City of Monterey
Environmental Checklist Form

1. **Project Title:** Move Monterey Multimodal Plan

2. **Lead Agency Name and Address:** City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

3. **Contact Person and Phone Number:** Christy Sabdo, AICP, Associate Planner, sabdo@monterey.org, (831) 646-3758

4. **Project Location:** Citywide, Monterey, CA 93940

5. **Project Sponsor's Name and Address:** City of Monterey, 570 Pacific Street, Monterey, CA 93940

6. **General Plan Designation:** Various: Very Low-Density Residential; Low-Density Residential; Medium-Density Residential; Public/Semi-Public; Parks, Recreation and Open Space; Commercial; Industrial

7. **Zoning:** Various: Residential Estate (R-E), Residential Single-Family (R-1), Residential Low Density Multifamily Dwelling (R-2), Residential Medium Density Multifamily (R-3), Neighborhood Commercial (C-1), Community Commercial (C-2), General Commercial (C-3), Office and Professional (CO), Cannery Row Commercial (C-R), Visitor Accommodation Facility (VAF), Industrial, Administration and Research (I-R), Open Space (O), Parking (P), Planned Community (PC)

8. **Description of Project:** The proposed project is an update of the City of Monterey's "Monterey on the Move: Multi-modal Mobility Plan". The updated document will be called "Move Monterey Multimodal Plan". The update will include new chapters to help Monterey better manage traffic and accommodate a variety of users better. The Move Monterey Multimodal Plan is intended to guide the implementation of General Plan Circulation Element policies. The Move Monterey Multimodal Plan is available for review at the City's website at: https://www.monterey.org/Services/Community-Development/Planning.

9. **Surrounding Land uses and Setting:** The City of Monterey city limits (General Plan planning area) constitute the project site. The City is bordered to the north by Monterey Bay and the City of Seaside, to the south by unincorporated county lands, to the west by the City of Pacific Grove, and to the east by the Fort Ord Redevelopment Area and unincorporated county lands.

10. **Other public agencies whose approval is required:** None.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?** Tribal Chairwoman Louise Miranda-Ramirez with the Ohlone/Costanoan-Esselen

Nation formally requested a tribal consultation on July 15, 2021. The Esselen Tribe of Monterey County, including the following tribal representatives Tom Little Bear Nason, Chairman; Jana Nason, Brenna Wheelis, and Susan Morely, requested tribal consultation on July 27, 2021. Tribal Chairman, Isaac Bojorquez, with the KaKoon Ta Ruk Bank of Ohlone-Costanoan Indians requested a tribal consultation on July 27, 2021.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

……X…. ... Aesthetics

……..Agriculture Resources and Forest Resources

……..... Air Quality

……..... Biological Resources

……X… .... Cultural Resources

……..... Energy

……X……. Geology/Soils

……X……. Greenhouse Gas Emissions

…… .... Hazards and Hazardous Materials

……X……. Hydrology/Water Quality

……..... Land Use/Planning

…… ... Mineral Resources

……X..... Noise

…… ..... Population/Housing

……X… .... Public Services

……X……. Recreation

…….....X..... Transportation

……X……. Tribal Cultural Resources

……..... Utilities/Service Systems

……. ..... Wildlife

……X……. Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

……X…… I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

…….. …… I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

…… …… I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

…… …… I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

…… …… I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier Environmental Impact Report (EIR) or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Public Review Period

Begins: August 3, 2021
Ends: September 2, 2021
The Move Monterey Multimodal Plan is available for review at the City's website at: https://www.monterey.org/Services/Community-Development/Planning.

Public Meeting

Date: September 21, 2021
Time: 4:00 or 7:00 pm
Location: Due to COVID, the Planning Commission meeting will be conducted both in person and online. See the City Council agenda when posted at:
(Due to the Health Emergency – Comments can be submitted electronically to planning@monterey.org)
Reviewing Body: City Council

Anyone interested in this matter is invited to comment on the document by written response or by personal appearance at the hearing.

Signature: Christy Sabdo **Date:** **July 29, 2021**

Printed name: Christy Sabdo, AICP
Title: Associate Planner
Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940
Phone Number: 831-646-3758
Email Address: sabdo@monterey.org

Attachment:
1. AB 52 Notification of Consultation Opportunity, pursuant to Pub. Resources Code §21080.3.1, to Traditionally and Culturally Affiliated California Native American Tribes
2. Move Monterey Multimodal Plan

e: City Council
Planning Commission
Architectural Review Committee
Planning Secretary
All Business Associations
All Neighborhood Associations
Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Costanoan, P.O. Box 28, Hollister, CA 95024
Association of Monterey Bay Area Governments, P. O. Box 809, Marina, CA 93933-0809
CA Coastal Commission, 725 Front Street, # 300, Santa Cruz, CA 95060
CA Department of Fish and Wildlife, 20 Lower Ragsdale Drive, Suite 100, Monterey, CA 93940
CA Department of Fish and Wildlife Regional Office, 1234 E. Shaw Avenue, Fresno, CA 93710
CA Department of Parks and Recreation, Monterey District Superintendent, 2211 Garden Road, Monterey CA 93940
California Regional Water Quality Control, Central Coast, Region 3, 895 Aerovista Place, Suite 101, San Luis Obispo, CA 93401-7906
California Native Plant Society, Mary Ann Matthews, 2 Via Milpitas, Carmel Valley, CA 93924-9630
Caltrans District 5, 50 Higuera Street, San Luis Obispo, CA 93401-5415
Dee Dee Ybarra, Chairperson, Rumsen Am:a Tur:ataj Ohlone, 14671 Farmington Street, Hesperia, CA 92345
Irene Zwierlein, Chairperson, Amah Mutsun Tribal Band of Mission San Juan Bautista, 789 Canada Road, Woodside, CA 94062
Isaac Bojorquez, KaKoon Ta Ruk Band of Ohlone-Costanoan Indians
Kanyon Sayers-Roods, MLD, Indian Canyon Mutsun Band of Costanoan, 1615 Pearson Court, San Jose, CA 95122
Kenneth Woodrow, Chairperson, Wuksache Indian Tribe/Eshom Valley Band, 1179 Rock Haven Ct, Salinas, CA 93906
LandWatch of Monterey County, P.O. Box 1876, Salinas, CA 93902
League of Women Voters, Executive Director, P.O. Box 1995, Monterey, CA 93942
Louise J. Miranda Ramirez, Tribal Chairwoman, Ohlone/Costanoan-Esselen Nation, P.O. Box 1301, Monterey, CA 93942
Molly Erickson, P.O. Box 2448, Monterey, CA 93942-2448
Monterey Bay Air Resources District, 24580 Silver Cloud Court, Monterey, CA 93940
Monterey Commercial Property Owners Association, P.O. Box 1953, Monterey, CA 93942

Monterey County Airport Land Use Commission, 1441 Schilling Place, Salinas, CA 93901
Monterey County Health Department, 1270 Natividad Road, Salinas, CA 93906
Monterey County Land Watch, 306 Capitol St, Ste 101, Salinas, CA 93901
Monterey County Planning, 1441 Schilling Place, Salinas, CA 93901
Monterey District Superintendent, CA Department of Parks and Recreation, 2211 Garden Road, Monterey, CA 93940
Monterey One Water, 5 Harris Ct, Monterey, CA 93940
Monterey Peninsula Water Management District, P.O. Box 85, Monterey, CA 93942
Monterey Regional Airport District, Chris Morello, 200 Fred Kane Drive, Suite 200, Monterey, CA 93940
Monterey-Salinas Transit, Michelle Overmeyer, 19 Upper Ragsdale Drive, Suite 200, Monterey, Ca 93940
Native American Heritage Commission
Patrick Orozco, Chairman, Costanoan Ohlone Rumsen-Mutsen Tribe, 644 Peartree Drive, Watsonville, CA 95076
Sierra Club, Ventana Chapter, Rita Dalessio, Chair, 16 Via Las Encinas, Carmel Valley, CA 93924
Tom Little Bear Nason, Chairman, Esselen Tribe of Monterey County, P.O. Box 95, Carmel Valley, CA 93924
Tony Cerda, Chairperson, Costanoan Rumsen Carmel Tribe, 244 E. 1st Street, Pomona, CA 91766
Transportation Agency for Monterey County, 55 Plaza Cir B, Salinas, CA 93901
Valentin Lopez, Chairperson, Amah Mutsun Tribal Band, P.O. Box 5272, Galt, CA 95632

Note: A copy of this document, as well as informational sources referenced herein, can be reviewed at the City's website: https://www.monterey.org/Services/Community-Development/Planning

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?			X		– City of Monterey General Plan Map 2 Showing Special Places
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		– City of Monterey General Plan Open Space Element Goals c, d, and h and Policies b.4 and f.6
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from public accessible vantage point.) If the project is in an urbanized area would the project conflict with applicable zoning and other regulations governing scenic quality?			X		– City of Monterey General Plan Urban Design Element – City of Monterey General Plan Open Space Element, Policies a.3 and b.4 – City of Monterey City Code, Chapter 37, Preservation of Trees
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		– City of Monterey General Plan Urban Design Element Policy f.9

Existing Setting

The City of Monterey (City) consists of approximately 10 square miles of coastal lands and forested hills. Much of the City is urbanized; however, its coastline and wooded ridges are devoted primarily to open space and recreational uses. Monterey's image is that of a small-scale residential community next to Monterey Bay, framed by a forested hill backdrop that draws its charm from a rich historical background, certain commercial enterprises, and natural scenic beauty. The Monterey region is well known for its scenic visual character provided by the coastline and central ridge of wooded hills. The City's coastal areas provide expansive views of the Pacific Ocean (Monterey Bay).

The City's General Plan identifies Monterey Bay as the City's most significant natural resource and also identifies the pine- and oak-covered ridges and foothills as important visual elements, although some are outside the City. The General Plan also indicates that greenbelts create a beautiful setting and preserve a number of natural resources including Monterey pine trees, as well as form the backdrop of the City and provide a visual break from urban development. The Urban Design Element encourages preservation of forested hillsides as an essential element of the City setting. The Open Space Element calls for preservation of greenbelts to ensure an overall visual impression of open space on the hillsides above Monterey, between neighborhoods and along major transportation corridors.

As identified in the City's General Plan, all major roads leading to Monterey are scenic highways. Highway 1, south of the City, is a State-designated scenic highway. State Highway 68 (Monterey Salinas Highway) from Highway 1 to the Salinas River is a State- and County-designated scenic highway.

Discussion

a-d). The bicycle and pedestrian facilities proposed in the Move Monterey Multimodal Plan would be constructed at-grade and no significant new trails outside of existing roadways are proposed. No development is proposed that would result in a significant visual impact. Therefore, the potential impact is considered to be **less than significant**.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less-than-significant Impact**	**No Impact**	**SUPPORTING INFORMATION**
II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	– City of Monterey General Plan Conservation Element – Monterey County Important Farmland Map (California Department of Conservation, 2018) – City of Monterey General Plan Update Initial Study 2003 – City of Monterey Zoning

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
					Ordinance and Map
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	– City of Monterey Zoning Ordinance and Map – City of Monterey General Plan Conservation Element
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?				X	– City of Monterey General Plan Conservation Element – City of Monterey General Plan Update Initial Study 2003 – City of Monterey Zoning Ordinance and Map
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X	– City of Monterey General Plan Conservation Element
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X	– City of Monterey General Plan Conservation Element – City of Monterey General Plan Update Initial Study 2003 – City of Monterey Zoning Ordinance and Map

Existing Setting

Agricultural Resources

While much of Monterey County is known for agricultural resources and operations, there are no agricultural lands or operations or potential for future agriculture resources or activities within the City itself. There are no mapped prime or other agricultural lands within the City as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency nor are there properties designated for agricultural uses in the City's General Plan.

Forest Resources

Surrounding Conditions. The City of Monterey is primarily an urbanized environment. According to the City's General Plan, there are no commercial forests within the City. The City does not have any

identified forest land use in its General Plan, and there is no land zoned Timberland Production within the City.

Discussion

a–e) Agricultural and Forest Resources. The project site does not contain any identified agriculture resources, land identified for potential agricultural production, lands zoned for agricultural use, or lands under a Williamson Act contract. Agriculture operations are not an allowable use in the Zoning Code. Therefore, no impact would occur to agriculture resources. The project will not result in any loss of agricultural or forest land resources. Therefore, the proposed project would result in **no impact** to farmland or agricultural lands or agricultural operations, or forest land or timberland production.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	– City of Monterey General Plan Conservation Element, Policy c.2 – 2008 CEQA Air Quality Guidelines (MBARD)
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				X	– 2012-1015 AQMP for MBARD – 2008 CEQA Air Quality Guidelines (MBARD) – City of Monterey General Plan Conservation Element, Policy c.2
c) Expose sensitive receptors to substantial pollutant concentrations?				X	– 2008 CEQA Air Quality Guidelines (MBARD) – City of Monterey Planning Division
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				X	– 2008 CEQA Air Quality Guidelines (MBARD) – City of Monterey Planning Division

Existing Setting

The project area is within the North Central Coast Air Basin (NCCAB), which is comprised of Santa Cruz, San Benito and Monterey counties. A semi-permanent high-pressure system in the eastern Pacific is the controlling factor in the climate of the air basin. In late spring and summer, the high-pressure system is dominant and causes persistent west and northwesterly winds over the entire California coast. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. Warmer air aloft creates elevated inversions that restrict dilution of pollutants vertically, and mountains forming the valleys restrict dilution horizontally.

In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The airflow is occasionally reversed in a weak offshore movement, and the relatively stagnant conditions allow pollutants to accumulate over a period of days. It is during this season that the north or east winds develop that transport pollutants from either the San Francisco Bay Area or the Central Valley into the NCCAB. During winter and early spring, the Pacific high–pressure system migrates southward and has less influence on the air basin. Wind direction is more variable, but northwest winds still dominate. The general absence of deep, persistent inversions and occasional storm passages usually result in good air quality for the basin as a whole. The City of Monterey is bounded by pine-wooded hills to the south and by the crescent-shaped southerly end of the Monterey Bay to the north. Persistent sea breezes ventilate the area with respect to other metropolitan areas, and the City generally enjoys good air quality throughout the year.

To protect public health, both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards (AAQS) that are the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety to protect public health and welfare. Criteria pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), inhalable particulates (PM_{10}), fine particulates ($PM_{2.5}$), and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. An area is designated as "in attainment" when it is in compliance with the federal and/or state standards.

The State Air Resources Board (ARB) designates a status for regional air basins as being in attainment or nonattainment with State air quality standards. The Federal Environmental Protection Agency (EPA) provides the designation for National standards. State designations are reviewed annually while the National designations are reviewed when either the standards change, or when an area requests that they be re-designated due to changes in the area's air quality. Most designations are made by regional air basin, but in some cases designations are made at the county level.

Designations are made by pollutant according to the following categories:

Attainment – Air quality in the area meets the standard.
Nonattainment – Air quality in the area fails to meet the applicable standard.
Unclassified – Insufficient data to designate area, or designations have yet to be made.

Attainment/Unclassified - An EPA designation which, in terms of planning implications, is essentially the same as Attainment.

The NCCAB is under the jurisdiction of the Monterey Bay Air Resources District[1] (MBARD). The MBARD is in attainment or unclassified status for NAAQS and no national attainment plans apply to the region. The NCCAB is a nonattainment area for the CAAQS for both ozone and inhalable particulate matter (PM_{10}) and is an attainment area for other standards, except it is unclassified for hydrogen sulfide (California Air Resources Board 2020).

The MBARD adopted its first Attainment Plan for ozone in 1991. The Air Quality Management Plan (AQMP) for the Monterey Bay Area was the first plan prepared in response to the California Clean Air Act of 1988 that established specific planning requirements to meet the ozone standard. The California Clean Air Act requires that the AQMP be updated every three years. The most recent updates occurred in 2017 with the adoption of the 2012-2015 AQMP. The MBARD's 2017 AQMP identifies a continued trend of declining ozone emissions in the NCCAB primarily related to lower vehicle miles traveled. Therefore, the MBARD determined progress was continuing to be made toward attaining the 8-hour ozone standard during the three-year period reviewed (Monterey Bay Air Resources District 2017). Attainment of the CAAQS PM_{10} standard is addressed in the MBARD's *Senate Bill 656 Implementation Plan,* which was adopted in December 2005. Maintenance of the NAAQS eight-hour standard for ozone is addressed in the MBARD's *Federal Maintenance Plan for the Monterey Bay Region*, which was adopted in March 2007. The MBARD does not have threshold for the ozone precursors nitrogen oxide and reactive organic gas for construction projects less than one year because this is accounted for in their emission inventories. The MBARD has established a daily emissions threshold for PM_{10} for construction projects of 82 pounds per day (lbs/day).

Discussion

a) – d) Bicycling and walking are emission-free forms of transportation that do not contribute to air pollution. The project would result in improvements that support and encourage more trips by these modes in place of modes that emit greenhouse gases and other air pollutants. Therefore, **no impacts** regarding air quality would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
IV. BIOLOGICAL RESOURCES – Would the project:					
a) Has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or				X	– City of Monterey, General Plan Conservation Element Goal d, Policies d.1, d.2, d.4, d.5, d.6

[1] Formerly the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?					
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	– City of Monterey, General Plan Conservation Element Policy b.4, d.3, d.5
c) Have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	– City of Monterey, General Plan Conservation Element Policy b.4
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X	– City of Monterey, General Plan Conservation and Open Space Elements
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X	– City of Monterey, Monterey City Code (M.C.C.), Chapter 37, Preservation of Trees and Shrubs
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	– City of Monterey Community Development Department

Existing Setting:

Monterey County consists of more than 3,324 square miles of land (over two million acres) with a variety of habitats from rocky Pacific shores to open grasslands to high mountains at elevations exceeding 5,000 feet. The Monterey Bay area, located in northern Monterey County, is home to a diverse population of animal, bird, and plant species. The waters of Monterey Bay and the adjacent Pacific Ocean off the central California coast have been designated and protected as the Monterey Bay National Marine Sanctuary since 1992.

Regulations

Migratory Bird Treaty Act. The Migratory Bird Treaty Act (MBTA) establishes special protection for migratory birds by regulating hunting or trade in migratory birds. The MBTA prohibits anyone to take, possess, buy, sell, purchase, or barter any migratory birds list in 50 CFR 10, including feathers or other part, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The definition of "take" includes any disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young).

Monterey Tree Protection Ordinance. Chapter 37 of the Monterey City Code regulates protection of trees. Monterey's image is that of a small-scale residential community beside the bay, framed by a forested hill backdrop and drawing its charm from a rich historical background, certain commercial enterprises, and natural scenic beauty. Trees within the City significantly contribute to this image. The Preservation of Trees and Shrubs Ordinance regulations are intended to assure preservation of trees and replacement of trees when removal is unavoidable.

The regulations define "protected tree" as trees located on a vacant private parcel that are more than two inches (2") in diameter when measured at a point four feet six inches (4'6") above the tree's natural grade and trees located on a private, developed parcel that are more than six inches (6") when measured at a point four feet six inches (4'6") above the tree's natural grade. All public or private construction projects requiring acquisition of a building permit shall comply with the tree protection guidelines established by the City in order to safeguard and protect any trees affected by construction. Removal of most trees would require a permit issued by the City Forester unless otherwise exempt. Decisions include consideration of the condition of the tree, other healthy trees on the property, acceptance of mitigation measures, and value and importance of the trees on the site. Replacement trees and/or in lieu fees are typically required for approval of trees protected by City regulations.

The Ordinance also establishes a Landmark Tree Program. A local landmark tree must meet the criteria in the City Code that includes:

- Oak trees with a 10-inch diameter measures 4 feet 6 inches above ground, 20 feet in height and prominently visible from public streets, public parking areas, parks or open space from a minimum distance of 100 feet.

- Conifer trees with a 12-inch diameter measures 4 feet 6 inches above ground, 30 feet in height and prominently visible from public streets, public parking areas, parks or open space from a minimum distance of 100 feet.
- Non-native ornamental trees with a 10-inch diameter measures 4 feet 6 inches above ground, 15 feet in height and prominently visible from public streets, public parking areas, parks or open space from a minimum distance of 100 feet.

General Plan Conservation Element. The City's Conservation Element contains a variety of goals, policies and programs. Its elements protect the character and composition of existing native vegetative communities, as well as provide policy to conserve, manage, and restore habitats for endangered species, and protect biological diversity represented by special-status plant and wildlife species in the City of Monterey.

Special-Status Species and Sensitive Habitats. Special-status species are those plants and animals that have been formally listed or proposed for listing as endangered or threatened or are candidates for such listing under the Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA). Listed species are afforded legal protection under the ESA and CESA. Species that meet the definition of Rare or Endangered under the California Environmental Quality Act (CEQA) Section 15380 are also considered special-status species. Species that meet this definition are typically provided management consideration through the CEQA process, although they are not legally protected under the ESA or CESA include: DFW species of special concern and fully protected species; species listed on the DFW's California Natural Diversity Database (CNDDB) with no formal status designation but thought by experts to be rare or in serious decline; plants listed as rare under the California Native Plant Protection Act (CNPPA) or on the California Native Plant Society (CNPS) California Rare Plan Ranks (CRPR) 1A and 1B; raptors and other migratory birds protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 and California Fish and Game Code; and marine mammals protected under the Marine Mammal Protection Act of 1972 (MMPA).

Sensitive habitats include riparian corridors, wetlands and other waters of the U.S., habitats for legally protected species, areas of high biological diversity, areas supporting rare or special-status wildlife habitat, and unusual or regionally restricted habitat types. Habitat types considered sensitive include those listed on the CNDDB's working list of high priority and rare natural communities (i.e., those habitats that are rare or endangered within the borders of California) (DFW, 2010), those that are occupied by species listed under ESA or are critical habitat in accordance with ESA, and those that are defined as Environmentally Sensitive Habitat Areas (ESHA) under the Coastal Act or "essential fish habitat" under the Magnuson-Stevens Fishery Conservation and Management Act or protected under the Marine Life Protection Act. Specific habitats may also be identified as sensitive in the City's General Plan or ordinances. Sensitive habitats are regulated under federal regulations (such as the Clean Water Act, the Rivers and Harbors Act, and Executive Order 11990 – Protection of Wetlands), state regulations (such as CEQA and the DFW Streambed Alteration Program), or local ordinances or policies (such as City or County tree ordinances, Habitat Management Plan areas, and General Plan elements).

