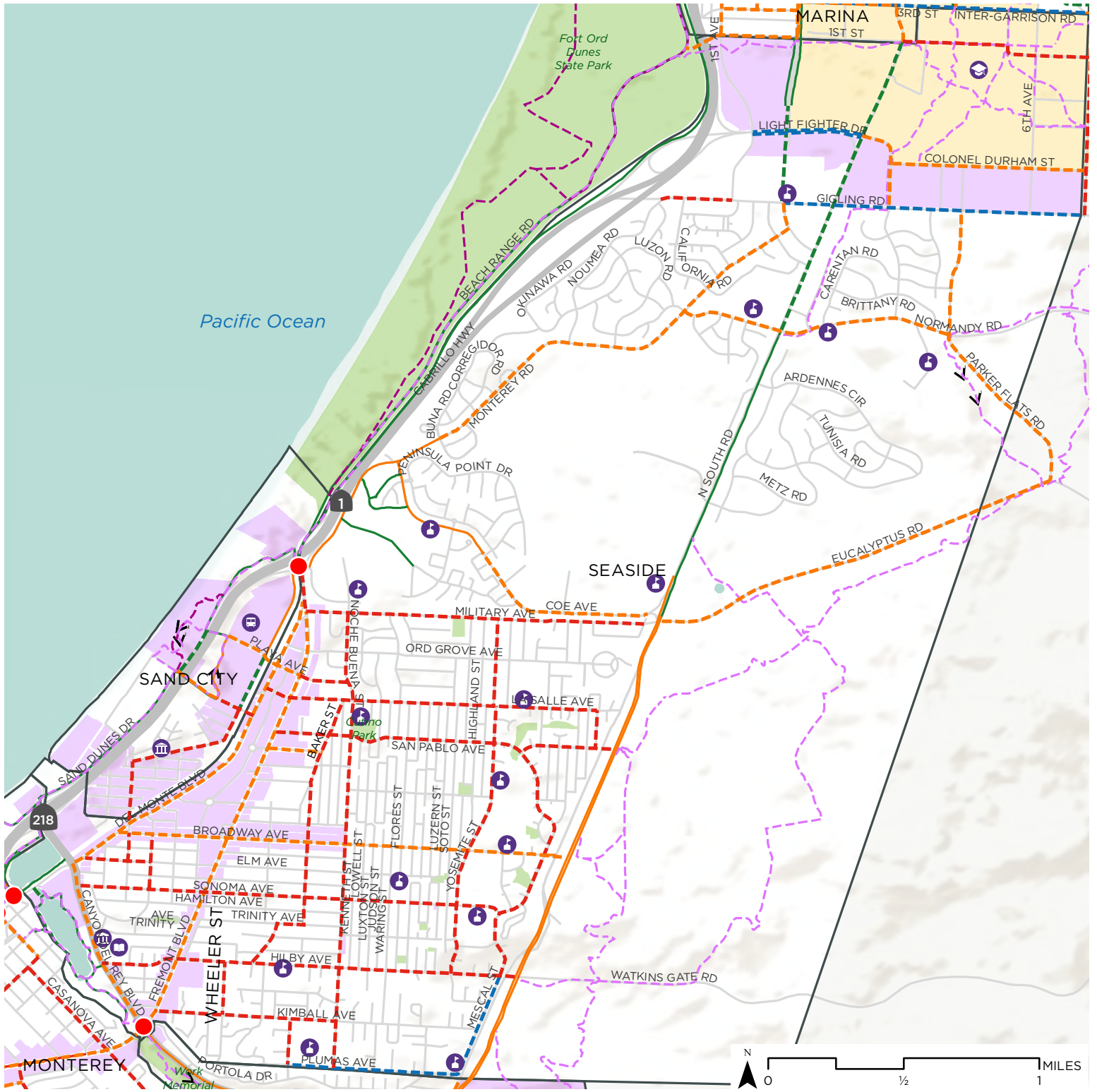


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25	SEA-32	Military Ave	Fremont Blvd	Paralta Ave	bike route	1.25	\$15,099	
26	SEA-28	6th Division Circle	Gigling Rd	Monterey Rd	bike lane	0.10	\$5,076	Army jurisdiction
27	SEA-5	Mescal St	San Pablo Ave	Hillby Ave	bike route/bike boulevard	0.97	\$11,725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

*Pedestrian Infrastructure Improvements*

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



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### Points of Interest

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

### Proposed Pedestrian Improvements

- Intersection

### Land Use

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

### Proposed Bikeway Improvements

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



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