Discussion

a-f) Biological Resources. All of the proposed pedestrian and bicycle facilities included in the Move Monterey Multimodal Plan are located in developed and paved areas within existing rights-of-way that are currently improved with streets and sidewalks. No new trails or paths outside of paved areas are proposed. There are no sensitive or special-status species, riparian habitats, other sensitive natural communities, or federally protected wetlands in the proposed project locations. There are no on-site trees which could be considered habitat for migratory birds, or wildlife habitats for other migratory species. The proposed facilities would not conflict with any local policies or ordinances protecting biological resources, or any habitat or community conservation plans. Therefore, the proposed facilities would result in **no impact** to biological resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
V. CULTURAL RESOURCES – Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Sections 15064.5?				X	– City of Monterey, Monterey City Code (M.C.C.), Chapter 38, Zoning Code, Article 15 H Historic Overlay District – City of Monterey, Historic Preservation Program
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X		– Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004
c) Disturb any human remains, including those interred outside of formal cemeteries?			X		– Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004

Existing Setting

The City of Monterey falls within the contact-period lands of at least two aboriginal tribal groups known ethnographically as Costanoan and Esselen. Since 1970, hundreds of surveys have been conducted and more than 60 archaeological sites have been excavated in Monterey and San Luis Obispo counties, with more than 200 radiocarbon dates reported. Most of this work was undertaken to comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Investigations of 19 sites along the northern shore of Monterey Peninsula confirmed the existence of two archaeological "populations" in the area of ethnographic Rumsen Costanoans. Over time, archeological investigations within the City have resulted in the recording of

approximately 29 prehistoric archeological sites. The majority of the City is mapped in the City's General Plan EIR as being located in areas with a high probability of prehistoric artifacts.

According to the City's General Plan, the City of Monterey is one of the most historic cities in the United States, and preservation of historic resources has long been a concern of Monterey citizens. Over the past three centuries, the City has served, at various times, as a Spanish mission, a center of government, a major commercial port, and a cultural center. In June 1932, the Custom House became California's first State Historic Landmark. Most of Monterey's economic activity takes place in historic areas or areas with a significant number of historic buildings, including downtown, Cannery Row, Wharf 1 (Fisherman's Wharf), the Presidio of Monterey, Naval Postgraduate School, and Custom House Plaza. The City of Monterey owns and maintains 12 historic buildings built between the 1840s to1937. In addition, Monterey has a 50-year lease with the Army for the lower part of the Monterey Presidio, approximately 26 acres. The lease began in 1996 and will expire unless extended in 2046.

Discussion

a) Historical Resources. There are no known historical resources located at any of the proposed pedestrian and bicycle facility project sites, because the project sites consist of existing paved streets and other City right-of-way. Therefore, the project would result in ***no impact*** to historical resources.

b-c) Archaeological Resources. The majority of the proposed pedestrian and bicycle facilities are at-grade structures and are not anticipated to impact archaeological resources. Some new sidewalks and curb ramps will improve Americans with Disability Act (ADA) access to historic sites. Project-specific archaeological studies will be conducted for any project that involves ground disturbance within the area shown on the General Plan Environmental Impact Report (EIR) Figure 8 as having high archaeological sensitivity. Therefore, the impact to archaeological resources is expected to be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VI. ENERGY – Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption or operation?				X	– City of Monterey, General Plan Conservation Element
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X	– City of Monterey, General Plan Conservation Element

Existing Setting

Pacific Gas and Electric Company (PG&E) maintains the electrical network and provides natural gas service to the City. The City of Monterey is part of Central Coast Community Energy (3CE), a regional Community Choice Energy project. 3CE was formed to provide locally controlled, carbon free electricity to residents and businesses in Monterey, San Benito and Santa Cruz counties. The goals of 3CE are to increase utilization of renewable power, create local and sustainable energy sources and create green jobs.

In March 2016, the City adopted a Climate Action Plan (CAP). The CAP serves as a strategic tool to reduce greenhouse gas emissions (GHG) and ensure efficient use of the City's resources, including energy resources. The CAP provides guidance to increase energy independence, reduce spending on gas, electricity, and water, and improve air quality from non-City operations (City of Monterey 2016). Since January 2011, the City has purchased all its electricity from a green energy service provider, through PG&E's Direct Access Program and the EPA Green Power Partnership. Under the agreement, renewable sources, such as wind, biomass, geo-thermal, small hydroelectric, and solar, generate 100% of the electricity supplied to municipal buildings and facilities. Currently, wind provides 80% of the City's power and biomass provides the remaining 20% (City of Monterey 2016a).

The Association of Monterey Bay Area Governments (AMBAG) released the 2035 Metropolitan Transportation Plan/Sustainable City of Monterey Communities Strategy (MTP/SCS) in June 2014 to address GHG emissions regionally. The 2035 MTP/SCS is built on a set of integrated policies, strategies and investments to maintain and improve the region-wide transportation system to meet the diverse needs of the region through 2035.

Discussion

a) Energy Consumption. The proposed pedestrian and bicycle facilities would not contribute to wasteful, inefficient, or unnecessary consumption or operation of energy because they inherently do not consume energy. Therefore, the project would result in **no impact** related to energy consumption.

b) Conflicts with Plans. The proposed pedestrian and bicycle facilities would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency because they inherently do not consume energy. Therefore, the project would result in **no impact** related to plans for renewable energy or energy efficiency.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VII. GEOLOGY AND SOILS – Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					– City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 – City of Monterey, General Plan, Map 11-Showing Seismic Hazards
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		
ii) Strong seismic ground shaking?			X		– City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7
iii) Seismic-related ground failure, including liquefaction?			X		– City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7
iv) Landslides?			X		– City of Monterey, General Plan Safety Element Policies b.1–b.6 – City of Monterey, General Plan Map 12-Showing Steep Slopes
b) Result in substantial soil erosion or the loss of topsoil?			X		– City of Monterey, General Plan Safety Element Goal b, Policy 6b
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X		– City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 – City of Monterey, General Plan Map 12-Showing Steep Slopes
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X		– City of Monterey, General Plan

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	– City of Monterey, General Plan
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?				X	– Monterey County General Plan EIR (Resource Management Agency, 2010)

Existing Setting

The City is underlain by a major geologic feature, the Salinian Block, which in turn is underlain by granitic basement rock. The Salinian Block is bounded on the northeast by the San Andreas Fault and on the southwest by the Palo Colorado-San Gregorio Fault. The block is approximately 50 miles wide and 300 miles long. The types of soils and geologic formations that underlie the City are varied, ranging from unconsolidated dune sands along the Monterey Bay to exposed granite and sandstone.

California is one of the most active seismic regions in the United States. The City lies adjacent to the boundary zone between the North American and Pacific tectonic plates. The faults associated with this zone are predominantly northwest-trending strike-slip faults that have a right-lateral slip. The General Plan identifies three faults that traverse the City, including the Chupines Fault, the Navy Fault, and the Berwick Fault. Information available on the activity of these faults is generally not conclusive, but each is assumed to be potentially active.

Active faults in the proposed project vicinity include: the San Andreas-1906 Segment, located approximately 24 miles northeast of the proposed project site; the Palo Colorado-Sur, located approximately 8 miles southwest of the proposed project site; the Rinconada, located approximately 7 miles northeast of the proposed project site; and the Monterey Bay-Tularcitos, located approximately 4 mile from the proposed project site.

Topography and slope within the City is quite variable. Lands along the margin on Monterey Bay tend to be relatively flat, but sloped towards the bay. Much of the upland portion of the City is incised by a series of intermittent stream channels that have cut into surface soil and subsurface geologic formations, leaving a series of mesas that trend towards the bay. Much of the City is built on these mesas and on the more level margins of the bay. The northern terminus of the Santa Lucia Mountains is the major regional landform that forms the backdrop to the City. Due to slope and access

constraints, development within this area tends to be less dense. Steep slopes within the City tend to be located along stream channels and within the hillside areas.

Numerous soil types are located within the City. Each soil type has unique characteristics and potential development limitations and erosion characteristics. Generally, the erosion potential of soils and their expansion properties (soil expansion and contraction can result in damage to building foundations, roads, etc.) are of the greatest interest from a development impact perspective.

Discussion

a)-d). All of California is subject to ground-shaking during a seismic event. The majority of bicycle and pedestrian projects proposed would not involve ground disturbance and would not result in geology or soils-related impacts. Most of these facilities would be at-grade. For projects that involve structures, a building permit would be required. The Building Division requires the submittal of a geotechnical report and demonstration with all applicable seismic construction standards to the satisfaction of the Building Official. Because of this standard requirement, the impact will be **less than significant**.

Improper treatment or handling of spoils, graded areas, or other disturbed areas could result in unacceptable runoff and erosion. The Building Division requires the submittal of detailed stormwater control plans to demonstrate compliance with all applicable stormwater regulations. It also requires erosion and sediment control Best Management Practices (BMPs) to be included on the project plans that would be implemented during construction. Because of these requirements, potential impacts are considered **less than significant**.

e). None of the proposed projects involve or require the use of septic systems or alternative wastewater disposal systems; therefore, **no impacts** are anticipated.

f) Paleontological Resources. Most of the proposed bicycle and pedestrian projects would not involve ground disturbance and would be at-grade facilities. The project sites do not contain known unique paleontological or geological features. Significant paleontological resources are fossils or assemblages of fossils that are unique, unusual, rare, uncommon, and diagnostically or stratigraphically important—and those that add to an existing body of knowledge in specific areas. Most of the fossils found in Monterey County are of marine life forms and form a record of the region's geologic history of advancing and retreating sea levels. Because of the marine origin of these deposits, the area lacks the large, terrestrial fossils found in other regions such as the dinosaur fossils of the southwestern United States (Monterey County Resource Management Agency, March 2010). A review of nearly 700 known fossil localities throughout the County was conducted by paleontologists in 2001, and 12 fossil sites were identified as having outstanding scientific value. The project sites are not near the general locations of significant sites identified in the Monterey County General Plan EIR (Monterey County Resource Management Agency 2010). Discovery of buried, unknown paleontological resources are not expected as no significant finds have been reported in the general area. Therefore, the project would result in **no impact** to paleontological resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VIII. GREENHOUSE GAS EMISSIONS – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		– City of Monterey Climate Action Plan (City of Monterey, 2016)
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	– City of Monterey Climate Action Plan (City of Monterey, 2016)

Existing Setting

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of greenhouse house gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities.

The greenhouse effect is a natural process by which some of the radiant heat from the sun is captured in the lower atmosphere of the earth, thus maintaining the temperature and making the earth habitable. The gases that help capture the heat are called greenhouse gases. Some GHGs occur naturally in the atmosphere, while others result from human activities. Naturally occurring GHGs include water vapor, carbon dioxide, methane, nitrous oxide, and ozone. Certain human activities, however, add to the levels of most of these naturally occurring gases as described below:

- Carbon dioxide (CO_2) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned.
- Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills and from the raising of livestock.
- Nitrous oxide (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.

- High global warning potential (GWP) gases that are not naturally occurring, including hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6), are generated in a variety of industrial processes.

Of these gases, carbon dioxide (CO_2) and methane (CH_4) are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. The primary source of these GHGs is fossil fuel use. California's transportation sector is the single largest generator of GHG emissions, followed by electricity consumption as the second largest source, and industrial activities as the third largest source of GHG emissions. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Different types of GHGs have varying global warming potentials. The global warming potential of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere. Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CDE), and is the amount of a GHG emitted multiplied by its global warming potential.

The State of California passed the Global Warming Solutions Act of 2006 (AB32), which seeks to reduce GHG emissions generated by California. The Governor's Executive Order S-3-05 and AB 32 (Health & Safety Code, § 38501 et seq.) both seek to achieve 1990 emissions levels by the year 2020. Executive Order S-3-05 further requires that California's GHG emissions be 80 percent below 1990 levels by the year 2050. AB 32 defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrocarbons, perfluorocarbons and sulfur hexafluoride.

The California Air Resources Board (CARB) is the lead agency for implementing AB32. In accordance with provisions of AB 32, CARB has completed a statewide Greenhouse Gas (GHG) Inventory that provides estimates of the amount of GHGs emitted to, and removed from, the atmosphere by human activities within California. In accordance with requirements of AB32, a Scoping Plan was adopted by CARB in December 2008 and updated in 2014. The Scoping Plan and 2014 Update identify emissions reduction measures and actions related to energy, transportation, agriculture, water conservation and management, waste management, natural resources, green building, and cap-and-trade actions. The First Update to the Scoping Plan, approved in 2014, established a 2030 emissions target of 40 percent below 1990 levels. The current (2017) Scoping Plan identifies a balanced mix of strategies to meet the State's 2030 GHG limit.

City of Monterey Setting and Climate Action Plan. The City of Monterey adopted an updated Climate Action Plan (CAP) in June 2016. The CAP proposes programs to reduce greenhouse gas emissions and improve air quality. The CAP establishes a 2005 baseline emissions inventory that categorizes emissions as either "community" or "government operations." The 2005 community and government baseline emissions inventory totaled 327,422 MTCO2e (metric tons of carbon dioxide equivalent). The CAP also includes a 2012 emissions inventory update in which community and government emissions totaled 301,814 MTCO2e for 2012, a reduction of 7.8% overall and 29.7% for government operations. The City has established an emission reduction target of 15% below 2005 levels (as an

estimate of 1990 levels) by 2020. This represents an estimated reduction of 827 MTCO2e and 48,286 MTCO2e from government operations and the community, respectively from 2005 levels. The goals match recommendations in AB 32.

The significant emission reduction achievements on the part of the City's government operations highlight the success of numerous municipal programs, including reduced carbon intensity of the vehicle fleet and most significantly, the switch to renewable energy sources for municipal buildings and facilities. Reductions in community emissions have occurred since 2005, primarily from the installation of electric vehicle charging stations, statewide vehicle emission controls, a green building ordinance, green business certification, retrofits conducted in the City through AMBAG Energy Watch Program and PG&E renewable energy purchase programs. Energy retrofits contribute significantly to reductions. Specifically, government efforts in this category include parking garages throughout the City, HVAC system upgrades, and pool lighting retrofits at the Monterey Sports Center. Furthermore, the *Climate Action Plan Vehicle Mile Traveled (VMT) Study* concludes that total VMT will be reduced with implementation of the General Plan, further reducing GHG emissions.

Discussion

With regard to climate change impacts, MBARD has not identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to GHG emissions. The State has identified 1990 emission levels as a goal through adoption of California Assembly Bill (AB 32). To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. For this analysis, the proposed project and the associated potential development's contribution to global climate change would be considered significant if it would be inconsistent with AB 32's goal of reducing 2020 greenhouse gas emissions to 1990 levels from sources associated with projected growth (i.e., motor vehicles, direct energy use, waste-related activities) or expose persons to significant risks associated with the effects of global climate change.

Since global climate change is certainly a cumulative impact, this analysis considers that the proposed project would have a significant impact if it would:

- Result in substantial net increases in greenhouse gases and CO_2e emissions. In the absence of generally accepted thresholds of significance for projects, a substantial increase, for purposes of this analysis, occurs when a project exceeds thresholds of significance for criteria pollutants. This approach is consistent with guidance from the California Air Pollution Control Officers' Association (CAPCOA), which notes that implementing CEQA without an explicit threshold prior to formal guidance from the State of California's Office of Planning and Research is appropriate. In fact, this approach is consistent with CAPCOA's belief that by defining substantial emissions of GHGs to performance standards (e.g., criteria pollutant emission thresholds), lead agencies would amass information and experience with specific project categories that would support establishing explicit thresholds in the future.
- Expose persons to significant risk associated with the effects of global climate change.
- Conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.

- Be inconsistent with the ARB's 44 Early Action Measures for AB 32 compliance.
- Be subject to the CARB mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO_2e).
- Be inconsistent with the recommended global warming mitigation measures from the Attorney General, CAPCOA, Office of Planning and Research, or other appropriate sources.

a) Greenhouse Gas Emissions. The objective of the Move Monterey Multimodal Plan is to reduce automobile trips by creating a bicycle, pedestrian, and transit network that will encourage its use as an alternative to the automobile. While some greenhouse gas emissions may be released during construction of some of the proposed projects, such emissions would be minor and temporary. Such emissions are also considered to be offset by the anticipated reduction of automobile trips. Therefore, potential impacts are considered **less than significant**.

b) Conflicts with Plans, Policies, Regulations. The Move Monterey Multimodal Plan does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, **no impact** is anticipated.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	– City of Monterey, General Plan Safety Element Goal G
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X	– City of Monterey, General Plan Safety Element Goal G
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	– City of Monterey, General Plan Safety Element Goal G
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a				X	– California Department of Toxic Substances, EnviroStor Database – City of Monterey Fire Department

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
significant hazard to the public or the environment?					
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	– City of Monterey, General Plan Safety Element Goal e, Policy e.1, e.4 – Monterey Regional Airport Land Use Compatibility Plan, February 2019
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	– City of Monterey, General Plan Safety Element Goal h Policy h.6 – General Plan Map 15, Showing Evacuation Routes
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or when residences are intermixed with wildlands?				X	– Monterey City Code (M.C.C.), Chapter 13, Fire Protection – General Plan Map 14, Showing Fire Hazard Severity Zones

Existing Setting

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Hazardous Materials

In terms of hazardous materials usage, many types of hazardous wastes are used throughout the City in residential, commercial, and industrial applications. The Monterey County Environmental Health Division is responsible for managing the use, storage, and disposal of hazardous materials in amounts over a specific threshold (the threshold varies among uses and types of materials). The Environmental Health Division keeps an inventory of hazardous materials users and is responsible for working with users to develop plans that ensure the materials are safely used, stored, transported, and disposed.

Airport Safety

Monterey Peninsula Airport operations have the potential to create safety issues related to safe operation of approaching and departing aircraft. The Monterey Regional Airport Master Plan (2015) and Monterey Regional Airport Land Use Compatibility Plan shows "runway protection zones" at each end of the main airport runway. Within these areas, land use controls are exercised to minimize potential safety conflicts with activities that take place within the zones. Such controls and guidelines include the prohibition or limitation of uses that involve large assemblages of people, limitations on building heights and heights of other potential obstructions, and prohibition of new structures. Existing land uses that are within the western approach safety zone include much of the U.S. Navy Golf Course, the Monterey County Fairgrounds, and a small section of residential development. Uses within the eastern protection zone include commercial and residential development at the Highway 218/Highway 68 intersection. Smaller additional safety areas extend beyond the primary protection zone wherein specific development standards apply in order to minimize conflicts with airport operations.

Emergency Preparedness/Emergency Response

The City of Monterey Fire Department and City of Monterey Police Department coordinate emergency response within the City. The City operates its Emergency Operations Center (EOC) as the center of emergency response coordination and actions. During an emergency, all response activities are managed by the EOC, including information, equipment, volunteers, and other resources. Plans for responses to emergency situations are formulated by fire and police officials, and actions to implement those plans are communicated to emergency response teams that operate out of the EOC and throughout the City. The City also operates the Citizens Emergency Response Training (CERT) program. The main goal of the CERT program is to help Monterey residents to be self-sufficient in a major disaster by developing multifunctional teams that are cross-trained in basic skills. The City's emergency response efforts are coordinated under the broader umbrella of the State of California Office of Emergency Services. The County of Monterey also has an emergency response office, but the City is not a participating jurisdiction in the County's response program. The County Environmental Health Division Hazardous Materials Branch and the City of Seaside Hazardous Materials Team would likely be the first agencies to provide support to the City in the event that the City does not have the capacity or capability to fully address a hazard. Both agencies are fully trained and equipped to respond to a variety of hazardous materials related incidents.

Fire

Fire hazards can generally be divided into two main types: (1) fires within urban areas that primarily involve specific sites and structures; and (2) fires within undeveloped or minimally developed areas, commonly called wildland fires. Most of the land within the present city limits is developed with urban uses. The City of Monterey Fire Department responds to both structure and wildland fires within the planning area. The City of Monterey Fire Department maintains three stations and operates several fire prevention programs. In the event that the City does not have the capacity to safely handle a structural or wildland fire, it can request additional firefighting resources through the Monterey County Mutual Aid Plan. The Monterey County Mutual Aid Plan enables any jurisdiction

that participates in the plan to receive support from fire protection services of other jurisdictions that participate in implementing the plan. Response times to nearly all areas of the City are within the Department's recommended range of five to seven minutes.

The Monterey City Code (M.C.C.) Chapter 13, Fire Protection, adopted the 2016 California Fire Code pursuant to Monterey City Ordinance No. 3600 (effective January 2020). Amendments to this chapter of the code, as well as amendments to the City's General Plan Map 14, Showing Fire Hazard Severity Zones, were adopted by the City Council on June 2, 2009, to be in compliance with legislation (Government Code Section 51175). This legislation calls for the California Department of Forestry and Fire Protection (CAL FIRE) Director to evaluate fire hazard severity in Local Responsibility Areas and make a recommendation to the local jurisdiction when the Very High Fire Hazard Severity Zone (VHFHSZ) exists. Based on the findings of the CAL FIRE Director, there are both High and Very High Fire Hazard Severity Zone within the City of Monterey City limits as shown on the City's General Plan Map 14.

Discussion

a-g). The bicycle and pedestrian facilities proposed are generally at-grade improvements, and are not anticipated to result in impacts relating to hazardous materials, fire, or an adopted emergency response plan. Some bicycle and pedestrian facility improvements are proposed in the vicinity of the Monterey Regional Airport, but because these improvements provide an alternative method for people to transport, no increase in any related hazard is anticipated. Therefore, there would be **no impacts** regarding hazards or hazardous materials.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
X. HYDROLOGY AND WATER QUALITY – Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		– Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management – Monterey Regional Storm Water Management Program (MRSWMP)
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		– City of Monterey, General Plan Conservation Element

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or off-site; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) Create of contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or iv) Impede or redirect flood flows?			X X X X		– Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management – General Plan Public Facilities Element Policy I.2 – City of Monterey Public Works Department – Central Coast Regional Water Quality Control Board – General Plan Map 13, Showing Flood Zones
d) In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?				X	– General Plan Safety Element, Policy c.3 – General Plan Map 13, Showing Flood Zones
e) Conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan?				X	– Water Quality Control Plan for the Central Coast Basin, 2019

Existing Setting

The setting information provided below is based on information provided in the City's General Plan, General Plan EIR, and the Monterey Regional Storm Water Management Program.

Water Quality and Storm Water Regulation

The City maintains approximately 10 miles of storm drainage infrastructure – drainage channels, storm drains, pipelines, culverts, pump stations, and outfalls - within the City of Monterey. The existing drainage system collects non-point surface water runoff and conveys it through channels, pipelines, and culverts that, in most instances, eventually terminate at the Monterey Bay.

Monterey's storm water collection system is not tied into the sanitary sewer collection system. Therefore, storm water flows are, for the most part, not treated prior discharge. Storm water flows are discharged to local waterways including the Monterey Bay at multiple drainage outfalls located throughout Monterey's coastal area.

Monterey's discharge of storm water to local surface waters is regulated by the federal Clean Water Act, National Pollutant Discharge Elimination System (NPDES) Permit Program, and the California Porter-Cologne Act, and permitted through the Central Coast Regional Water Quality Control Board (RWQCB). The City storm water permit and ordinance require local regulation of water pollution and prevention through the mandated implementation of best management practices (BMPs) to protect the water quality of local waterways. Design strategies to minimize runoff by slowing, spreading, sinking, and capturing rainwater are known as Low Impact Design (LID) BMPs. LID BMPs manage the volume and rate of storm water runoff flowing away from a site and assist in maintaining a more natural hydrologic process in urban watersheds.

Storm water design requirements for public and private development projects, such as LID, are mandated by the State and Central Coast RWQCB through the City's Phase II municipal storm water permit coverage. Through Monterey Municipal Code Chapter 31.5 Article 2 Urban Storm Water Quality Management and Discharge Control, the City implements storm water regulations in compliance with State Water Resources Control Board (SWRCB) Water Quality Order No. 2013-0001-DWQ NPDES General Permit No. CAS000004 Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems ("NPDES General Permit"). This includes the implementation and enforcement of the Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032 Post-Construction Storm Water Management Requirements for Development Projects in the Central Coast Region to reduce pollutants in storm water discharges from land development to the maximum extent practicable and to protect water quality. Along with many other components, improvements to the planning area must address storm water drainage and management, including permit mandates that require LID, such as water quality treatment, retention, and/or peak flow management (hydromodification). Specific required steps will be taken when the specific project is funded and therefore ready to be designed. These steps including determining the subject site's watershed management zone, amount of impervious surface proposed across development site, and whether water quality management measures are required as a part of the design of the project. Site specific engineering analyses will be necessary and required to for drainage design purposes.

To address regional urban runoff issues and develop innovative approaches to storm water management, the City collaborates with other local permittees in the Monterey Regional Storm Water Management Program (MRSWMP). The MRSWMP is a regional storm water management, implementation, and education program that assists the City and region with permit compliance. By Ordinance and permit implementation, the City regulates applicable new and redevelopment projects for storm water control; construction activities for erosion, sediment, and discharge control; identifies and enforces illicit connections and illicit discharges; and implements good housekeeping practices for municipal operations to protect local water quality.

General Plan Safety Element Policy c.4 requires project designs to: (1) maximize the amount of natural drainage that can be percolated into the soil, and (2) minimize direct overland runoff onto adjoining properties, water courses, and streets. This approach to handling storm water reduces the need for costly storm drainage improvements, which are often miles downstream. Building coverage and paved surfaces must be minimized and incorporated within a system of porous pavements, ponding areas, and siltation basins.

Groundwater

Water is supplied to most of the Monterey Peninsula by the California American Water Company (Cal-Am) through wells in Carmel Valley, dams on the Carmel River, and a well on the Seaside Aquifer. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the district. Discussion of water supply is provided in Section XIX, Utilities and Service Systems.

Storm Water and Drainage Patterns

The City owns and maintains a storm drainage system that collects and transports storm water to the Monterey Bay. The system includes over 10 miles of pipelines and drainage channels. Storm water runoff is collected through catch basins and storm water inlets that direct runoff into the pipelines and channels. A series of storm water outfalls are located along the margin of the Bay through which storm water is discharged.

Flooding

Areas of the City of Monterey are located in 100-year and 500-year flood zones, as shown on Figure 13- Flood Hazard Zones of the General Plan and FEMA Flood Insurance Rate Maps for Monterey County (City of Monterey June 2019). The project site is not located within a 100-year or 500-year flood zone. The project site is not located adjacent to or near the coast and is not subject to flood hazard from tsunamis, or seismic sea waves, which are generated by submarine earthquakes, volcanic eruptions, and landslides.

Project Site Conditions

The project site includes approximately 0.58 acres with minor slopes ranging from approximately 53 to 65 feet above mean sea level (AMSL). The site generally slopes from south to north. There are no

streams or rivers located on or immediately adjacent to the project site. The site is largely covered by impermeable surfaces, developed with existing hotel and restaurant structures and a parking lot. There are storm drain inlets on the property that convey surface water from the parking lots to the public streets.

Discussion

a-c). The proposed pedestrian and bicycle facilities are primarily at-grade improvements and are not anticipated to significantly affect drainage patterns, water quality, or water supply. All improvements would be built in compliance with any applicable storm water management and low-impact design requirements. Project-specific environmental review would occur as development plans are proposed. Therefore, the potential impact is considered **less than significant**.

d-e). Given the nature of the proposed facilities, no impacts are anticipated to result due to project flooding or inundation. The proposed facilities would not affect water quality, groundwater recharge, or groundwater resources because they would be at-grade facilities in developed, paved areas. Therefore, there would be **no impacts** related to flooding, water quality, or groundwater resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
Xi. LAND USE AND PLANNING – Would the project:					
a) Physically divide an established community?				X	– City of Monterey, General Plan
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X	– City of Monterey, General Plan, Area Plans, Coastal Plans, Commercial Plans, Neighborhood Plans, and Specific Plans

Existing Setting

The City of Monterey is a small community that is largely residential and visitor serving in nature. The project site is designated Commercial in the City's General Plan and is zoned Planned Community North Fremont.

Discussion

a) - b). The proposed project is consistent with the City of Monterey General Plan Circulation Element and subsequent policies and programs and would serve as a key implementation tool for the Circulation Element. The Move Monterey Multimodal Plan proposes bicycle and pedestrian

facility improvements within previously disturbed areas that are currently paved and would not impact any habitat conservation or natural community plan or divide an established community. Proposed pedestrian and bicycle facilities would serve to link neighborhoods. Therefore, **no impact** would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XII. MINERAL RESOURCES – Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	– City of Monterey, General Plan Conservation Element – City of Monterey, General Plan Initial Study, Page 11
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	– City of Monterey, General Plan Conservation Element – City of Monterey, General Plan Initial Study, Page 11

Existing Setting

While there are, at present, small-scale mineral extraction operations around the City of Monterey, limited to commercial sand removal operations in the Marina area, there are no mineral resources within the City's limits.

Discussion

a–b) Mineral Resource Availability. No mineral resources exist within City limits; therefore, **no impacts** are anticipated related to mineral resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIII. NOISE – Would the project:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards			X		– City of Monterey, General Plan Noise Element goals, policies, and programs

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
established in the local general plan or noise ordinance or applicable standards of other agencies?					
b) Generation of excessive ground borne vibration or ground borne noise levels?			X		– City of Monterey, General Plan Noise Element goals, policies, and programs
c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	– City of Monterey, General Plan – Monterey Regional Airport Land Use Compatibility Plan, February 2019

Existing Setting

The 2005 City of Monterey General Plan identified the major noise sources affecting the community as motor vehicles (autos, trucks, buses, motorcycles) and aircraft. Motor vehicles and aircraft continued to be the primary noise sources. Some events at the fairgrounds have also generated noise complaints. No stationary source, such as an industrial plant, is known to create noise at an unacceptable level.

Discussion

a-b). The construction and use of bicycle and pedestrian facilities could create or expose people to temporary noise during construction and a slight amount of long-term noise resulting from an increase in pedestrians and bicycles traveling within and through an area, neither of which would be considered excessive or substantial. Construction activities associated with bicycle and pedestrian facilities are not expected to create significant groundborne vibration based on the equipment that is typically employed during construction. Construction would be limited to City policy for construction hours. The City currently limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday and 10:00 a.m. to 5:00 p.m. Sunday (City Code Sec. 38-112.2). Therefore, these potential impacts are considered **less than significant**.

c) Location Near Airport. The City of Monterey is located within the Monterey Regional Airport's influence area (Monterey Regional Airport Land Use Compatibility Plan, February 2019). However, the proposed bicycle and pedestrian facilities would not create permanent noise levels that would exceed any applicable noise standards or otherwise expose people to excessive noise levels.

Therefore, the project would result **no impacts** related to exposure of people residing or working in the project area to excessive noise levels related to airport operations**.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIV. POPULATION AND HOUSING – Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	– City of Monterey General Plan
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	– City of Monterey Community Development Department

Existing Setting

According to California Department of Finance, as of January 1, 2019, the City had an estimated population total of 28,448 and a total of 13,694 housing structures.

Discussion

a-b). No new homes, businesses, new roads, or extensions of roads are being proposed as part of this project. The proposed project would not displace people or housing. Therefore, **no impact** would result.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a) Fire protection?			X		– City of Monterey, General Plan Public Facilities Element Goal c, Policies c.1–c.5 – City of Monterey Fire Department

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
b) Police protection?			X		– City of Monterey, General Plan Public Facilities Element Goal b, Policies b.1–b.3 – City of Monterey Police Department
c) Schools?			X		– City of Monterey, General Plan Public Facilities Element Goal d, Policies d.1–d.6
d) Parks?			X		– City of Monterey, General Plan Public Facilities Element Goal j, Policies j.1–j.6 – City of Monterey Recreation Department – City of Monterey Maintenance Division-Parks & Beaches – City of Monterey Parks and Recreation Master Plan, 2016
e) Other public facilities?			X		– City of Monterey, General Plan Public Facilities Element Goals a, e, f–i, k–p; Policies f.1–f.7, i.1–i.3, k.1–p.2; Programs m.1.1–m.2.1 – City of Monterey Public Works Department – City of Monterey Maintenance Division-Streets & Utilities – City of Monterey Recreation Department

Existing Setting

Public services provided by the City of Monterey include police and fire protection, park and recreation facilities, and sewer and storm water drainage infrastructure.

Discussion

a-e) Demand for Public Services. The project involves improvements to pedestrian and bicycle facilities that would increase the convenience of walking, rolling, and bicycling throughout the City. An increase in cyclists and pedestrians could shift the demand for services. Different types of service

calls may result (police and fire), but a substantial increase in service demand that would require any expansion in police or fire facilities is not expected to result. Some proposed facilities improve routes to parks and schools. End-of-use facilities are proposed at park and recreational facilities and the harbor. However, any resulting increase in use of these facilities is not expected to require a physical expansion of these facilities. Therefore, any resulting impacts are considered **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVI. RECREATION					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		– City of Monterey, General Plan Public Facilities Element Goal j, Policies j.1–j.6
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			X		– City of Monterey General Plan, Open Space Element, Figure 10, Showing Parks, Recreation, and Open Spaces – City of Monterey General Plan Open Space Element, Goal f, Policy f.1 – City of Monterey Parks and Recreation Department

Existing Setting

The City of Monterey has a wide variety of parks and open spaces distributed throughout the City, ranging from pocket parks to large community parks and open spaces, as well as "special purpose parks" such as the Lower Presidio Historic Park and Recreation Trail. Significant recreation facilities include the Monterey Sports Center, community centers, neighborhood park facilities, and beach parks. Neighborhood parks also include various athletic fields, tennis courts, and other park facilities. The City of Monterey Recreation Department manages these facilities. The City owns, operates and maintains the majority of park and recreation sites, but also enters into joint use arrangements with various other jurisdictional entities. Additionally, the City maintains or jointly maintains a number of urban plazas, as well as open spaces and greenbelts that are primarily passive use or serve as visual amenities.

Discussion

a-b) Recreational Facilities. The project would enhance bicycle and pedestrian facilities that would create more opportunities for recreation and improve access to recreation facilities. However, such increase in use would not be considered substantial to a degree that deterioration of existing recreational facilities would occur or that the construction or expansion of recreational facilities would be required. Therefore, the potential impact is considered **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVII. TRANSPORTATION– Would the project:					
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X	– City of Monterey General Plan Circulation Element
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X	– City of Monterey Vehicle Miles Traveled Policy
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		– City of Monterey Public Works Department, Traffic Engineering Division – City of Monterey, General Plan, Circulation Element, Policy c.3, Policy c.4
d) Result in inadequate emergency access?			X		– City of Monterey, General Plan, Circulation Element – City of Monterey Fire and Police Departments – City of Monterey, General Plan Map 15, Showing Evacuation Routes

Existing Setting

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Roadway Classifications

The City has a roadway classification system, which includes freeways, major arterials, minor arterials, collectors, and local streets.

Vehicle Miles Traveled

The City of Monterey Vehicle Miles Traveled (VMT) Policy includes VMT thresholds of significance, screening criteria for projects presumed to have a less-than-significant impact on transportation without conducting a detailed CEQA VMT analysis, and mitigation, to ensure consistency with CEQA Guidelines section 15064.3, subdivision (b).

Transit Service

Monterey-Salinas Transit (MST) is the principal transit service provider for the City and the surrounding communities. MST is a joint powers agency with a board of directors that includes a representative from the City. MST routes serve many residents and visitors. Simoneau Plaza, located in downtown Monterey, is the transfer center for all routes serving the City. Senior and disabled persons can use the MST fixed-route bus system or paratransit services. MST routes operate on weekdays, weekends, and holidays.

Bikeway and Pedestrian Facilities

The City maintains an extensive network of Class 1, 2, 3, and 4 bicycle facilities and pedestrian sidewalks. The most notable bicycle and pedestrian path is the City's Recreational Trail that is located along the coastal side of the City. The Recreational Trail is a dual use facility that offers people destination opportunities, such as the restaurants or retail stores along Cannery Row or Fisherman's Wharf, or one of many parks for relaxing or wildlife viewing and sightseeing. The City maintains sidewalks on almost all City roadways, and some roadways have bicycle lanes.

Discussion

a) Conflict with Circulation System Plans, Policies, or Ordinances. The proposed project is consistent with the City of Monterey General Plan Circulation Element and subsequent policies and programs and would serve as a key implementation tool for the Circulation Element. Therefore, the proposed project would not conflict with any program plan, ordinance, or policy addressing the circulation system, and **no impacts** would result.

b) Conflict with CEQA Guidelines section 15064.3, subdivision (b). The City of Monterey adopted a Vehicle Miles Traveled Policy consistent with CEQA Guidelines section 15064.3, subdivision (b), and

the Governor's Office of Planning and Research technical advisory report. The City's VMT Policy recognizes that bicycle and pedestrian facility projects that do not add additional motor vehicle capacity are presumed to cause no impacts. Therefore, **no impacts** would result.

c-d) Design-Safety and Emergency Access. Some of the proposed bicycle and pedestrian facility projects may require minor changes to the roadway to improve safety and accessibility for bicycles and pedestrians, which could slightly alter roadway design, but would not introduce a significant safety hazard or would not significantly affect service standards for emergency vehicle access. Therefore, such potential impacts are considered **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVIII. TRIBAL CULTURAL RESOURCES – Would the project::					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing on the California Register of Historical Resources, or in a local register of historical resources as defined by PRC section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X X		– Archaeological Sensitivity Map, General Plan EIR Figure 8 – City of Monterey General Plan Historic Preservation Element – Assembly Bill 52 tribal consultations

Existing Setting:

The City is located within the ethnographic territory, indigenous homeland and language family of the Ohlone/Costanoan-Esselen Nation (OCEN).

Discussion:

a) Tribal Cultural Resources and Consultation. The proposed bicycle and pedestrian projects contained in the Move Monterey Multimodal Plan are highly conceptual, some not more than a statement of desired project types. All of these projects will be subject to environmental review when they are funded to go into design and evaluated again when going into construction. In the design phase, excavation and grading plans will be prepared to assess the extent of ground disturbance and the proper environmental review process will be followed. However, it is highly unlikely that there would be any deeper excavation than what has already been disturbed, as the proposed projects are in well-established, developed areas. The majority of these projects are at-grade facilities which would not require any excavation or grading. As such, it is not anticipated that the proposed projects would cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, impacts related to tribal cultural resources are expected to be **less than significant**.

In compliance with Assembly Bill 52 (AB 52), the City of Monterey requested from the Native American Heritage Commission a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the City of Monterey. On June 25, 2021, City of Monterey staff provided formal notification to the designated contact or tribal representative of the traditionally and culturally affiliated California Native American tribes that requested notice (Attachment 1). Formal notifications were accomplished by means of at least one written notification that included a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. Tribal Chairwoman Louise Miranda-Ramirez with the Ohlone/Costanoan-Esselen Nation formally requested a tribal consultation on July 15, 2021. The City has attempted to schedule the tribal consultation with Chairwoman Ramirez, but not response has been received to date. The Esselen Tribe of Monterey County, including the following tribal representatives Tom Little Bear Nason, Chairman; Jana Nason, Brenna Wheelis, and Susan Morely, requested tribal consultation on July 27, 2021. A formal consultation with the Esselen Tribe of Monterey is scheduled for August 2, 2021. Tribal Chairman, Isaac Bojorquez, with the KaKoon Ta Ruk Bank of Ohlone-Costanoan Indians requested a tribal consultation on July 27, 2021. The City is in contact with Chairman Bojorquez with the intent to schedule a tribal consultation.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIX. UTILITIES AND SERVICE SYSTEMS –Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or which could cause significant environmental effects?				X	– City of Monterey General Plan, Public Facilities Element, Goal k
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X	– City of Monterey, General Plan Public Facilities Element, Goal m, Policy m.2.
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X	– City of Monterey Public Works Department – City of Monterey, General Plan Public Facilities Element, Goal k
d) Generate solid waste in excess of State or local standards, or in excess of capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X	– City of Monterey Community Development Department – City of Monterey, General Plan Public Facilities Element, Goal n, Policy n.1-n.3
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X	– Monterey Regional Waste Management District – City of Monterey General Plan Public Facilities Element , Goal n, Policy n.1-n.3

Existing Setting

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Wastewater

The City maintains the sanitary sewer collection system within its jurisdictional boundaries. The existing sanitary sewer collection system conveys sewage from sewer point sources within the City, such as homes, businesses, and public facilities, to a regional wastewater treatment plant for treatment and disposal. The sanitary sewer collection system operated by the City consists of approximately 102 miles of sewer pipeline maintained by City personnel and seven sewer lift stations.

Monterey's sewage is conveyed through pipelines to the Monterey One Water sewer treatment plant in the City of Marina for treatment and disposal. Per Monterey One Water, sixty percent (60%) of incoming wastewater is highly treated through its water recycling facility and distributed for irrigation uses on farmlands in northern Monterey County. Monterey One Water performs secondary treatment of the remaining wastewater, which is then discharged though an ocean outfall two miles into Monterey Bay.

Local sewer collection pipelines of various capacities exist underground within the City and eventually flow to larger sewer mains that feed into the Monterey One Water interceptor pipeline. The interceptor pipeline receives sewer flows from both Pacific Grove and Monterey and carries those flows to the wastewater treatment plant. Monterey's existing sewer collection system is an aged one and requires on-going maintenance and rehabilitation. The City is completing a multiyear program to repair and replace sanitary sewer collection system structures. The existing capacity of the system is adequate to convey the sewer loads generated.

Water Supply - Potable Water

The project site is served by the California-American Water Company (Cal-Am). It is the goal of the City of Monterey and the General Plan to obtain a long-term, sustainable water supply, including evaluation of water supply options outside the present Monterey Peninsula Water Management District (MPWMD) framework. Water is supplied to most of the Monterey Peninsula by the California American Water Company (Cal Am) through wells in Carmel Valley, a dam on the Carmel River, and a well on the Seaside Aquifer. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the district.

Cal-Am supplies water to the residential, municipal, and commercial needs of the Monterey Peninsula area communities. Cal-Am's water distribution system distributes water from two main sources: the Carmel River and the Seaside Basin coastal subarea.

State Water Resources Control Board Order Number 95-10. In 1995, in response to complaints that Cal-Am was illegally taking water from the Carmel River, the State Water Resources Control Board (State Water Board) issued Order No. WR 95-10 directing Cal-Am to implement actions to terminate its unlawful diversion. Order No. 95-10 recognized that Cal-Am had legal rights to divert 3,376 acre-feet annually (afa) of water from the Carmel River Basin, but found that Cal-Am was diverting a total of 14,046 afa for this purpose, an excess of approximately 10,730 afa, "without a valid basis of right." The Order also determined that such diversions have historically had an adverse effect on the riparian

corridor along portions of the river, wildlife that depend on riparian habitat, and steelhead and other fish which inhabit the river. The 3,376 afa rights are not subject to instream flow requirements.

On November 30, 2007, both MPWMD and Cal-Am jointly obtained an additional right to divert water from the river. Due to the overdraft condition of the Seaside Groundwater Basin, the State Water Board issued Permit 20808A authorizing the diversion of up to 2,246 afa water from the river to underground storage in the Seaside Groundwater Basin from December through May of each year, if specified streamflow requirements are met. On November 30, 2011, a second right (Permit 20808C) was authorized for up to 2,900 afa subject to instream flow requirements, The State Water Board also issued Cal-Am an appropriative right for 1,484 afa, subject to instream flow requirements, but this may only be used in the Carmel River Basin. The amount of rights authorized by the State Water Board is a maximum; the actual availability of water is dependent on streamflow. The MPWMD estimates the long-term average yield of rights subject to instream flows totals approximately 2,400 afa. However, due to physical constraints in the Cal-Am system, not all of this water may currently be produced.

Through various conservation efforts over the past 13 years, Cal-Am has reduced its annual illegal diversion of the Carmel River Basin to approximately 7,150 acre-feet. Cal-Am continues its effort towards providing an alternative potable water source.

State Water Resources Control Board Cease and Desist Order. On October 20, 2009, the State Water Resources Control Board issued a Cease and Desist Order (CDO) to Cal-Am. Among other matters, the CDO alleges that Cal-Am has failed to comply with Condition 2 of Order 95-10 that requires Cal-Am to terminate its unauthorized diversions from the river, that Cal-Am's diversions continue to have adverse effects on the public trust resources of the river and should be reduced, and that the ongoing diversion is a violation of Water Code Section 1052 prohibiting the unauthorized diversion or use of water.

The CDO seeks to compel Cal-Am to reduce the unauthorized diversions by specified amounts each year, starting in water year 2008-09 and continuing through future extension dates when Cal Am must cease all unauthorized diversions. The adopted CDO prohibits Cal-Am from providing new service connections and increasing use at existing service addresses that were not provided a "will serve commitment" (or similar commitment) before October 20, 2009.

Water availability within the Cal-Am system remains under careful state scrutiny since State Water Resources Control Board Order No. 95-10 was imposed in 1995. State Board Order No. 95-10 requires Cal-Am to reduce the water it pumps from the Carmel River by 20 percent now, and up to 75 percent in the future. Also, any new water that is developed must first completely offset Cal-Am's unlawful diversions from the Carmel River, an estimated 10,730 acre-feet (AF) per year, before any water produced by Cal-Am can be used for new construction or expansions in use.

MPWMD Water Use Credit and Transfer Programs. In 1992, as part of its oversight of water allocation and distribution, MPWMD adopted Ordinance 60 establishing a program whereby a water customer may obtain and reuse water use credits when water use on a particular property is reduced or

discontinued. A reduction of water use, whether by changing to a less-intensive use, by retrofitting equipment with water conserving devices, or by demolishing a building, results in a water use credit that may be used later on the same site. When a residential property owner applies to MPWMD for the water use credit, MPWMD calculates the amount of the credit based upon the number and types of water-using fixtures that will be discontinued. When a commercial property owner applies to the MPWMD for a water use credit, the MPWMD will determine credits based upon one of several methods:

The commercial water use factor associated with the historical use(s) may be used when a use is either being abandoned or permanently reduced to a lower intensity use; a quantification of water saved may be used when inefficient equipment is replaced with highly water efficient equipment; or historic records may be used to determine the past (abandoned) use. With a few exceptions, the water use credit is valid for 60 months and can be extended for 60 months. After the 60-month period, any remaining unused water use credit expires. Water use credits affected by the CDO will be reinstated at its conclusion with a term equal to the amount of time the CDO impacted the credit.

In 1993, MPWMD adopted Rule 28 to allow Water Use Credit Transfers between commercial properties. The rule was amended in 1995, to allow Water Use Credit Transfers from an existing commercial use to a jurisdiction's water allocation. The Water Use Credit rules are designed to provide incentives for undertaking extraordinary retrofitting and/or installation of proven new technology and to provide a mechanism for offsetting potential intensification in use.

The Water Credit rules also allow former uses to be reoccupied if a Water Credit has not been abandoned and expired or moved to another Site. Water savings after the Water Credits have been applied to a Water Permit can be minimal. The goal is that there is no increase in use.

The MPWMD has adopted rules that allow the transfer of water between uses and adjacent sites under the same ownership, though these rules are under strict regulation by MPWMD. The City conducted an inventory of water usage and availability helped to determine the presence of water credits on a particular site that may be available for an expanded use. The identification of water credits assisted in the identification of opportunity sites that could achieve Project objectives prior to the identification and delivery of a new water source to the City.

Additionally, the City owns two open space parcels adjacent to the Ryan Ranch Business Park, one of which is located on the former Fort Ord that has access to water. The Marina Coast Water District is the water purveyor for the former Fort Ord, and water allocations were made to the jurisdictions within its boundaries. The City of Monterey was allocated approximately 65 acre-feet (af) from the Fort Ord allocation for the City's entire 130+ acres. The City can allocate a portion of the 65 af for the open space parcel as it deems appropriate.

Storm Water

See discussion in Section X, Hydrology and Water Quality.

Solid Waste

The regional waste collection facility is located in the City of Marina and is operated by the Monterey Regional Waste Management District. Locally, there is a recycling facility in Ryan Ranch operated by Monterey Disposal Service.

Discussion:

a-e). The proposed project would not require the use of any utilities or service systems such as water, sewer, drainage, or natural gas. Similarly, it will not generate solid waste. Some of the proposed bicycle and pedestrian facility projects may require use of electric power or telecommunications facilities such as traffic signals; however, the use would be negligible. Therefore, there would be **no impact** on Utilities and Service Systems.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response or emergency evacuation?				X	– City of Monterey, General Plan Map 15, Showing Evacuation Routes
b) Due to slope, prevailing winds, and other factors, exacerbate wildfires risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X	– City of Monterey Fire Department
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X	– City of Monterey Fire Department
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope				X	– City of Monterey Fire Department

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
instability, or drainage changes?					

Existing Setting

The City of Monterey Fire Department and City of Monterey Police Department coordinate emergency response within the City as described in Section IX(g), Hazards and Hazardous Materials.

Monterey City Code (M.C.C.) Chapter 13, Fire Protection, adopted the California Fire Code. Amendments to this chapter of the code, as well as amendments to the City's General Plan Map 14, Showing Fire Hazard Severity Zones, were adopted by the City Council to be in compliance with legislation (Government Code Section 51175). This legislation calls for the California Department of Forestry and Fire Protection (CAL FIRE) Director to evaluate fire hazard severity in Local Responsibility Areas and make a recommendation to the local jurisdiction when the Very High Fire Hazard Severity Zone (VHFHSZ) exists. Based on the findings of the CAL FIRE Director, there are both High and Very High Fire Hazard Severity Zone within the City of Monterey City limits as shown on the City's General Plan Map 14.

Cal Fire published Fire Hazard Severity Zone (FHSZ) Maps for all regions in California. The proposed FHSZ Maps include fire hazard elements of vegetation, topography, weather, crown fire potential, ember production and movement, and the likelihood. The maps are intended to be used for implementing wildland-urban interface building standards, natural hazard real estate disclosures, space clearance requirements around buildings, property development standards, and severity of zones are to be considered in city and county general plans. The Monterey City Code (M.C.C.) Chapter 13, Fire Protection and the City's General Plan Map 14, Showing Fire Hazard Severity Zones has included the FHSZ maps. The project site is incorporated as Local Responsibility Area (LRA) in a Very High Fire Hazard Severity Zone (See Cal Fire Monterey County Fire Very High Fire Hazard Severity Zones in LRA https://osfm.fire.ca.gov/media/5870/monterey.pdf).

Discussion:

a-d) Wildfire Hazards. The proposed bicycle and pedestrian facilities are at-grade and located in well-established developed areas, on or adjacent to the existing road network. The proposed facilities would not include substantial changes to existing roads that would impact vulnerability to wildfire, impede emergency response access, or impede evacuation routes/plans/response. No maintenance infrastructure (roads, fuel breaks, emergency water sources, power lines, or utilities) would need to be constructed. Neither people nor structures would be subject to risk from downslopes, flooding, or landslides. Therefore, **no impact** is anticipated.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:					
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X	– City of Monterey Community Development Department
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X		– City of Monterey Community Development Department
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		– City of Monterey Community Development Department and Public Works Department

a). The Move Monterey Multimodal Plan proposes bicycle and pedestrian improvements within previously disturbed areas that are developed as streets or sidewalks. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The project would not eliminate important examples of the major periods of California history or prehistory. Therefore, **no impacts** would occur.

b). The proposed bicycle and pedestrian facilities could contribute to cumulative impacts involving geology and soils, greenhouse gas emissions, drainage and water quality, noise, public services, recreation, and transportation, as outlined in the various sections above. However, such contributions would be minimal and therefore the potential cumulative impact is considered **less than significant**.

c). Potential impacts to tribal cultural resources, including humans (dead or alive) affiliated with tribes, could result if a project involves ground disturbance, which is undetermined at this time. Such potential impact would be analyzed as projects are designed and the exact level and location of ground disturbance is determined. Therefore, at this conceptual stage, potential impacts regarding effects on humans affiliated with tribal cultural resources are considered **less than significant.**

REFERENCES

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Central Coast Region Regional Water Quality Control Board, State Water Resources Control Board. June 2019. *Water Quality Control Plan for the Central Coastal Basin June 2019 Edition (Basin Plan)*. California Environmental Protection Agency. Available online at: https://www.waterboards.ca.gov/centralcoast/publications_forms/publications/basin_plan/.

City of Monterey.

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Monterey Bay Unified Air Pollution Control District (MBUAPCD[2]).

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- Adopted April 1996-Revised February 2016. *Guidelines for Implementing the California Environmental Quality Act*. Available online at: https://www.mbard.org/files/50d38962a/Attachment_Guidelines-for-Implementing-CEQA.pdf
- 2013. Board Agenda Item No. 19, February 20, 2013. "Receive an Informational Report on the Status of Developing Greenhouse Gas Emissions Thresholds for Evaluating Projects Under the California Environmental Quality Act (CEQA) and Provide Direction to Staff on Next Steps."
- February 2008. *CEQA Air Quality Guidelines*. Available online at: https://www.mbard.org/ceqa
- 2005 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region.

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Monterey County Resource Management Agency, Planning Department. March 2010. Monterey County General Plan Final Environmental Impact Report (SCH# 2007121001), including Draft EIR volumes (September 2008). Certified by Monterey County Board of Supervisors on October 26, 2010. Prepared by ICF International. Available online at: https://www.co.monterey.ca.us/government/departments-a-h/housing-community-development/planning-services/land-use-regulations/2010-general-plan

The State of California and the Department of Forestry and Fire Protection (Cal Fire). 2008. "Very High Fire Hazard Severity Zones in LRA" [map]. 1:14,000. Map ID: FHSZL_c27_Monterey. Monterey, California: Cal Fire. Available online at: https://osfm.fire.ca.gov/media/5870/monterey.pdf

[2] Now named the Monterey Bay Air Resources District (MBARD).

ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:30 PM
To: vlopez@amahmutsun.org

Dear Mr. Lopez,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

Contact Person and Phone Number: Fernanda Roveri, AICP, Principal Planner, planning@monterey.org, (831) 646-3885

Project Location: Citywide, Monterey, CA 93940

Project Sponsor's Name and Address: City of Monterey, 570 Pacific Street, Monterey, CA 93940

General Plan Designation: Various: Very Low-Density Residential; Low-Density Residential; Medium-Density Residential; Public/Semi-Public; Parks, Recreation and Open Space; Commercial; Industrial

Zoning: Various: Residential Estate (R-E), Residential Single-Family (R-1), Residential Low Density Multifamily Dwelling (R-2), Residential Medium Density Multifamily (R-3), Neighborhood Commercial (C-1), Community Commercial (C-2), General Commercial (C-3), Office and Professional (CO), Cannery Row Commercial (C-R), Visitor Accommodation Facility (VAF), Industrial, Administration and Research (I-R), Open Space (O), Parking (P), Planned Community (PC)

Description of Project: The proposed project is an update of the City of Monterey's "Monterey on the Move: Multi-modal Mobility Plan". The updated document is the "Move Monterey Multimodal Plan". The update will include new chapters to help Monterey better manage traffic and accommodate a variety of users better. The Move Monterey Multimodal Plan is intended to guide the implementation of General Plan Circulation Element policies. Please visit https://monterey.org/planning to review the Move Monterey Multimodal Plan.

Pursuant to PRC § 21080.3.1. (b), you have 30 days from the receipt of this letter to request consultation with the City of Monterey. Please contact the main City of Monterey Planning Division phone line at (831) 646-3885 or at planning@monterey.org should you have any questions regarding this project.

Respectfully,

--

Fernanda Roveri, AICP
Principal Planner
City of Monterey
direct: (831) 242-8788

"Wear Masks. Save Lives. Meet the Moment for Monterey."

ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:31 PM
To: amahmutsuntribal@gmail.com

Dear Ms. Zwierlein,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

Contact Person and Phone Number: Fernanda Roveri, AICP, Principal Planner, planning@monterey.org, (831) 646-3885

Project Location: Citywide, Monterey, CA 93940

Project Sponsor's Name and Address: City of Monterey, 570 Pacific Street, Monterey, CA 93940

General Plan Designation: Various: Very Low-Density Residential; Low-Density Residential; Medium-Density Residential; Public/Semi-Public; Parks, Recreation and Open Space; Commercial; Industrial

Zoning: Various: Residential Estate (R-E), Residential Single-Family (R-1), Residential Low Density Multifamily Dwelling (R-2), Residential Medium Density Multifamily (R-3), Neighborhood Commercial (C-1), Community Commercial (C-2), General Commercial (C-3), Office and Professional (CO), Cannery Row Commercial (C-R), Visitor Accommodation Facility (VAF), Industrial, Administration and Research (I-R), Open Space (O), Parking (P), Planned Community (PC)

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Respectfully,

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Fernanda Roveri, AICP
Principal Planner
City of Monterey
direct: (831) 242-8788

"Wear Masks. Save Lives. Meet the Moment for Monterey."

ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:32 PM
To: yanapvoic97@gmail.com

Dear Mr. Orozco,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

Contact Person and Phone Number: Fernanda Roveri, AICP, Principal Planner, planning@monterey.org, (831) 646-3885

Project Location: Citywide, Monterey, CA 93940

Project Sponsor's Name and Address: City of Monterey, 570 Pacific Street, Monterey, CA 93940

General Plan Designation: Various: Very Low-Density Residential; Low-Density Residential; Medium-Density Residential; Public/Semi-Public; Parks, Recreation and Open Space; Commercial; Industrial

Zoning: Various: Residential Estate (R-E), Residential Single-Family (R-1), Residential Low Density Multifamily Dwelling (R-2), Residential Medium Density Multifamily (R-3), Neighborhood Commercial (C-1), Community Commercial (C-2), General Commercial (C-3), Office and Professional (CO), Cannery Row Commercial (C-R), Visitor Accommodation Facility (VAF), Industrial, Administration and Research (I-R), Open Space (O), Parking (P), Planned Community (PC)

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Respectfully,

--

Fernanda Roveri, AICP
Principal Planner
City of Monterey
direct: (831) 242-8788

"Wear Masks. Save Lives. Meet the Moment for Monterey."

ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:32 PM
To: rumsen@aol.com

Dear Mr. Cerda,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

Contact Person and Phone Number: Fernanda Roveri, AICP, Principal Planner, planning@monterey.org, (831) 646-3885

Project Location: Citywide, Monterey, CA 93940

Project Sponsor's Name and Address: City of Monterey, 570 Pacific Street, Monterey, CA 93940

General Plan Designation: Various: Very Low-Density Residential; Low-Density Residential; Medium-Density Residential; Public/Semi-Public; Parks, Recreation and Open Space; Commercial; Industrial

Zoning: Various: Residential Estate (R-E), Residential Single-Family (R-1), Residential Low Density Multifamily Dwelling (R-2), Residential Medium Density Multifamily (R-3), Neighborhood Commercial (C-1), Community Commercial (C-2), General Commercial (C-3), Office and Professional (CO), Cannery Row Commercial (C-R), Visitor Accommodation Facility (VAF), Industrial, Administration and Research (I-R), Open Space (O), Parking (P), Planned Community (PC)

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Respectfully,

--

Fernanda Roveri, AICP
Principal Planner
City of Monterey
direct: (831) 242-8788

"Wear Masks. Save Lives. Meet the Moment for Monterey."

ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:34 PM
To: TribalChairman@esselentribe.org

Dear Tribal Chairman,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

Contact Person and Phone Number: Fernanda Roveri, AICP, Principal Planner, planning@monterey.org, (831) 646-3885

Project Location: Citywide, Monterey, CA 93940

Project Sponsor's Name and Address: City of Monterey, 570 Pacific Street, Monterey, CA 93940

General Plan Designation: Various: Very Low-Density Residential; Low-Density Residential; Medium-Density Residential; Public/Semi-Public; Parks, Recreation and Open Space; Commercial; Industrial

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Respectfully,

--

Fernanda Roveri, AICP
Principal Planner
City of Monterey
direct: (831) 242-8788

"Wear Masks. Save Lives. Meet the Moment for Monterey."

ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

5 messages

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:34 PM
To: ams@indiancanyon.org

Dear Ms. Sayers,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

Contact Person and Phone Number: Fernanda Roveri, AICP, Principal Planner, planning@monterey.org, (831) 646-3885

Project Location: Citywide, Monterey, CA 93940

Project Sponsor's Name and Address: City of Monterey, 570 Pacific Street, Monterey, CA 93940

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Respectfully,

--

Fernanda Roveri, AICP
Principal Planner
City of Monterey
direct: (831) 242-8788

"Wear Masks. Save Lives. Meet the Moment for Monterey."

Mail Delivery Subsystem <mailer-daemon@googlemail.com> Sun, Jun 27, 2021 at 1:42 AM
To: roveri@monterey.org

ATTACHMENT 1

Delivery incomplete

There was a temporary problem delivering your message to **ams@indiancanyon.org**. Gmail will retry for 44 more hours. You'll be notified if the delivery fails permanently.

LEARN MORE

The response was:

```
The recipient server did not accept our requests to connect. Learn more at
https://support.google.com/mail/answer/7720 [indiancanyon.org 2606:4700:3032::6815:3699: timed out]
[indiancanyon.org 2606:4700:3032::ac43:8c05: timed out] [indiancanyon.org 104.21.54.153: timed out]
[indiancanyon.org 172.67.140.5: timed out]
```

Final-Recipient: rfc822; ams@indiancanyon.org
Action: delayed
Status: 4.4.1
Diagnostic-Code: smtp; The recipient server did not accept our requests to connect. Learn more at
https://support.google.com/mail/answer/7720
[indiancanyon.org 2606:4700:3032::6815:3699: timed out]
[indiancanyon.org 2606:4700:3032::ac43:8c05: timed out]
[indiancanyon.org 104.21.54.153: timed out]
[indiancanyon.org 172.67.140.5: timed out]
Last-Attempt-Date: Sun, 27 Jun 2021 01:42:47 -0700 (PDT)
Will-Retry-Until: Mon, 28 Jun 2021 22:35:27 -0700 (PDT)

---------- Forwarded message ----------
From: Fernanda Roveri <roveri@monterey.org>
To: ams@indiancanyon.org
Cc:
Bcc:
Date: Fri, 25 Jun 2021 22:34:51 -0700
Subject: Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1
----- Message truncated -----

Mail Delivery Subsystem <mailer-daemon@googlemail.com> Mon, Jun 28, 2021 at 2:53 AM
To: roveri@monterey.org

Delivery incomplete

ATTACHMENT 1

There was a temporary problem delivering your message to **ams@indiancanyon.org**. Gmail will retry for 19 more hours. You'll be notified if the delivery fails permanently.

LEARN MORE

The response was:

```
The recipient server did not accept our requests to connect. Learn more at
https://support.google.com/mail/answer/7720 [indiancanyon.org 2606:4700:3032::ac43:8c05: timed out]
[indiancanyon.org 2606:4700:3032::6815:3699: timed out] [indiancanyon.org 172.67.140.5: timed out]
[indiancanyon.org 104.21.54.153: timed out]
```

Final-Recipient: rfc822; ams@indiancanyon.org
Action: delayed
Status: 4.4.1
Diagnostic-Code: smtp; The recipient server did not accept our requests to connect. Learn more at
https://support.google.com/mail/answer/7720
[indiancanyon.org 2606:4700:3032::ac43:8c05: timed out]
[indiancanyon.org 2606:4700:3032::6815:3699: timed out]
[indiancanyon.org 172.67.140.5: timed out]
[indiancanyon.org 104.21.54.153: timed out]
Last-Attempt-Date: Mon, 28 Jun 2021 02:53:55 -0700 (PDT)
Will-Retry-Until: Mon, 28 Jun 2021 22:35:27 -0700 (PDT)

---------- Forwarded message ----------
From: Fernanda Roveri <roveri@monterey.org>
To: ams@indiancanyon.org
Cc:
Bcc:
Date: Fri, 25 Jun 2021 22:34:51 -0700
Subject: Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1
----- Message truncated -----

Mail Delivery Subsystem <mailer-daemon@googlemail.com> Tue, Jun 29, 2021 at 12:55 AM
To: roveri@monterey.org

Message not delivered

There was a problem delivering your message to **ams@indiancanyon.org**. See the technical details below.

LEARN MORE

ATTACHMENT 1

The response was:

```
The recipient server did not accept our requests to connect. Learn more at
https://support.google.com/mail/answer/7720 [indiancanyon.org 2606:4700:3032::ac43:8c05: timed out]
[indiancanyon.org 2606:4700:3032::6815:3699: timed out] [indiancanyon.org 104.21.54.153: timed out]
[indiancanyon.org 172.67.140.5: timed out]
```

Final-Recipient: rfc822; ams@indiancanyon.org
Action: failed
Status: 4.4.1
Diagnostic-Code: smtp; The recipient server did not accept our requests to connect. Learn more at
https://support.google.com/mail/answer/7720
[indiancanyon.org 2606:4700:3032::ac43:8c05: timed out]
[indiancanyon.org 2606:4700:3032::6815:3699: timed out]
[indiancanyon.org 104.21.54.153: timed out]
[indiancanyon.org 172.67.140.5: timed out]
Last-Attempt-Date: Tue, 29 Jun 2021 00:55:53 -0700 (PDT)

---------- Forwarded message ----------
From: Fernanda Roveri <roveri@monterey.org>
To: ams@indiancanyon.org
Cc:
Bcc:
Date: Fri, 25 Jun 2021 22:34:51 -0700
Subject: Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1
----- Message truncated -----

Fernanda Roveri <roveri@monterey.org> Tue, Jun 29, 2021 at 8:21 AM
To: indiancanyon.kanyon@gmail.com

Hello,

I am attempting to reach Ms. Sayers. The NAHC told me I could reach her via ams@indiancanyon.org, but there was a problem delivering my email to that address. This is the same email address listed at https://indiancanyonlife.org/contact-us/. I am hoping I can reach her through indiancanyon.kanyon@gmail.com. Please pass my message below to Ms. Sayers.

Thank you,

---------- Forwarded message ---------
From: **Fernanda Roveri** <roveri@monterey.org>
Date: Fri, Jun 25, 2021 at 10:34 PM
Subject: Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1
To: <ams@indiancanyon.org>

Dear Ms. Sayers,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

ATTACHMENT 1

Contact Person and Phone Number: Fernanda Roveri, AICP, Principal Planner, planning@monterey.org, (831) 646-3885

Project Location: Citywide, Monterey, CA 93940

Project Sponsor's Name and Address: City of Monterey, 570 Pacific Street, Monterey, CA 93940

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Respectfully,

--
Fernanda Roveri, AICP
Principal Planner
City of Monterey
direct: (831) 242-8788

"***Wear Masks. Save Lives. Meet the Moment for Monterey.***"

--
Fernanda Roveri, AICP
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ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:37 PM
To: kanyon@kanyonkonsulting.com

Dear Mr. Sayers-Roods,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

Contact Person and Phone Number: Fernanda Roveri, AICP, Principal Planner, planning@monterey.org, (831) 646-3885

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direct: (831) 242-8788

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ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:08 PM
To: Ohlone_1@yahoo.com

Dear Mr. Bojorquez,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

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Fernanda Roveri, AICP
Principal Planner
City of Monterey
direct: (831) 242-8788

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ATTACHMENT 1

June 25, 2021

Mr. Isaac Bojorquez
Tribal Chairman
KaKoon Ta Ruk Band of Ohlone-Costanoan Indians of the Big Sur Rancheria
PO Box 541
Esparto, CA 95627
Ohlone_1@yahoo.com

RE: Move Monterey Multimodal Plan

Dear Mr. Bojorquez,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code, § 21080.3.1.

Project Title: Move Monterey Multimodal Plan

Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

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Sincerely,

Fernanda Roveri, AICP
Principal Planner

ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:18 PM
To: Louise Ramirez <ramirez.louise@yahoo.com>

Dear Ms. Ramirez,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

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Lead Agency Name and Address: City of Monterey Planning Division, 570 Pacific Street, Monterey, CA 93940

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Fernanda Roveri, AICP
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ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:39 PM
To: rumsenama@gmail.com

Dear Chairperson,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

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ATTACHMENT 1

Fernanda Roveri <roveri@monterey.org>

Notification of Consultation Opportunity, pursuant to Pub. Resources Code § 21080.3.1

1 message

Fernanda Roveri <roveri@monterey.org> Fri, Jun 25, 2021 at 10:38 PM
To: kwood8934@aol.com

Dear Mr. Woodrow,

The purpose of this letter is to satisfy the notification requirements of AB 52 at Pub. Resources Code § 21080.3.1. The City of Monterey has decided to undertake the following project.

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ATTACHMENT 2

MOVE MONTEREY

Multimodal Plan for the City of Monterey

MAY 2021

Funded by: Caltrans

Prepared by: Kimley»Horn

Table of Contents

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Monterey, CA - Source: Kimley-Horn

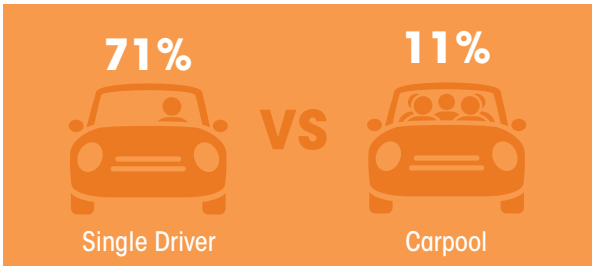
1 INTRODUCTION

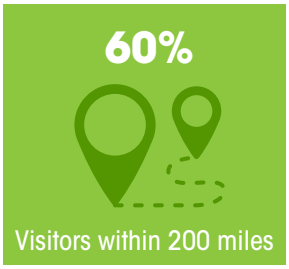
The City of Monterey has 28,000 residents but serves between 4 and 5 million visitors each year. Monterey is a prime destination for not only visitors, but also for its resident and workers.

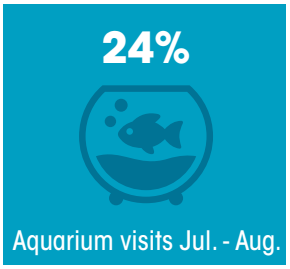
Visitors are an important driver of the local economy. Events bring unique and temporary transportation challenges and opportunities. Monterey can become a leader in promoting active transportation and transit options to visitors while enhancing the experience for residents, employees, students, and visitors alike.

Monterey is a unique and diverse community with a rich history. Just as visitors come from all parts of California, the United State, and beyond our shores, employees who commute to Monterey come from many different locations.

COMMUTERS







Source: City of Monterey Active Transportation/Demand Management Plan - 2020

Solutions for Monterey's unique workforce industries and associated work hours must consider where the labor force lives and what transportation method each person may use (i.e. transit, walk, or bike) to get to work in Monterey. Many service industry employees work more than one job which presents unique transportation needs and barriers. Small employers and their employees often have different transportation challenges than larger employers. Therefore, Monterey is challenged with accommodating seasonal in-city travel as well as large amounts of commute and visitor traffic. Between Memorial Day and Labor Day special events are held every weekend or extended weekends.

Why campuses matter to mobility in the City: academic institutions are unique trip generators made up of large numbers of students, faculty, and staff and frequently host visitors and events. Students entering and exiting higher education are proven to be far more receptive to changing how they get around.

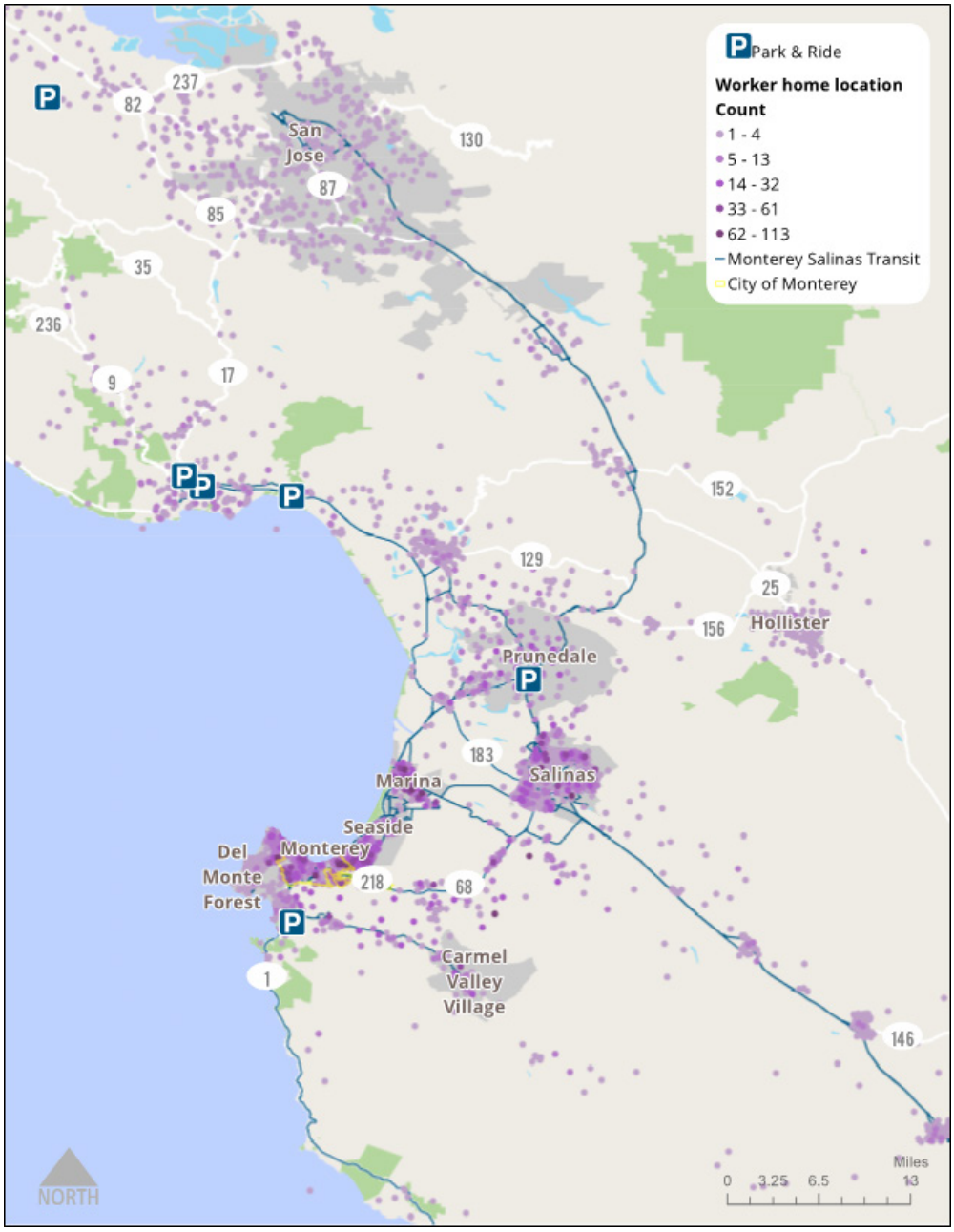
MAJOR CAMPUSES

- Defense Language Institute
- Naval Postgraduate School
- Middlebury Institute of International Studies
- Monterey Peninsula College

Event	Location	Visitor Numbers (2015)	Month	2018 Dates
Whalefest	Old Fisherman's Wharf	N/A	January	1/27 - 1/28
AT&T National Pro Am	Pebble Beach	130,000	February	2/5 - 2/11
Pacific Grove Good Old Days	Downtown Pacific Grove	40,000	April	4/14 - 4/15
Sea Otter Classic	Laguna Seca	65,000	April	4/18 - 4/22
Big Sur Marathon	Big Sur to Rio Road	20,000	April	4/29
Spring Classic	Laguna Seca	N/A	May	TBD
California Roots Music and Arts Festival	Monterey County Fairgrounds	N/A	May	5/25 - 5/27
Artichoke Festival	Monterey County Fairgrounds	30,000	June	TBD
California Rodeo Salinas	Salinas Sports Complex	50,000	July	7/19 - 7/22
US Amateur Championships Pebble Beach	Pebble Beach	N/A	August	8/13 - 8/19
Rolex Monterey Historic Automobile Races	Laguna Seca	50,000	August	8/23 - 8/26
Monterey Car Week & Pebble Beach Concours d'Elegance	Monterey Peninsula (various locations)	85,000	August	8/26
Monterey County Fair	Monterey County Fairgrounds	70,000	August/ September	TBD
Continental Tire Grand Prix	Laguna Seca		September	9/7 - 9/9
Monterey Jazz Festival	Monterey County Fairgrounds	50,000	September	9/21 - 9/23
Porsche Rennsport Reunion	Laguna Seca	15,000	September	9/27 - 9/30
California International Airshow	Salinas	40,000	September/ October	TBD

Source: City of Monterey Active Transportation/Demand Management Plan - 2020

Specific events during the academic year can affect traffic and mobility within Monterey such as move-in/move-out, commencement, homecoming, and conferences. Campuses can serve as a test environment for strategies because they provide a more controlled environment.

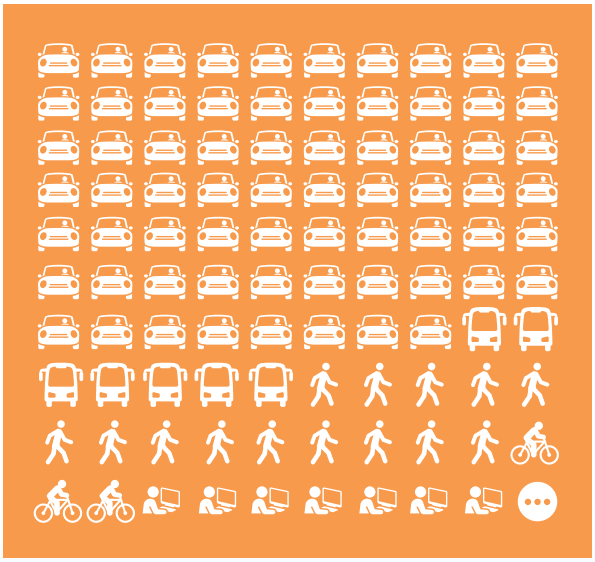


Home locations of employees who work in the City of Monterey - Source: 2014 LEHD Data

However, Monterey is uniquely positioned to manage as well as reduce traffic in innovative ways. Thanks to funding by Caltrans through the Sustainable Communities Grant, the City was able to update its Move Monterey Plan to include chapters that will help Monterey manage traffic and accommodate a variety of users. New chapters include: Complete Streets, Vehicle Miles Traveled, Vision Zero, and Transportation Demand Management.

1.1: MONTEREY AT A GLANCE

How we traveled to work in 2018



56
Traffic Signals

87%
Travel in for Work

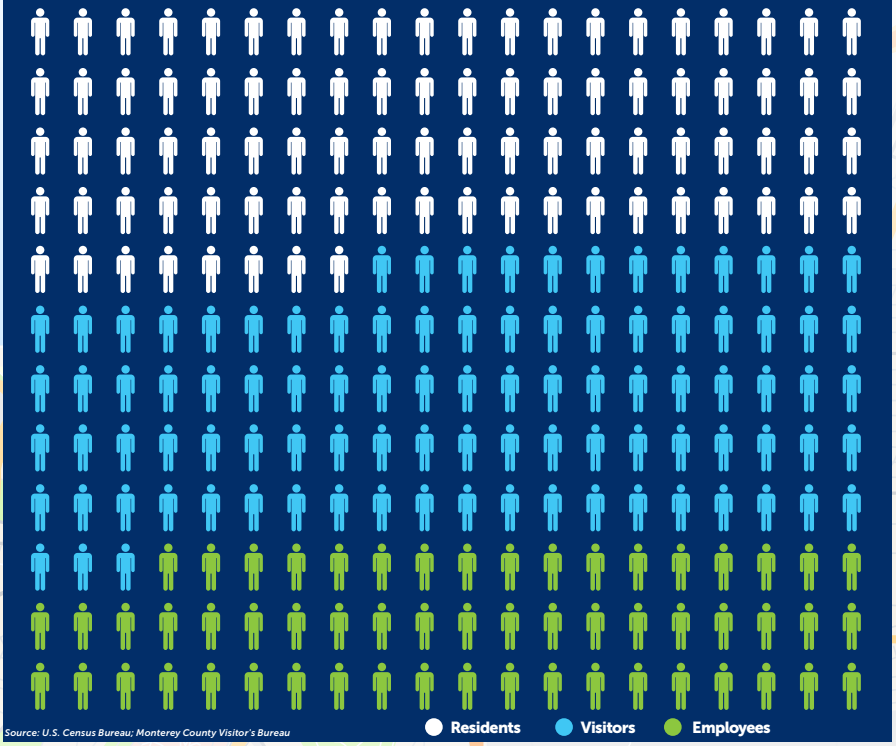
70%
Traveling out for Work

222+
Lane Miles

27 Minutes
Avgerage Travel Time to Work

Sources: City of Monterey, US Census Bureau, LEHD, Monterey County Visitors Bureau

Who uses our roadways?



North Fremont Bikeway Project, Monterey, CA - Source: Kimley-Horn

2 COMPLETE STREETS

This chapter defines the concept of Complete Streets, introduces the design criteria for select Complete Streets in Monterey, and outlines the tools in each modal toolbox that can be used to achieve more equitable use of City streets for all users.

2.1: DEFINITION

Streets are a vital part of livable, attractive communities. All people should have safe, comfortable, and convenient access whether walking, driving, bicycling, moving actively with assistive devices, or taking public transportation. Traditional roadway functional classification prioritizes moving vehicles at higher speeds over the comfort for any other users of the street or the natural context of the street location.

A Complete Streets approach integrates people and places in the planning, design, construction, operation, and maintenance of our transportation networks. This benefits public safety, all modes of travel, local land use, economic growth, cultural design, and the natural environment.

The City of Monterey supports guidelines and design principles from the National Association of City Transportation Officials (NACTO) Urban Street Design Guide as a best practice for future improvements along public right-of-way. These guidelines serve as a blueprint for the future of Monterey's public environment.

2.2: TOOLS

2.2.1: Complete Streets Tool Examples

Examples of Complete Streets Elements by mode of transportation include:

Pedestrian

- Trail Crossings
- Wide Sidewalks
- Curb Extensions or Bulb-outs
- Pedestrian Refuge Islands or Crossing Islands
- High Visibility Crosswalks
- Pedestrian Facility Gap Closure
- Audible Pedestrian Signals
- Pedestrian-activated Traffic Control Devices and Yield Lines
- Automatic Active Transportation Counters

Bicycle

- Bicycle Parking
- Green Colored Pavement for Bikeways
- Bicycle Boxes
- Bicycle Signals
- Bicycle Detection
- Class II Bike Lanes and Buffered Bike Lanes
- Class I Bike Paths and Class IV Separated Bikeways
- Class III Bike Routes

Transit

- Transit Priority Signals
- Transit Queue Jump Lanes
- Transit Stop Improvements
- Improve Access to Transit Stops (First Mile/Last Mile)
- Park and Ride Lots

Streetscape Features

- Benches and Shaded Areas for Pedestrians
- Green Streets
- Landscaped Areas
- Intersection Streetlighting

Road Space Reallocation Features

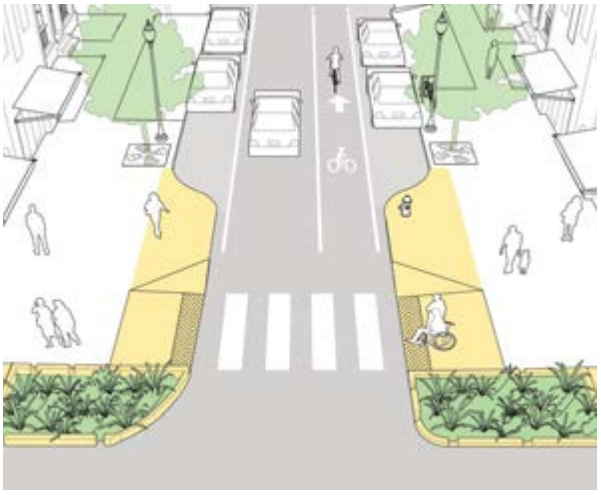
- Lane Narrowing
- Lane Reduction (Road Diet)
- Curb Radius Reduction and Eliminating Free Right Turns
- Parking Modifications

2.2.2: Pedestrian Tools

This section provides details on the pedestrian-focused Complete Streets tools that can be implemented to create roadways that are safer and more pedestrian friendly.

Trail Crossings provide a continuation of the City's trails across roadways and increase pedestrian and bicyclist safety when crossing a roadway. This increased safety results in increased pedestrian and bicycle activity.

Wider Sidewalks can increase pedestrian safety, provide additional accessibility, enhance public health, and maximize social capital. Increasing sidewalk widths allows for additional features along the sidewalk, resulting in increased pedestrian activity by making walking more attractive. Wider sidewalks allow for the addition of benches, planters, outdoor dining, and bicycle parking.



Sources: Urban Street Design Guide. National Association of City Transportation Officials (NACTO). October 2013.

Franklin Street & Larkin Street - Source: Kimley-Horn

Curb Extensions or Bulb-outs are an extension of the sidewalk into the roadway which provides queuing space, increases pedestrian visibility, and shortens crossing distances. It can also provide an added benefit of lowering vehicle speeds as drivers perceive the narrowing of the roadway. These can be used when on-street parking is present and should be used when feasible.

Pedestrian Refuge Islands or Crossing Islands are areas within the median for pedestrian refuge from exposure to traffic while crossing the roadway. Crossing islands allow pedestrians to cross fewer lanes and directions of traffic at a time and shortens crossing distances, allowing for two-stage crosses.

Casa Verde Way & Helvic Ave/Portola Ave - Source: City of Monterey

High Visibility Crosswalks are markings along roadways that consist of diagonal or longitudinal lines parallel to traffic flow. Additional treatment, such as brick pavers, can also be used to increase visibility. These can be paired with all of the preceding tools to further increase the visibility of pedestrians.

Example of Audible Pedestrian Push Button- Source: Kimley-Horn

Audible Pedestrian Signals provide audible and/or vibrotactile information coinciding with visual pedestrian signals to let visually impaired pedestrians know when the WALK interval begins for each direction of crossing.

City Hall, Madison Street & Dutra Street - Source: City of Monterey

Pedestrian-activated Traffic Control Devices enable pedestrians to cross at uncontrolled crosswalks, at intersections or between intersections (mid-block), to provide pedestrians a safer way to cross a roadway. Generally, these are an LED rapid-flash system such as Rectangular Rapid-Flashing Beacons (RRFBs) that are combined with high-visibility crosswalks. Installation of these devices increases driver awareness of potential pedestrian conflicts at locations with high pedestrian demand. These can also be combined with pedestrian refuge islands along wider roadways.

San Francisco, CA - Source: Kimley-Horn

Automatic Active Transportation Counters are physical structures that are used to collect bicyclist and pedestrian volumes on a specific corridor. These are intended to remain in place permanently and collect data 24 hours per day, consistent with vehicle counters along roadways. These counters can provide the City with information about pedestrian and bicyclist activity along corridors of interest.

Pedestrian Facility Gap Closure involves constructing pedestrian facilities in between two or more existing separate pedestrian facilities. This increases safety for pedestrians and makes walking more attractive.

2.2.3: Bicyclist Tools

This section provides details on the bicycle-focused Complete Streets tools that can be implemented to create roadways that are safer and more bicyclist friendly.

Example of Bicyle Parking - Source: Kimley-Horn

Bicycle Parking provides a secure, safe, and convenient space to store a bicycle when accessing a wide variety of destinations. Providing bicycle parking in a well-lit, plain view area that supports the whole bike and not just a wheel encourages cycling as an alternate mode of transportation. Bicycle parking should be out of the way of pedestrians and motor vehicles for the safety of all users. The City works with local businesses and the Transportation Agency for Monterey County (TAMC) through their Bicycle Secure Program to bring bike parking to areas which desire it.

North Fremont Street & Casa Verde Way - Source: Kimley-Horn

Green Colored Pavement for Bikeways can be used on Class II and Class IV bikeways to increase the visibility of the bicycle facility. This increases bicyclist comfort and motorist yielding behavior, leading to increased safety on the roadway. The green colored pavement identifies and mitigates potential conflict areas such as right turn pockets, driveways, intersections, and the beginning of a bike lane.

San Luis Obispo, CA - Source: Kimley-Horn

Bicycle Boxes are a striped area at an intersection approach that designates an area for bicyclists ahead of automobile traffic. This increases the visibility of bicyclists, reduces conflicts between bicyclists and turning vehicles, and can facilitate left turn positions during a red signal indication.

Example of Bicycle Signals- Source: Kimley-Horn

Bicycle Signals are used at intersections to separate bicycle movements from conflicting vehicles such as cars, buses, and trolleys. These signals can increase safety and reduce bicyclist and vehicle conflicts.


Example of Buffered Bike Lanes - Source: Kimley-Horn

Class II Bike Lanes and Buffered Bike Lanes provide an exclusive lane for bicycle access within the roadway to separate bicyclists from travel lanes and/or parking lanes. Buffered bike lanes provide additional space to Class II bike lines (a minimum of 18 inches) to further separate cyclists from automobiles.


North Fremont, Monterey, CA - Source: Kimley-Horn

Class I Bike Paths and Class IV Separated Bikeways are bidirectional paths immediately adjacent and parallel to a roadway. While Class I bike paths are more suited for rural areas, Class IV separated bikeways can be found even in urban areas. Class IV separated bikeways do not replace sidewalks and commonly separate cyclists from both pedestrians and vehicles. The primary benefit is the reduction in cyclist conflicts with both vehicles and pedestrians. Class IV separated bikeways can be separated by flexible posts, inflexible physical barriers, curbs, and other methods.


Example of Sharrows - Source: Kimley-Horn

Class III Bike Routes occur along a road that designates preferred usage for bicyclists using a combination of signing, striping, or volume management. Class III bike routes are primarily denoted by shared-lane markings, or "Sharrows," that are used to delineate the preferred path of bicycle travel in a lane shared with automobiles. Class III bike routes do not provide any physical separation but can help provide cyclists with the City's desired route and help close any bicycle facility gaps.

2.2.4: Transit Tools

This section provides details on the transit-focused Complete Streets tools, the tools shown in this Complete Streets chapter show items that the City can do to support transit access. Monterey-Salinas Transit, the region's transit authority has more details for new facilities, shown in MST's "Designing for Transit, A Guide for Supporting Public Transit Through Complete Streets." Transit, pedestrians, and bicyclists are depended on each other, access to first mile/last mile improvements (pedestrian and bicycle improvements) make transit more attractive, the City works toward securing better first mile/last mile improvements as MST expands and improves it services.

Monterey, CA - Source: WikiMedia Commons

Transit Priority Signals are signals that have had their timing or phasing modified to prioritize the through movement of transit vehicles approaching an intersection. Transit priority is recommending for traffic signals at which transit vehicles can experience delays. This leads to improved transit travel reliability and on-time performance, increasing the attractiveness of using transit instead of driving.

Fremont Street & Camino Aguajito - Source: Kimley-Horn

Transit Queue Jump Lanes combine short dedicated transit facilities with either a leading bus interval or active signal priority to allow buses to easily enter traffic flow in a priority position. Queue jumps can reduce delay considerably, resulting in run-time savings and increases reliability. These are primarily provided by reducing parking ahead of an intersection to provide a bus-only zone for buses to "jump" the vehicles queued at an intersection.

Example of MST Bus with Bike Rack - Source: Kimley-Horn

Improve Access to Transit Stops include elements that improve access to transit operations. This may include closing sidewalk gaps, adding bike lanes, or providing bike parking.

San Francisco, CA - Source: SFMTA

Transit-only Lanes are primarily provided for Bus Rapid Transit (BRT) or Light Rail Transit (LRT) systems but can be provided for typical buses as well. Transit-only lanes are designated by signing and striping for the preferential or exclusive use of transit vehicles. These lanes are typically not physically separated from other traffic but can still accommodate high transit vehicle volumes and improve both reliability and travel times on congested roadways. These improvements can be done when feasible and potentially in combination with a road reallocation project.

Park and Ride Lots are a parking facility that allow users to take transit even if their home is not within walking distance of a transit facility. Park and ride lots should be able to accommodate all modes of travel and can be enhanced with electric vehicle charging stations.

2.2.5: Streetscape Features

This section provides details on the streetscape-focused Complete Streets tools that can be implemented to create spaces that are safer and more friendly to all users. It should be noted that due to staffing constraints, any green infrastructure elements which would be maintained by the City Parks Division needs prior review and approval by the Parks Division prior to implementation. In addition, any green infrastructure implemented should be reviewed by the City's Public Works staff for compliance of local and state stormwater regulations.

Source: Kimley-Horn

Benches and Shaded Areas for Pedestrians can provide pedestrians with areas to rest and reduce the effect of heat to increase pedestrian comfort. Structures can also be made to be visually pleasing or artistic to increase the attractiveness of walking while also providing benefits to users.

Green Streets are areas along sidewalks or medians that are planted with vegetation and designed to capture, treat, slow, and infiltrate storm water runoff while meeting Central Coast requirements. They can also act as a traffic calming measures when installed in bulb-outs and improve the aesthetics of an area.

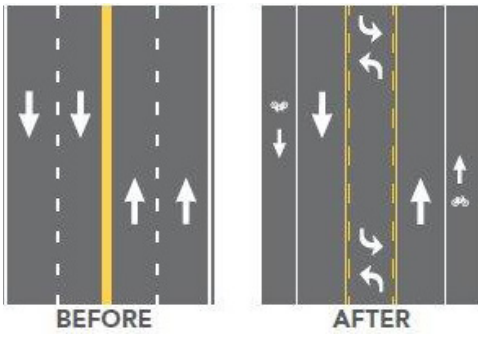
Landscaped Areas provide sustainability and livability benefits along roadways. Landscaped areas can encourage bicycling, walking, and transit use by providing shade and improving the quality of the public space by reducing traveler stress.

Monterey Conference Center - Source: Kimley-Horn

Intersection Streetlighting along bicycle and pedestrian facilities can increase visibility, security, safety, and awareness for all users. Streetlighting provides well-lit facilities to increase the visibility of pedestrians and cyclists during the night and during bad weather.

2.2.6: Road Space Reallocation Features

This section provides details on the road space reallocation-focused Complete Streets tools that can be implemented to create roadways that are safer and more friendly to non-motorized users.



Example of Road Diet - Source: FHWA Safety, Department of Transportation

Lane Narrowing involves reducing lane widths down from 12 feet or 11 feet to 11 feet or 10 feet to accommodate other needs such as parking, transit, bicycle, and/or pedestrian facilities. Narrowing travel lanes can reduce vehicle speeds, which increases safety along with providing space for non-automobile facilities.

Lane Reduction (Road Diet) typically involves converting a four lane undivided roadway segment into a two lane roadway with a raised median or two-way left turn lane and bicycle lanes. This can reduce speeds and vehicle conflicts with pedestrians and cyclists to increase safety along the roadway. This can also help activate the roadway and make it more attractive to walk along the roadway.


North Fremont Street - Source: Kimley-Horn

Curb Radius Reduction and Eliminating Free Right Turns create more compact intersections which reduce vehicle turning speeds and pedestrian crossing distances leading to increased safety. Eliminating free right turns is especially beneficial to pedestrians by removing a conflict point with vehicles, at times traveling at high speeds.

Parking Modifications can provide additional road space for pedestrian facilities, parklets, bicycle facilities or transit space. Reducing parking near intersections increases the visibility of pedestrians at crosswalks, leading to increased safety.

2.3: TYPES OF STREETS

There are diverse needs for the public right-of way, these needs have been classified into the following categories to meet the local needs and context of Monterey streets.

2.3.1: Residential District

Residential streets are low-volume and low speed roadways that contain underutilized on-street parking. Residential streets are often underutilized as spaces for play and leisure and have higher interactions of pedestrians, cyclists, and vehicles. These streets should provide safe and inviting places to walk with direct access to local stores and schools. Design for local streets can combine stormwater management features, curb extensions, vertical speed control elements, and bicycle facilities that encourage safe speeds and meter through traffic.

Fisherman Flats - Source: San Vito Circle, Monterey

Residential districts include New Monterey, Fisherman Flats, Old Town, Monterey Vista, Skyline Ridge, Skyline Forest, Alta Mesa, Glenwood, Oak Grove, Del Monte Beach, Del Monte Grove- Laguna Grande, Villa del Monte, Casanova Oak Knoll, Deer Flats, and Aguajito Oaks.

Recommendations for roadways in the Residential District include:

- Accommodate narrower lanes
- Shared roadways with bicyclists
- Curb extensions
- Speed reduction techniques
- Reduce cut-through traffic
- Pedestrian improvements

Source: Urban Street Design Guide. National Association of City Transportation Officials (NACTO). October 2013.

2.3.2: Commercial District

Roadways in the Commercial District are a nexus of neighborhood and City life, with higher pedestrian volumes, frequent parking turnover, transit routes, bicyclists, and other curbside demands such as deliveries, drop offs and pick-ups, all interacting simultaneously. Commonly, these roadways have medium traffic volumes and high pedestrian activity, but the street has significant potential for regeneration as a retail district.

Commercial Districts include, but are not limited to, the following roadways:

- Cannery Row
- Alvarado Street
- Lighthouse Avenue
- Abrego Street
- North Fremont Street

Seattle - Source: Seattle Bike Blog

To improve these roadways and increase the safety for all users, several improvements are recommended. These recommendations include:

- Consideration of a road diet for roadways that have fewer than 25,000 vehicles per day
- Buffered bike lanes
- Bike boxes to assist bicyclists making right or left turns
- Parklets
- Dedicated loading zones to limit double parking and the obstruction of bike lanes

2.3.3: Garden Road

Roadways around the Monterey Regional Airport District, specifically Garden Road, primarily convey traffic to light industrial buildings and business park users. Heavy vehicles are a larger portion of the roadway users compared to the rest of the City. Future plans contain a mix of residential and light industrial land uses. Given this future diversity of land uses, Garden Road could be seen as an opportunity corridor for Pedestrian and Bicycle Gap Closure improvements connecting it to the North Fremont Corridor and the rest of the City.

Garden Road - Source: Google Map Images

2.3.4: Ryan Ranch

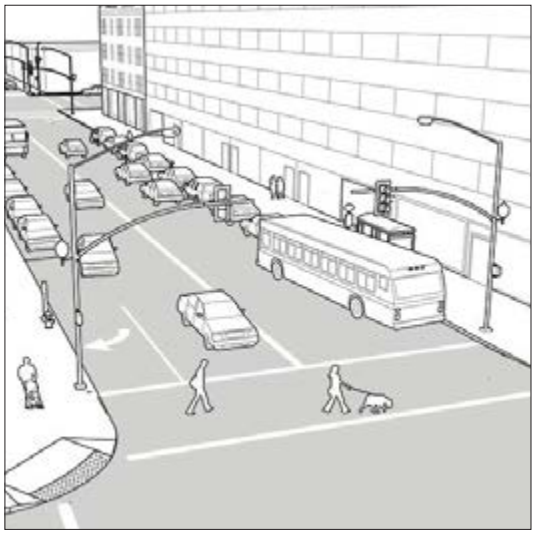
Roadways in Ryan Ranch primarily convey traffic to business park users. Traffic volumes tend to be condensed during commute times and are much lighter during the remaining portion of the day. There are very limited pedestrian and bicycle facilities to access the Ryan Ranch Area which could lead to Ryan Ranch being identified as an opportunity corridor. TAMC's Fort Ord Recreational Trail and Greenway (FORTAG) project will support connecting Ryan Ranch to the greater Monterey Region via biking and walking.

Lower Ragsdale Drive - Source: Google Map Images

2.3.5: Mobility Corridor

Mobility Corridors include roadways that convey a significant number of person trips but can be retrofitted using Complete Street improvements. Many of these streets suffer from heavy turn volumes and intersection congestion. They can also feature significant bicycle and pedestrian activity at crossings, leading to opportunities for bicyclist and pedestrian improvements. Improvements which could be considered for these corridors, in future planning exercises with consideration community priorities:

- Transit only lanes
- Buffered bike lanes or Class IV separated bikeways
- Pedestrian crossing islands
- Bicycle signals
- Transit boarding islands
- Narrowing lanes to reduce speeds



Source: Urban Street Design Guide. National Association of City Transportation Officials (NACTO). October 2013.

While not all of the tools listed above, will be feasible within the City. Streets that fall into the Mobility Corridor category include Munras Avenue, Fremont Street, and Del Monte Avenue.

2.3.6: Pedestrian Oriented Space

Roadways in Pedestrian Oriented Spaces are generally low-volume residential streets. Many of these roadways operate as de facto shared spaces, in which children play, people walk, and bicyclists ride. Roadways in Pedestrian Oriented Spaces tend to have very low speeds and can operate as one-way or two-way streets.

Depending on the street's volume and role in the traffic network, these streets have the potential to be redesigned and enhanced as shared streets. Shared streets can meet the desires of adjacent residents or students and function foremost as a public space for recreation, socializing, and leisure. Enhancements that can be made to better define these roadways as shared spaces include:

- Installing bollards, benches, planters, and bicycle parking
- Resurfacing pathways with textured or pervious pavements
- Signage at entrances of the travel ways/trails to indicate shared roadways

Polk Street Plaza - Source: Downtown Specific Plan

2.4: TRANSPORTATION EQUITY

The City of Monterey strives to ensure affordable, safe, and equitable transportation within Monterey regardless of:

- Age
- Ancestry
- Color
- Gender
- Expression
- Gender Identity
- Genetic Information
- Marital Status
- Medical Conditions
- Mental Disability
- Military or Veteran Status
- National Origin
- Physical Disability
- Sex (includes pregnancy, childbirth, breastfeeding and/or medical conditions)
- Sexual Orientation

2.5: TOURISM AND TRANSPORTATION

The City of Monterey acknowledges the increased demand that a healthy tourist economy adds to its transportation network. Many of the programs, goals and policy's in the following chapters are discussed as solutions to manage this very high demand on our transportation network during peak tourism periods. Tourists travel differently than residents though Monterey relying on ride services, signs and wayfinding, short walkable trips, and transit more than someone living in and familiar with the area. In addition, tourist trips typically have different demand patterns with respect to day of the week and time of the day. These patterns must be considered when setting goals and policies for the city.

2.6: TRANSIT

Transit within the city is provided and managed by Monterey-Salinas Transit (MST). While the City collaborates and coordinates with MST, decisions regarding transit are ultimately made by MST. The MST Trolley is an example of a tourist serving transit line which promotes the City's "Park Once" program encouraging visitors to park once and reduce high demand to the transportation network.

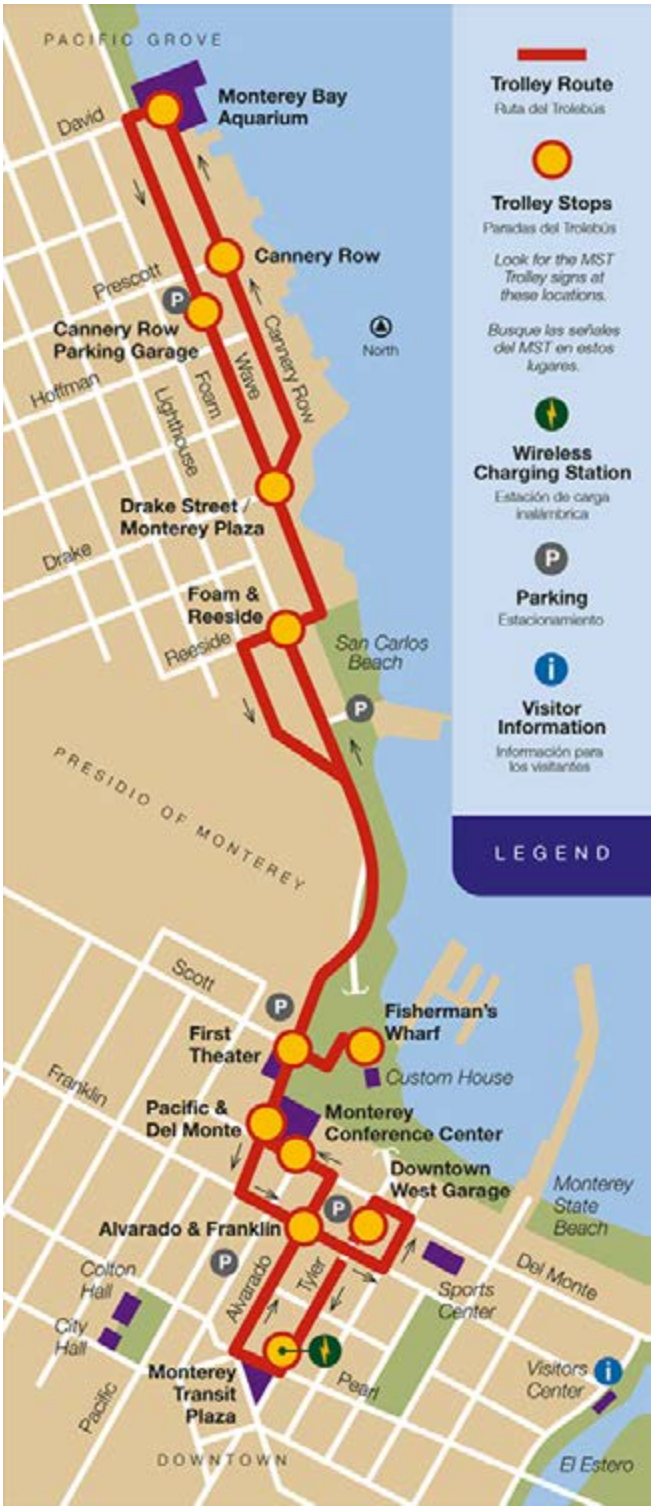
2.7: MOBILITY HUBS

Monterey plans to manage their transportation system in ways that make it more efficient while also offering feasible alternatives to driving alone. Mobility hubs establish locations where different modes of travel, such as walking, biking, transit, and other shared mobility options can come together at the hub to help people make connections quickly and get to where they need to go.

Mobility hub features include various improvements such as waiting areas with landscaping and lighting, complimentary Wi-Fi and real-time travel information; sidewalks, pedestrian lighting and trees for shade, bike facilities, dedicated bus lanes and supporting signal improvements; service facilities for shared cars, as well as electric bikes and automobiles; smart parking technology; and more. Each feature can be tailored to the unique needs of the Monterey community and visitors.

The mobility choices that Monterey residents and visitors have are constantly evolving as their needs and preferences change.

Figure 2.1: Trolley Map



Source: Monterey-Salinas Transit

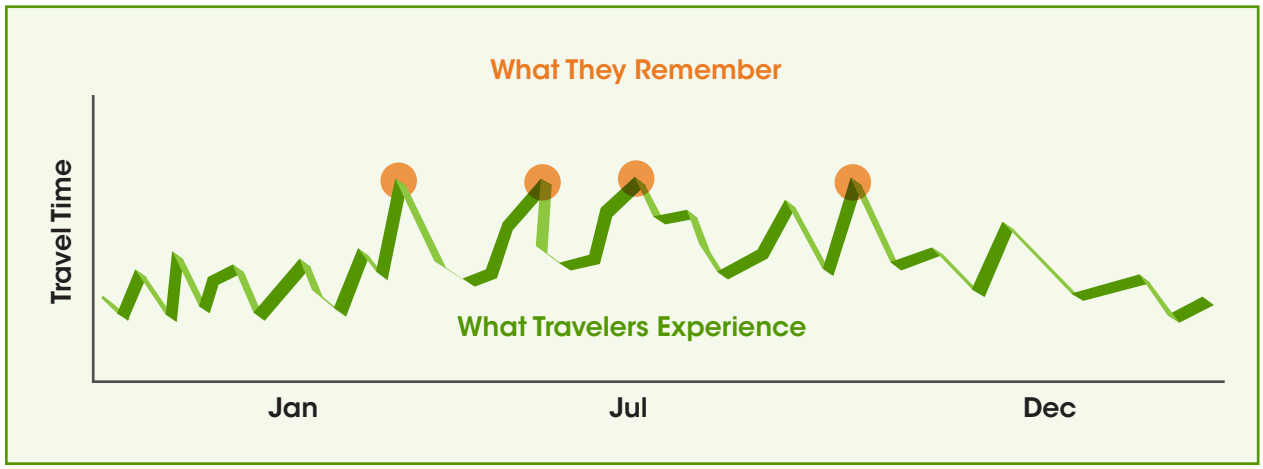
Mobility hubs are places where people can make seamless connection between public transit and other travel options. The mobility hubs will make it easier for residents, visitors, and employees to use transit to travel from home to work and a wide variety of destination in-between. A mobility hub area includes services and destinations that are accessible within a 5-minute walk, bike ride, or drive to or from high-frequency transit.

2.8: CAR SHARE

Car sharing allows people to rent shared vehicles for short periods of time, typically by the hour or minute. While users in traditional station-based car sharing systems, such as Zipcar, are expected to return the car to the same location, other systems such as one-to-many systems allow users to return the vehicle to any location within the service area, facilitating one-way trips that better support first-last mile trips to public transportation. Further providing flexibility, peer-to-peer systems have been developed more recently to offer a way for individuals to "rent" their car to other individuals.

Local examples of Car share programs include Zipcar (available at Cal State Monterey Bay) and Go831 Ride Share program, hosted by TAMC.

Go831 is a one-stop source for commuting in the Monterey Bay Region (and a little beyond). Go831 also hosts competitions encouraging Monterey residents to walk, bike or carpool.



Source: City of Monterey

Monterey, CA- Source: City of Monterey

3 PEDESTRIANS

3.1: INTRODUCTION

A community that is designed to support walking is livable and attractive. Monterey has a climate that is conducive to walking all-year long and this chapter presents existing and future opportunities to walk throughout Monterey year-round.

This chapter discusses types of facilities and treatments to be used by the City to improve the pedestrian transportation network. This chapter also discusses the existing conditions of pedestrian infrastructure and potential future projects.

Did You Know?

During the 2018 Labor Day Holiday, over 1,400 pedestrians used Recreation Trail Crossing at the Municipal Wharf Parking Lot and Washington Street in one day!

Source: City of Monterey

According to the California Vehicle Code (CVC), the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection. Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard.

3.2: PEDESTRIAN TOOLBOX

The following is a list of pedestrian facilities and crossings, which could be used in the City:

It should be noted that all pedestrian facilities will meet ADA guidelines when improved.

3.2.1: Pedestrian Facilities

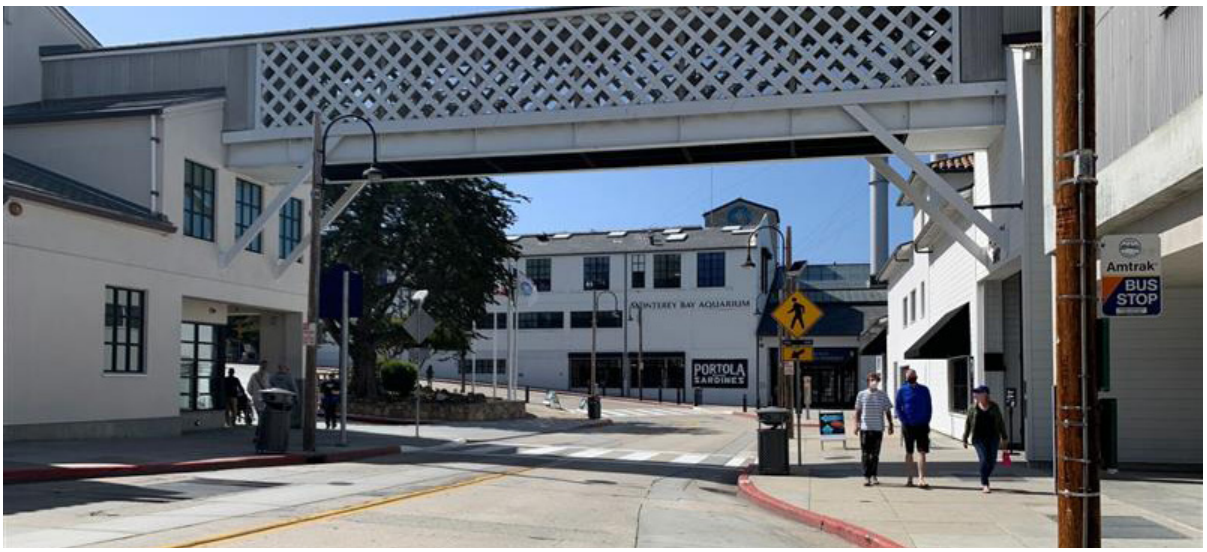
Sidewalks, a Class I bike path, and other pathways are the cornerstone of the pedestrian network, the following section discusses design considerations for pedestrian facilities.

3.2.1.1: Sidewalks

Sidewalks are available in most of the City's neighborhoods, with gaps in some of the residential neighborhoods that can be major barriers to pedestrian mobility. When sidewalks are installed, the sidewalks should be as wide as possible, keeping in mind the use. The preferred sidewalk width is six feet or wider if needed for higher pedestrian volumes. A width of six feet can easily accommodate two people passing each other.

The minimum recommended sidewalk width is five feet, which can comfortably accommodate two people walking side by side, but pedestrians would need to adjust to pass each other. The absolute minimum allowable sidewalk width is four feet excluding the curb, per ADA guidelines. However, if a four foot sidewalk width is implemented, passing areas of five feet or wider are needed every 200 feet.

Another consideration for sidewalks is their interaction with driveways. Careful consideration should be given to the installation of sidewalks so that they do not detrimentally impact pedestrian access and safety, including visibility of pedestrians from driveways and width of driveways, which impacts pedestrian safety.



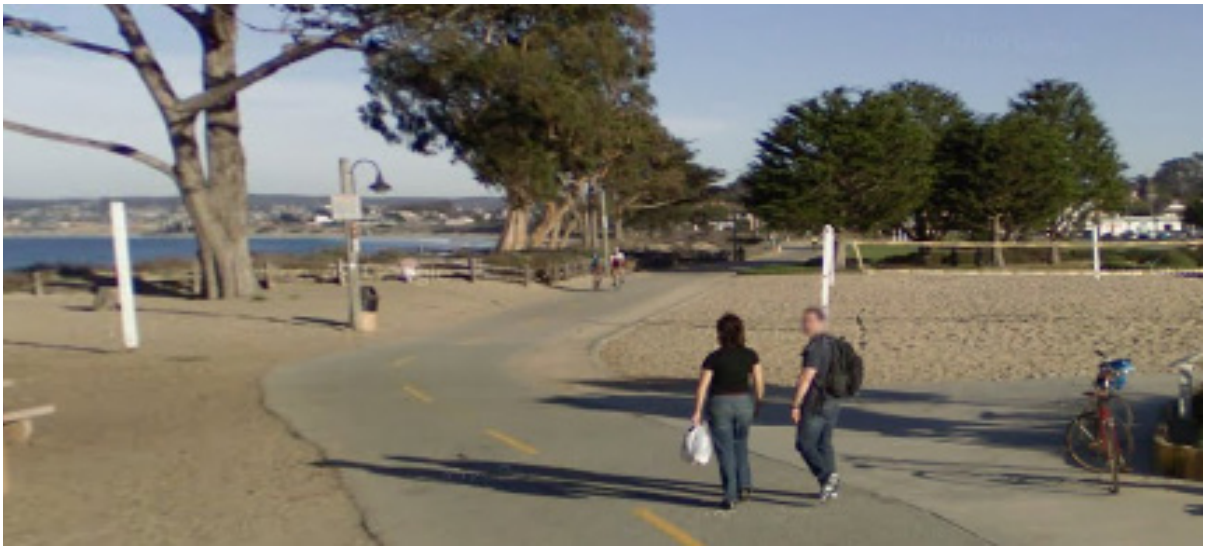
Sidewalk in Cannery Row, Monterey, CA - Source: Google Maps

Pre-existing utility poles, fire hydrants and sub-surface vaults may be prohibitively expensive to move and may remain in place. However, they should be relocated as funding and opportunities allow.

3.2.1.2: Class I Bike Path/Multiuse Path

As mentioned previously in bicycles chapter, a class I bicycle path is paved path that is physically separated from motorized traffic. These paved paths, sometimes referred to as multiuse paths. Bicycle paths are best suited along corridors with few interruptions from cross–traffic. Class I facilities often serve as recreation opportunities and commute corridors.

Class I Shared Use Path along Munras Avenue - Source: Google Maps



Class I Shared Use Path at Monterey Rec Trail - Source: Google Maps

3.2.1.3: Decomposed Granite Paths

Decomposed granite paths are acceptable for recreational and hiking purposes, under certain conditions. Whenever possible, paved, and stable paths are preferred as they provided greater stability for walkers.

Decomposed Granite Path on Herrmann Drive - Source: City of Monterey

3.2.2: Pedestrian Crossings

Pedestrian facilities are the primary portion of the pedestrian route, however at some point in a pedestrian route, most pedestrians need to cross the roadway. Crossings are the point in a journey where a pedestrian is most exposed to motor vehicle and bicycle traffic.

The following section lists pedestrian crossing treatments, which could be used in the City:

3.2.2.1: Curb Ramps

The City is working towards upgrading curb ramps to be in compliance with ADA guidelines as part of the ADA transition plan. All curb ramps should be designed with ADA standard, CAMUTCD, Caltrans Highway Design Manual, and City Standard Plans in mind.

Where curb ramps are located, including intersection corners and midblock crossings, should be kept clear of obstructions, including on-street parking. Drivers and pedestrians should have clear views of each other.

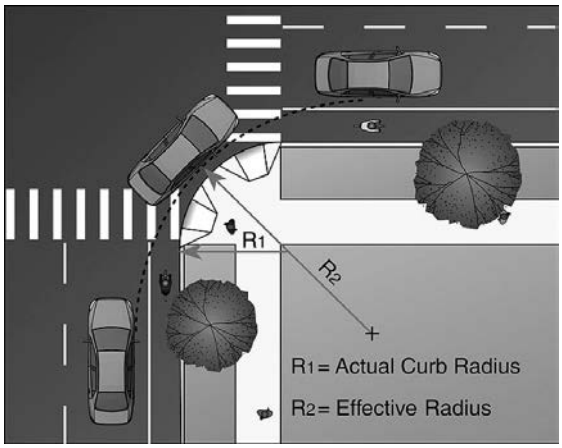
Street amenities should not be clustered adjacent to corners or near the curb ramps. Curb ramps should include ramps and detectable warning surfaces per accessibility standards. Pre-existing utility poles and sub-surface vaults may be too expensive to move and can remain in place, until such time that funding can be procured. However, they should be relocated whenever feasible or economical.

3.2.2.2: Bulb-Outs

Bulb-outs are used to shorten crossing distance and to place waiting pedestrian in a location where they are more visible to drivers. They extend the curb to narrow the roadway and increase space for street furniture, benches, and landscaping. This also results in the tightening of curb radii, which encourages slower turning speeds. When placed at bus stops, bulb-outs can improve travel times by reducing the amount of time a bus takes to merge with traffic after boarding.

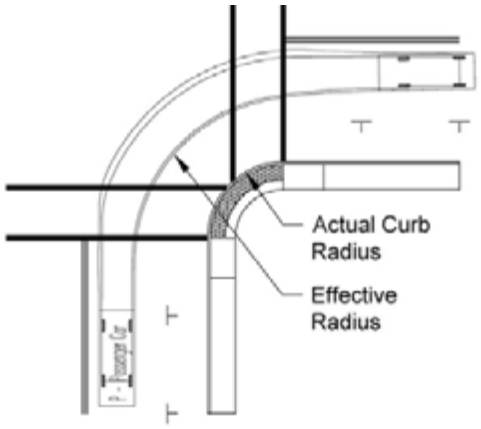
Curb Radii Guidance

The NACTO's Urban Street Design Guide recommends that curb radii be minimized in order to decrease turning speed. Turning speeds should be limited to 15 mph or less for pedestrian safety. For roadway design, the ability of vehicles to negotiate a turn is determined by the effective turn radius which accounts for the presence of the design vehicle, parking, bike lanes, or other features. This factor is used to determine the actual curb radius to accommodate the chosen design vehicle. The figure below illustrates the difference between effective radius and curb radius. There are several ways to minimize the effective turning radius: selecting a smaller design vehicle, accommodating trucks and buses on designated truck and bus routes, and restricting right turns on red.



Curb Radii Example - Source: AASHTO Geometric Design of Highways and Streets, 2018 7th Edition, Figure 9-20 Effective Corner Radius

The physical curb return radius is usually tighter than the effective turn radius and the dimension varies based on the roadway type, average daily traffic, and design vehicle as summarized in the table below. Note that the actual curb radius should be verified with a turn template since curb radius design is sensitive to a range of variables and the guidelines shown cannot replace professional judgement and technical analysis. Each project should consider the particular characteristics of the site (i.e. grade, intersection skew, design vehicle) and adjust the design as necessary. Table 3.1 indicates typical design vehicles and curb radii to accommodate these vehicle types.



Curb Radii Example - Source: Kimley-Horn

Figure 3.1 Vehicle and Curb Radii

Roadway Type / Average Daily Traffic[1]	Design Vehicle[2]	Design Vehicle Minimum Effective Radius[3]	Typical Curb Radius Range[4]	Accommodation Vehicle[5]
Greater than 6,300 ADT	Single Unit Truck (SU-30)	28 feet inner 43 feet outer	10 to 25 feet	Intermediate Semi Trailer (WB-40)
1,100 – 6,300 ADT	Passenger Car (P)	15 feet inner 26 feet outer	5 to 15 feet	Single Unit Truck (SU-30)
Truck Route	Intermediate Semi Trailer (WB-40)	19 feet inner 41 feet outer	15 to 30 feet	Large Semi Trailer Truck (WB-50)
Fire Route	Single Unit Truck (SU-40)	36 feet inner 53 feet outer	10 to 25 feet	Intermediate Semi Trailer (WB-40)

Sources:
- *https://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-radius-changes/*
- *https://sfplanning.org/sites/default/files/archives/BetterStreets/docs/Better-Streets-Plan_Final-Adopted-10-7-2010.pdf*
- *https://monterey.org/Portals/0/Policies-Procedures/Planning/GeneralPlan/16_0323-General-Plan.pdf*
- *https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/corner-radii/#:~:text=While%20standard%20curb%20radii%20are,feet%20should%20be%20the%20exception.*
- *http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=28*
- *https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp0400-a11y.pdf*
- *https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm*
- *AASHTO Green Book (2018 7th Edition)*
- *CA Highway Design Manual (2020)*

1 *Average daily traffic based on FHWA VMT and Mileage Guidelines Classification*
2 *Design Vehicle = Selected vehicle type used to determine the appropriate turn radius at an intersection. The design vehicle should be able to complete a turn fully within its designated travel lane.*
3 *Effective Radius = Available radius for the design vehicle to make the turn accounting for the presence of parking, bike lanes, medians, or other features. This factor is used to determine the actual curb radius to accommodate the chosen design vehicle. Ranges shown are based on AASHTO Green Book vehicle turn templates (2018 7th Edition).*
4 *Curb Radius = Corner radius of the curb at an intersection. Note that this dimension should be verified with a turn template based on the design vehicle's effective radius, intersection geometry, and other features. Ranges shown are typical radii per roadway type.*
5 *Accommodation Vehicle = Selected vehicle type that allows a complete turn with latitude to use adjacent or opposing lanes on the origin or destination street.*

3.2.2.3: Crosswalks

Brick Crosswalk at Cannery Row - Source: Google Maps

Pedestrian crossings can exist at marked or unmarked crosswalks, when crosswalks are marked the City of Monterey typically uses a standard or ladder crosswalk. Crosswalks with textured pavement or decorative motifs are permitted, if they are designed in accordance to the California Manual of Uniform Traffic Control Devices (CAMUTCD).

The Federal Highway Administration's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations recommends the use of high visibility crosswalk for areas of high pedestrians use and at all established midblock pedestrian crossings.

3.2.2.4: Removal of Free Right Turn Slip Lanes

Crosswalk at Del Monte Avenue - Source: Google Maps

To improve pedestrian safety, it is recommended to remove free right turn slip lanes or "pork chops". Vehicles typically only have to yield at these locations and do not always notice pedestrians. A tighter turn will slow vehicles down and the cone of vision for the driver will include observation of pedestrians on the sidewalk. This is also Caltrans best practice at their facilities.

In addition to the various markings that crosswalks may contain, crosswalks can be "controlled" or "uncontrolled". When a crosswalk is "controlled" it means that a traffic control device such as a signal, stop sign or yield sign is in place in advance of the crosswalk. An example of this case is the intersection of Del Monte Avenue and Figueroa Street, which is signal controlled and has marked ladder crosswalks as shown in the example above. An uncontrolled crosswalk does not have a traffic control device in advance of a crossing and requires the driver to see and yield to the pedestrian. Although the pedestrian may have the right-of-way, drivers do not always yield to pedestrians.

The City has developed a series of characteristics which are evaluated to determine if a crosswalk is warranted and what type of improvements could be needed to implement a crosswalk. These considerations include characteristics such as:

- Proximity to Nearest Crosswalks
- Reported Pedestrian Collision History
- Proximity to a Pedestrian Activity Center, such as a school or park
- Pedestrian, Bicycle, and Vehicle Volumes
- Visibility/Sight Distance
- Lighting
- Requests by Community
- Vehicle Speed
- Location, midblock or intersection
- Potential Implementation timeline
- Roadway Geometry (number of lanes, medians, width)
- Existing Facilities (existing curb ramps and sidewalks)

The City has the authority to remove a crosswalk if there are safety concerns. Crosswalks and crosswalk locations are of great interest to the community, and safety of pedestrians is the highest priority.

3.2.2.5: Pedestrian Signals

Pedestrian signals exist at most signalized intersections in the City. The City is in the process of updating pedestrian signals to countdown pedestrian signals. The City is also installing audible pedestrian signals at intersections to improve accessibility for visually disabled pedestrians. The City is also piloting the use of touchless, wave-activated pedestrian push buttons. If the pilot is successful, the City is considering expanding the use of these buttons to more high pedestrian use intersections. The benefit of touchless, wave-activated pedestrian buttons is that they provide additional benefits for pedestrians with physical limitations. They also reduce the need to touch high use contact surfaces.

Signals at North Fremont Street - Source: Kimley-Horn

3.2.2.6: Pedestrian Hybrid Beacon

A pedestrian hybrid beacon, commonly referred to as High-Intensity Activated Crosswalk (HAWK) Beacon, is a traffic control device similar which can be used to stop traffic so pedestrians can cross.

A pedestrian hybrid beacon must be activated by a pedestrian. When activated a vehicle signal head flashes yellow to warn vehicles they are required to stop. The signal head then turns to solid yellow, indicating drives should slow and stop, if able. The vehicle signal head then turns red, indicating vehicles must stop and when the vehicle signal head begins to flash red, the vehicles must yield to pedestrians but may proceed when the crosswalk is clear. In addition to a vehicle signal head, a standard pedestrian signal is installed and indicated to pedestrian when they may cross.

Pedestrian hybrid beacons are uncommon traffic control devices, currently there none of these traffic control devices in the City of Monterey. Per the CAMUTCD, Pedestrian hybrid beacons require a warrant to install. This warrant is often difficult to meet as it requires high pedestrian volumes and high vehicle volumes in which a typical traffic signal could also be considered appropriate.

Pedestrian Hybrid Beacon in San Luis Obispo, CA - Source: SLO Chambers

3.2.2.7: Rectangular Rapid Flashing Beacons (RRFB)

Rectangular Rapid Flashing Beacons, more commonly referred to as RRFBs, can enhance safety at pedestrian crossing by increasing driver awareness of potential pedestrian conflicts. RRFBs utilize an amber-colored irregular flash pattern under a pedestrian crossing warning sign to draw drivers' attention. The flash pattern can be activated by pedestrians before utilizing the crossing.

Rectangular Rapid Flashing Beacon Outside Monterey City Hall - Source: City of Monterey

The use of RRFBs are for uncontrolled or midblock crossings. The City often installs RRFBs, in combination with curb extensions/bulb-outs and a marked ladder crosswalk.

In summary, there are several improvements that can increase pedestrian safety and improve mobility. Figure 4.1 below categorizes the pedestrian improvements that can be installed by whether the improvement is a basic improvement, an enhanced improvement, or a specialty improvement and what issue the improvement addresses.

Figure 3.2: Crosswalk Treatments

LEVEL 1: BASIC IMPROVEMENTS

- High-Visibility Crosswalk Striping and Signage
- Advanced Yield Lines and Yield Signage
- In-Street Pedestrains Crossing Signs
- On-Street Parking Restriction on Crosswalk Approach

LEVEL 2: ENHANCED IMPROVEMENTS

- Curb Extensions (Bulb-Outs)
- Tighten Curb Radius
- Raised Median Pedestrian Refuge Island
- Street Lighting
- Rectangular Rapid Flashing Beacon (RRFB)

LEVEL 3: SPECIALTY IMPROVEMENTS

- High Intensity Activated Crosswalk (HAWK)
- Pedestrians Traffic Signal

Crosswalk Treatments		Safety Issue Addressed						
		Conflicts of Crossing Locations	High Vehicle Speeds	Nearby School or Senior Center	High Pedestrian Volumes	Long Pedestrian Crossing Distance	Motorist Yield Compliance	Inadequate Conspicuity / Limited Sight Distance
L 1: BASIC	High-Visibility Crosswalk Striping and Signage	X	X	X	X		X	X
	Advanced Yield Lines and Yield Signage	X		X	X		X	X
	In-Street Pedestrian Crossing Signs	X	X	X	X		X	X
	On-Street Parking Restriction on crosswalk approach	X					X	X
L 2: ENHANCED	Curb Extensions (Bulb-Outs)	X	X	X	X	X		X
	Tighten Curb Radius	X	X	X	X	X		
	Raised Median Pedestrian Refuge Island	X	X	X	X	X	X	
	Street Lighting	X		X				X
	Rectabular Rapid Flashing Beacon (RRFB)	X		X	X	X	X	X
L 3: SPECIALITY	High Intensity Activated Crosswalk (HAWK)	X	X	X	X	X	X	X
	Pedestrian Traffic Signal	X	X	X	X	X	X	X

3.2.3: Wayfinding

The City is implementing a Citywide Wayfinding sign program which includes wayfinding signs for pedestrians (and bicycles) and located at strategic locations to direct travelers to popular destinations. This will be done in multiple phases; the first phase is expected to be completed in late-summer 2020.

The Transportation Agency for Monterey County (TAMC) is in the process of implementing a Countywide wayfinding sign program to connect regional pedestrian routes. Two regional routes, with signage recommended by TAMC are the Monterey Peninsula Loop Route which is along the Monterey Peninsula Recreational Trail and the Carmel-Monterey Route. The Carmel-Monterey Route would be along Viejo Road to Soledad Avenue then to Munras Avenue/Abrego Street and to Washington Street.

3.3: EXISTING CONDITIONS

Monterey has several types of infrastructure that forms the pedestrian network, it can be divided into four categories: pedestrian facilities, crossings, wayfinding, and places and plazas.

Wayfinding Sign in Monterey, CA - Source: City of Monterey

Wayfinding Sign in Monterey, CA - Source: City of Monterey

3.3.1: Pedestrian Facilities

The following is a description of the different pedestrian facility options for pedestrians in Monterey, currently.

3.3.1.1: Sidewalks

Sidewalks exist throughout most of the City however there are some neighborhoods with gaps in sidewalk. No comprehensive inventory of sidewalks exists. Sidewalks are typically composed of concrete and have a vertical or rolled curb. Vertical curbs are superior to rolled curb as they create a more defined barrier between the pedestrian right–of–way and vehicle right–of–way. Cars can easily mount sidewalks with rolled curbs. When parked, side mirrors and doors can encroach on and even block the pedestrian path of travel. Most sidewalks in Monterey have a vertical curb, but some rolled curb can be found in residential neighborhoods. All new sidewalks should have vertical curb to preserve the pedestrian right–of–way.

Sidewalk maintenance is key to providing safe pedestrian facilities throughout the city, especially for seniors who are more susceptible to tripping.

Residents may also call the Code Compliance Officer to report sidewalk maintenance issues including overgrown brush encroaching on the walkway. The Code Compliance officer coordinates and oversees repairs made by private property owners.

3.3.1.2: Class I Bicycle Path

Several Class I Facilities exist in the City, including the Monterey Peninsula Recreational Trail (MPRT), commonly referred to as the Rec Trail, is the most popular multi–use trail in Monterey.

Another Class I facility is the Munras Avenue Path, which runs from El Dorado Street to the Del Monte Shopping Center provides an important pedestrian connection between major commercial areas and schools and provides access to the State Historic Park.

3.3.1.3: Decomposed Granite Paths

Decomposed Granite (DG) Paths are located in several places in Monterey, including in City Parks, an example of this is El Estero Park Path. The El Estero path circles Lake El Estero and provides opportunities for recreational activities and access to open space and parks.

3.3.2: Crossings

There are several features to pedestrian crossings, including but not limited to curb ramps, crosswalks markings, pedestrian signals, RRFBs, and signage. The City does not have updated inventory of crossings. However, as part of the ADA transition plan process the City has identified a list of the curb ramps and if they comply with ADA guidelines.

3.3.3: Wayfinding

In addition to the Citywide Wayfinding Sigh Program, there are some other pedestrian wayfinding signs in the downtown area. For example, the Path of History is a type of wayfinding that directs residents and visitors to attractions of cultural and historic importance.

3.3.4: Pedestrian Places & Plazas

A key feature of successful pedestrian environments is a place or plaza where people can gather, sit, observe, and play. Portola Plaza is currently a pedestrian–only facility that is used for seasonal events like the annual car show and ice–skating. Every Tuesday afternoon/ evening Alvarado Street is closed to vehicular traffic for the Downtown Farmers Market. This weekly event is very popular and has raised interest in the community to provide more permanent pedestrian–only streets in other parts of the city. The Downtown Specific Plan identifies improvements to Simoneau Plaza, Portola Plaza, and Custom House Plaza to increase their use as popular gathering places.

3.4: PROPOSED PEDESTRIAN PROJECTS

The following is a list of proposed sidewalk projects and programs:

3.4.1: Pedestrian Projects

This section describes projects that have been identified to serve as projects which will implement the goals, policies and vision of the General Plan vision.

Appendix A lists proposed projects that are not necessarily funded as of the adoption of the General Plan, and projects with concept drawings (shown in Appendix A) that do not constitute a final design.

3.4.2: Sidewalk Inventory

When the opportunity arises, given staffing restraints, the City would like to develop a comprehensive inventory of existing sidewalks and sidewalk gaps, which includes information such as approximate length and width of sidewalk.

3.4.3: Crosswalk Inventory

In addition to a sidewalk inventory, the City would like to develop a comprehensive inventory of existing marked crosswalks and features, which includes:

- Marked crosswalks
- Signalized/unsignalized crosswalks
- If unsignalized, rectangular rapid flashing beacons (RRFB)

3.4.4: ADA Transition Plan

The City of Monterey has created an ADA Transition Plan in order to identify City programs, services and activities and provide recommendations on improvements including curb ramp improvements. For more information, please visit our City website: https://monterey.org/About-Monterey/Accessibility

As of May 2020, the City is working on ADA Improvements through Measure P/S, funding the reconstruction of over 131 curb ramps and the design of an additional 125 curb ramps.

Monterey, CA- Source: Google Earth

4 BICYCLES

4.1: INTRODUCTION

The popularity of bicycling has revived due to many factors including its cost effectiveness, health benefits, and sustainability impacts. This active mode of transportation transcends economic classes and is a viable option for any within the community to utilize for commuting and recreational purposes. A well-connected network of bicycle facilities (Class I – IV) allows for all user-types (from the interested but concerned to the strong and fearless) to enjoy the benefits of active transportation.

This chapter discusses types of facilities and treatments to be used by the City to improve the bicycle transportation network. This chapter also discusses the existing conditions of bicycle infrastructure and potential future projects.

The City supports bicycling programs and projects. The City strives to increase the number of bicycle trips.

The Monterey Peninsula Recreational Trail is so popular, 200+ bicyclists used it during the lunch time hour[1].

1. Between 11AM – 12PM on March 30, 2018

Did You Know?

Bicyclists hold a unique position in when it comes to the rules of the road. A bicyclist can be both a driver of a vehicle and pedestrian depending on the circumstances. It is important to know when and where the rules apply.

When riding on the streets the California Vehicle Code (CVC) requires that bicyclists act and are treated as a vehicle. As soon as a bicyclist dismounts, they instantly become a pedestrian and are treated as such.

CVC 21200

4.2: BICYCLE TOOLBOX

Treatments found in the bicycle toolbox come from a variety of sources including the following sources:

- California Manual on Uniform Traffic Control Devices (CAMUTCD)
- California Department of Transportation (Caltrans)
- Federal Highway Administration (FHWA)
- American Association of State Highway Transportation Officials (AASHTO)
- National Association of City Transportation Officials (NACTO)
- Institute of Transportation Engineers (ITE)
- Best practices from Cities, Counties, and other States.

4.2.1: Bicycle Facilities

The following is a list of typical bicycle facilities,:

Class 1: Bike Path (Monterey Rec Trail) - Source: Google Maps

Class II: Bicycle Lane with a travel lane buffer and a parking lane buffer - Source: Kimley-Horn

Class II: Bicycle Lane on Camino Aguajito - Source: Google Maps

Class III: Bicycle Boulevards and Shared Roadway/Sharrows on Glenwood CirCircle - Source: City of Monterey

Class IV: Protected Bicycle Lanes/ Cycle Track adjacent to the roadway - Source: Seattle Bike Blog

Class IV: Protected Bicycle Lanes, Pennsylvania Ave, Washington DC - Source: Adobe Stock

4.2.1.1: Class I Facilities: Bike Path/Multi-Use Path

A class I bicycle path is paved path that is physically separated from motorized traffic. Bicycle paths are best suited along corridors with few interruptions from cross–traffic. Class I facilities often serve as recreation opportunities and bicycle commute corridors.

An example of a Class I facility in the City is the Monterey Peninsula Recreational Trail, which runs along the Monterey Coastline from Pacific Grove to Castroville. Many Class I facilities serve a dual purpose of a multi-use trail and are shared by bicyclists and pedestrians.

Monterey Rec Trail along Cannery Row Businesses - Source: Google Maps

Monterey Rec Trail (looking towards the U.S. Coast Guard Pier) - Source: Google Maps

According to the Caltrans Highway Design Manual (HDM), the minimum paved width of travel way for a two-way bike path shall be 8 feet, 10-foot preferred, with a 2-foot wide shoulder composed of the same pavement material as the bike path. The minimum horizontal clearance is 2 feet from the paved edge of the bike path and the vertical clearance is 10 feet. To ensure proper drainage, the shoulder shall slope away from the traveled way at 2 to 5 percent to reduce ponding and minimize debris from blowing onto the bike path. Since Class I facilities serve both bicyclists and pedestrians, they must meet accessibility requirements, unless it is adjacent to an adequate pedestrian facility.

The minimum recommended width for a shared use path is ten (10) feet. However, the City of Monterey has many high use corridors along the existing Monterey Peninsula Recreational Trail (MPRT), which may necessitate a wider path whenever possible. Wider paths are also recommended in corridors with high pedestrian use. The following table has recommended widths based on volume and percentage of pedestrian in the shared path volumes.

Table 4.1: Recommended Class I Facility Widths

Volume Conditions (ped/bike per hour)	Pedestrian Proportion of the Shared Path Volume	Recommended minimum width
Less than 50 ped/bike per hour during the peak hour	- -	10 feet
Between 50 and 75 ped/bike per hour during the peak hour	Less than 30%	12 feet
	More than 30%	14 feet
Between 75 and 100 ped/bike per hour during the peak hour	Less than 30%	14 feet
	More than 30%	18 feet
More than 100 ped/bike per hour during the peak hour	Less than 30%	18 feet*
	More than 30%	20 feet*

**Consider separation of bicycle and pedestrians. Note: This width does not include the shoulder width*
Recommendations incorporate guidance from 2012 AASHTO Guide for the development of Bicycle Facilities, 4th Edition.

4.2.1.2: Class II Bicycle Lane

A class II bicycle lane is an on–street facility marked by a striped line on the pavement, symbols, and lettering. The preferred width of bicycle lanes along collector and arterial streets is six feet, however a minimum width of five feet is acceptable if the site is constrained.

Class II facilities also include buffered bicycle lanes, or bicycle lanes with a "buffer" of at least one to two feet in painted striping. It is not recommended that bicycle lanes be wider than eight (8 feet) unless a physical barrier is implemented to deter vehicles from using the space by driving or parking in a bicycle lane.

According to the California Manual on Uniform Traffic Control Devices (CAMUTCD), longitudinal pavement marking shall be used to define bicycle lanes. A through bicycle lane shall not be positioned to the right of a right turn only lane or to the left of a left turn lane. A Class II facility is recommended on roads with moderate speeds (less than 30 miles per hour), and less than 10,000 vehicles per day. They are not recommended on circular roadways of a roundabout.

4.2.1.3: Class III Bikeway Facility: Bicycle Boulevards & Shared Roadway/Sharrows

A Class III facility is established by placing bike route signs along roadways and/or the placement of "Sharrows". Sharrows are used to indicate to bicyclist's proper placement on the street (outside of the "door–zone" where there may be on–street parking) and remind drivers to watch for and share the road with bicyclists.

Source: Sacramento Area Bicycle Advocates

Bicycle boulevards are a series of connected Class III facilities that prioritize bicycle transportation and provide alternative routes for bicyclists away from high speeds and traffic. When possible, bicyclists are given right–of way at most intersections along the route to increase convenience and ease of travel. Bicycle boulevards and Sharrows are particularly useful on narrow streets where there may not be room for a class II bicycle lane.

Bicycle boulevards provide an alternative route on streets with low traffic volumes and travel speeds, which is typically more comfortable for less experienced bicyclists. Bicycle boulevards provide important connections between residential areas and popular destinations. Bicycle boulevards are recommended for streets that have speed limits of 25 miles per hour or less, when a bicycle lane is not a feasible alternative. Class III facilities are recommended for streets with less than 4,000 vehicles per day.

Source: bikingbis.com

4.2.1.4: Class IV Facilities: Protected Bicycle Lanes/Cycle tracks

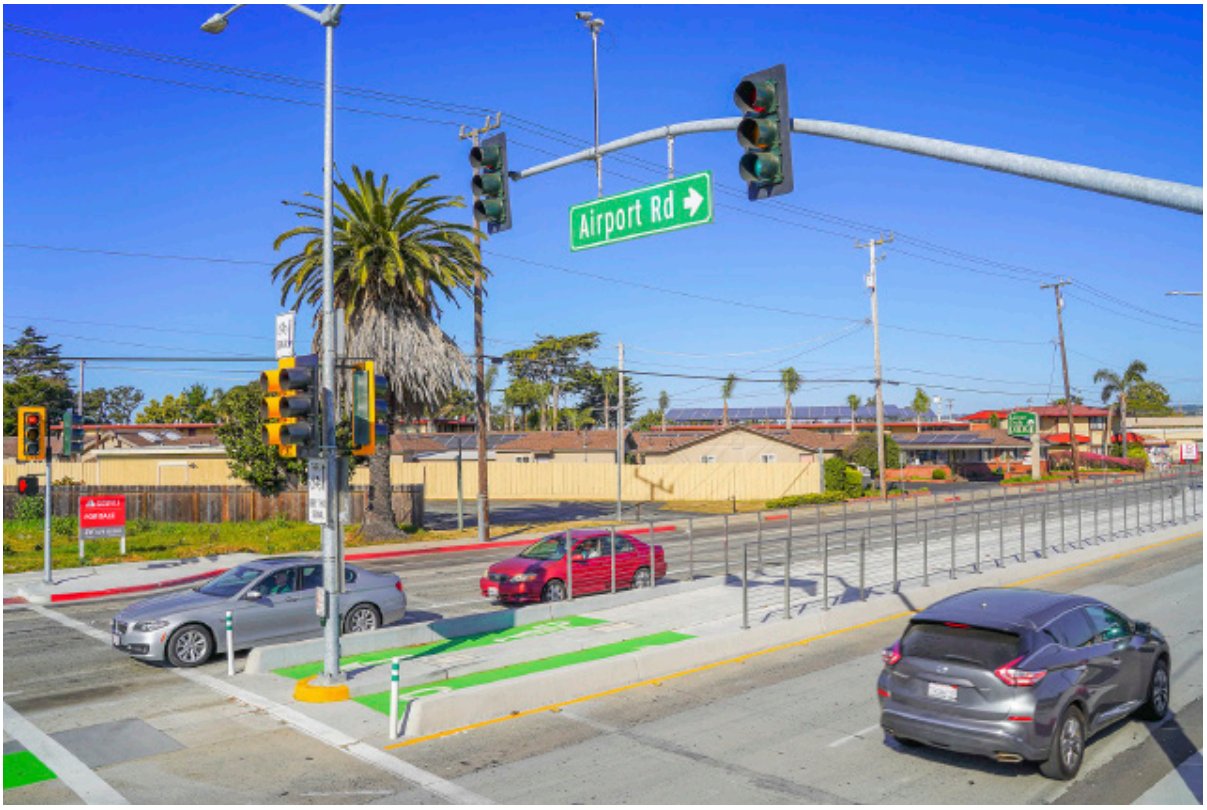
Class IV Facilities are bicycle lanes with have some form of physical separation from the roadway and vehicles. This separation can be achieved by vertically by raising the bicycle lanes from roadway or horizontally by items such as, delineators, railings, or planters. An example of Class IV facility is the North Fremont median bicycle lanes.

Class IV facilities are often referred to as protected bicycle lanes or "Cycle tracks" and have several design variations. They can vary by:

- Elevation - some Class IV facilities can be raised above the main roadway.
- Barrier Type - barriers can include items such as delineators, railings, planter, curbs, and bollards (see examples below)

- Location - facilities may be placed on the right side of the road (typical) or left side of the road, or in a median.
- Direction - facilities may have a single lane in one direction (in the direction of flow or opposite the direction of flow, i.e. contraflow) or two lanes in both directions, (Contraflow lanes for bikes include bike lanes with a travel direction opposite to that of vehicles as indicted in the photo below.) Parking - facilities may be placed on either side of the parking lane.

San Francisco - Source: SFMTA



Protected Bicycle Lane in Median on North Fremont Street - Source: Kimley-Horn

Other design considerations for Class IV facilities include:

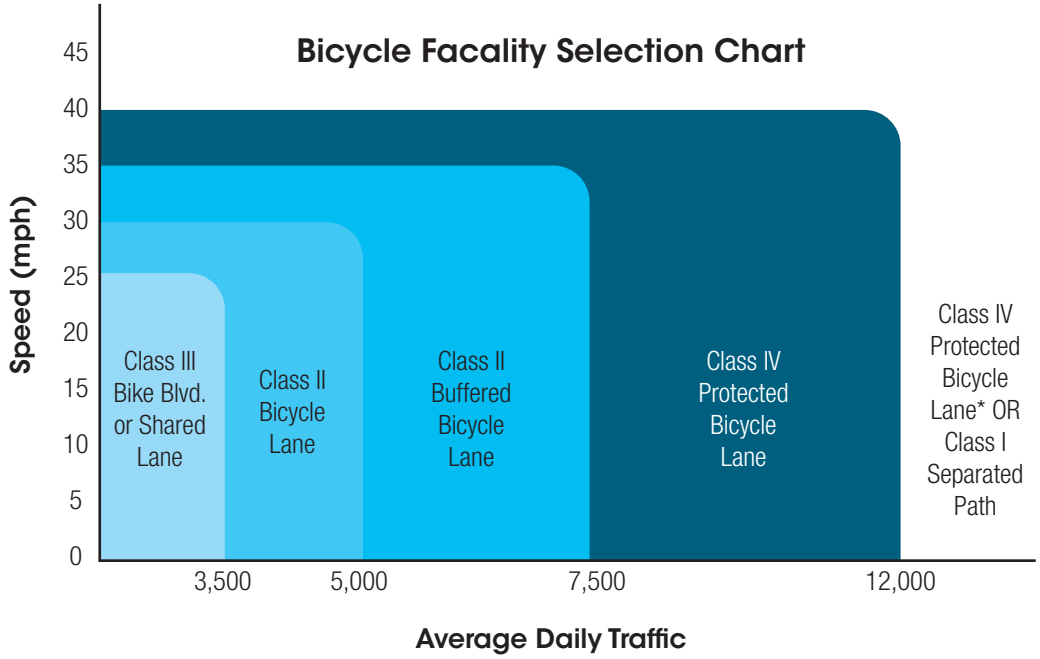
- Maintenance,
- Narrow bike lanes for sweeping machines, and
- Stormwater

Class IV facilities are preferred, whenever feasible, and are recommended on roads with higher speeds, volumes and/or multiple conflict points. While Class IV facilities provide additional protection for bicyclists compared to Class II and Class III facilities, Class II and Class III facilities are recommended where Class IV facilities are infeasible.

4.2.1.5: Bicycle Facility Selection

The following graphic provides general guidance on when each a bicycle facility would be recommended to implement.

Figure 4.1: Bicycle Facility Selection Chart



This is graphic is general in nature and does not consider constraints such as right-of-way or cost. In addition, many existing bicycle facilities were implemented prior to this guidance, suggesting that facility upgrades may need to be considered.

4.2.2: Bicycle Treatments

The following bikeway design treatments are intended to enhance the safety and usability of bikeways. They will be used in accordance with the CAMUTCD and other relevant existing laws and regulations. Treatments that are not currently in the Manual on Uniform Traffic Control Devices, such as colored lane markings and bicycle route wayfinding signs, are considered "experimental" and will require Federal Highway Administration Experimental Project Approval before implementing. A summary of proposed locations for bikeway design treatments is provided in Table 8.

4.2.2.1: Crossbikes

"Crossbikes", or crosswalks for bikes which can be located at intersections, trail crossings, or mid-block crossings. The striping of a cross bike is similar to a typical crosswalk, with the use of green rectangular boxes in place of white to denote use by bicycles. Crossbikes help with the separation of with pedestrians and bicyclists at busy intersections.

Crossbike on North Fremont Street - Source: Kimley-Horn

4.2.2.2: Protected Intersection

A protected intersection, sometimes referred to as a Dutch Intersection, is an intersection designed to accommodate bicyclists circulating counterclockwise around the intersection instead of entering travel lanes to make left turns. This intersection is characterized by Crossbikes, corner islands, and separated bicycle facilities. It can include bicycle signals and bicycle detection. The North Fremont Pedestrian and Bike Project includes many of these features.

Protected Intersection in Berkeley, CA - Source: Kimley-Horn

Protected Intersection in Fremont, CA - Source: StreetsBlog SF

Protected intersections can be beneficial to pedestrians and bicyclists, tighter turn radii reduce vehicle turning speed, better visibility of pedestrians and bicycles, reduced conflict points between bicycles and vehicles.

This design can have a large footprint to accommodate all the design features and maintain roadway capacity and may not be appropriate everywhere. Other challenges in the design of Protected Intersection, include truck turning requirements for freight movement, bicyclist deflection at corner islands, bicycle pedestrian interaction, and considerations for pedestrians with disabilities.

If bicycle phasing is incorporated, additional challenges include intersection capacity reduction from added bicycle phases and unique signalization schemes, such as the leading bicycle interval. Because North Fremont bike lanes were placed in the median, the bike phase runs concurrently with the through vehicle phase. As a result, there was no loss in intersection capacity. The MUTCD, and the CAMUTCD, is lagging on the bicycle signal standards and bicycle signal phasing standards. However, NACTO has provided best practice guidance on signalized and bike facilities in the interim.

4.2.2.3: Wayfinding and Signs

Bicycle mileage markers and wayfinding signs indicate the distance and direction to popular destinations. These are similar to mileage markers used on roadways for cars. They provide a resource for cyclists to estimate travel time to destinations, they also benefit athletic riders who use the markers for training.

The City is implementing a Citywide Wayfinding sign program which includes wayfinding signs for pedestrians (and bikes) and located at strategic locations to direct travelers to popular destinations. This will be done in multiple phases; the first phase was completed in Summer 2020, with more phases to follow as funding permits.

Wayfinding Sign in Monterey, CA - Source: City of Monterey

The Transportation Agency for Monterey County (TAMC) is in the process of implementing a Countywide wayfinding sign program to connect regional bicycle routes. Two regional routes, with signage recommended by TAMC are the Monterey Peninsula Loop Route which is along the Monterey Peninsula Recreational Trail and the Carmel-Monterey Route. The Carmel-Monterey Route would be along Viejo Road to Soledad Avenue then to Munras Avenue/Abrego Street and to Washington Street. The City of Monterey is coordinating with TAMC on the implementation of this Regional Wayfinding Sign Program.

4.2.2.4: Bicycle Detection

Bicycle Detection at signalized intersections along bicycle routes increase convenience and encourage correct placement of bicyclists at the intersection. Bicycle detection technologies sense bicycles in a travel lane and trigger the green phase at a signalized intersection. Currently, the City uses modified “E” loops (inductive) and video detection.


Bicycle Detection Loop in Long Beach, CA - Source: City of Long Beach

“E” Loops are installed below the pavement and are modified to be more sensitive to bicyclists. Inductive loop sensors are the least expensive to install typically but are not easy to maintain or repair and may not detect bicycles that are made mostly of carbon fiber.

Video detection for bicycles was installed, specifically for the median bike lanes, in the North Fremont Bicycle & Pedestrian Improvement project. Video detection can distinguish between bicycles and other vehicles and can monitor multiple lanes. Anywhere that the City has implemented video detection, bicycles are detected as well. Video detection can also detect bicyclists who use bicycle lights in the evenings.

4.2.2.5: Bicycle Boxes

The bicycle box provides bicyclists a protected space in front of queued motor vehicles at traffic signals, giving them a head start and extra visibility when the light turns green. This treatment is particularly helpful for bicyclists trying to turn left at a busy intersection.

Bicycle boxes are not recommended for every location, bicycle boxes should be complemented by not permitting right turn on red. There can also be confusion with multiple lanes and left turning bicyclists. Additionally, vehicles may not observe the striping and idle in the bicycle box.

Bicycle Box in National City, CA - Source: San Diego Bicycle Coalition

4.2.2.6: Bicycle Parking

Bicycle parking is an important investment when seeking to increase bicycle ridership. Parking is critical to providing reassurance for bicyclists when they leave their bikes to work or shop and providing a designated space also prevents the nuisance of bicyclists locking their bikes to various poles and benches. Bicycle parking should be in a well-lit, plain view area that supports the whole bike, not just a wheel, and out of the way of pedestrians and motor vehicles for the safety of all users.

Bicycle parking design is also important, things that should be considered when installing bicycle parking:

- Location (proximity to destinations, visibility)
- Ability to secure bicycle (theft prevention, weather protection)
- Durability
- Sheltering
- Lighting
- Supply
- Aesthetics

Bicycle parking or corrals that do not involve a loss of on–street parking may be installed at the discretion of the City Traffic Engineer. Bicycle parking which replaces automobile parking should be done after discussion with stakeholders.

Bicycle valet service could be offered at public events if resources are available. Bicycle valets provide a secure area for bicyclists to park for the duration of an event. Local bicycle clubs and community groups offer bicycle valet services for interested venues.

4.2.2.7: Private Bicycle Rentals and Bicycle Sharing

Private developments are encouraged to provide private bicycle rentals and bicycle sharing for their constituents. For example, hotels, visitor centers, hospitals, and other large employers may provide bicycle rentals to their employees as an incidental part of their business operations.

4.3: EXISTING CONDITIONS

The following is a summary of the bicycle facilities in Monterey.

5.8 miles of Class I Facilites, Bike Path

Aguajito Rd: 0.25 mi ▪ Munras Ave: 0.8 mi ▪ Monterey Peninsula Recreational Trail: 4.75 mi

15.9 miles of Class II Facilites, Bike Path

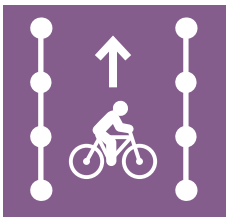
Aguajito Rd: 3 mi ▪ Camino Aguajito: 0.8 mi ▪ Casa Verde Way: 0.14 mi ▪ English Ave: 0.15mi
Figueroa Ave: 0.21 mi ▪ Fremont St: 0.21 mi ▪ Garden Rd: 2.6 mi ▪ Glenwood Cir: 0.48
Harris Ct: 0.29 mi ▪ Lower Ragsdale Dr: 1.32 mi ▪ Mark Thomas Dr: 1.33 mi
Monhillan Rd/Olmstead Rd: 1.24 mi ▪ Pearl St: 0.58 mi ▪ Ragsdale Dr: 0.58 mi
Rancho Saucito Dr: 0.09 mi ▪ Sloat Ave: 1.0 mi ▪ Upper Ragsdale Dr: 1.58 mi ▪ Wilson Rd: 0.3 mi

0.95 miles of Class III Facilites, Bike Path

Glenwood Cir: 0.95 mi ▪ Pacific St: 0.47 mi

1.1 miles of Class IV Facilites, Protected Bike Lanes

N. Fremont St: 1.06 mi



4.3.1: Existing Bike Parking

As of February 2020, the City has 31 bicycle parking locations, the parking facilities include both public and private parking (available to public or employees/customers).

Figure 4.2: Bicycle Parking Locations

City of Monterey Bicycling Parking Locations - Source: City of Monterey

Bicycle Rack at Monterey Bay Aquarium - Source: Google Maps

Bicycle Locker in San Jose, CA - Source: San Jose Public Library

The City also has bicycle Lockers which are available to rent at two City Parking Garages. These lots include the Cannery Row Garage (601 Wave St) and Downtown East Garage (Washington and Del Monte)

4.3.1.1: Community Action Team

Because multi–use trails such as the Recreation Trail are shared by several different modes, the City adopted rules of conduct to mitigate user conflict. When the rules are followed, the facility operates smoothly. The Monterey Police Department's Community Action Team includes bicycle patrol on the Recreation Trail and the Old Monterey Business District day and night. These officers have the same responsibilities as officers inside a patrol car. In addition, the Community Action Team officers educate the public on proper bicycle safety laws. These safety laws include riding with a helmet for youth under 18 years of age and proper equipment function (such as breaks or lights). They also educate motorists on sharing the road with bicyclists and the rules of the road.

Community Action Team's goal is to provide the community and its visitors with a police presence in areas that are not easily accessible by patrol car.

4.3.1.2: Bicycle Rodeos

The Community Action Team works closely with the Monterey Police Department School Resource Officer to educate students on bicycle safety and laws. Previous efforts by the Monterey Police Department and the Traffic Engineering Department, include a Bicycle rodeo for elementary school students and a BMX bicycle show, which reviewed safe bicycling techniques.

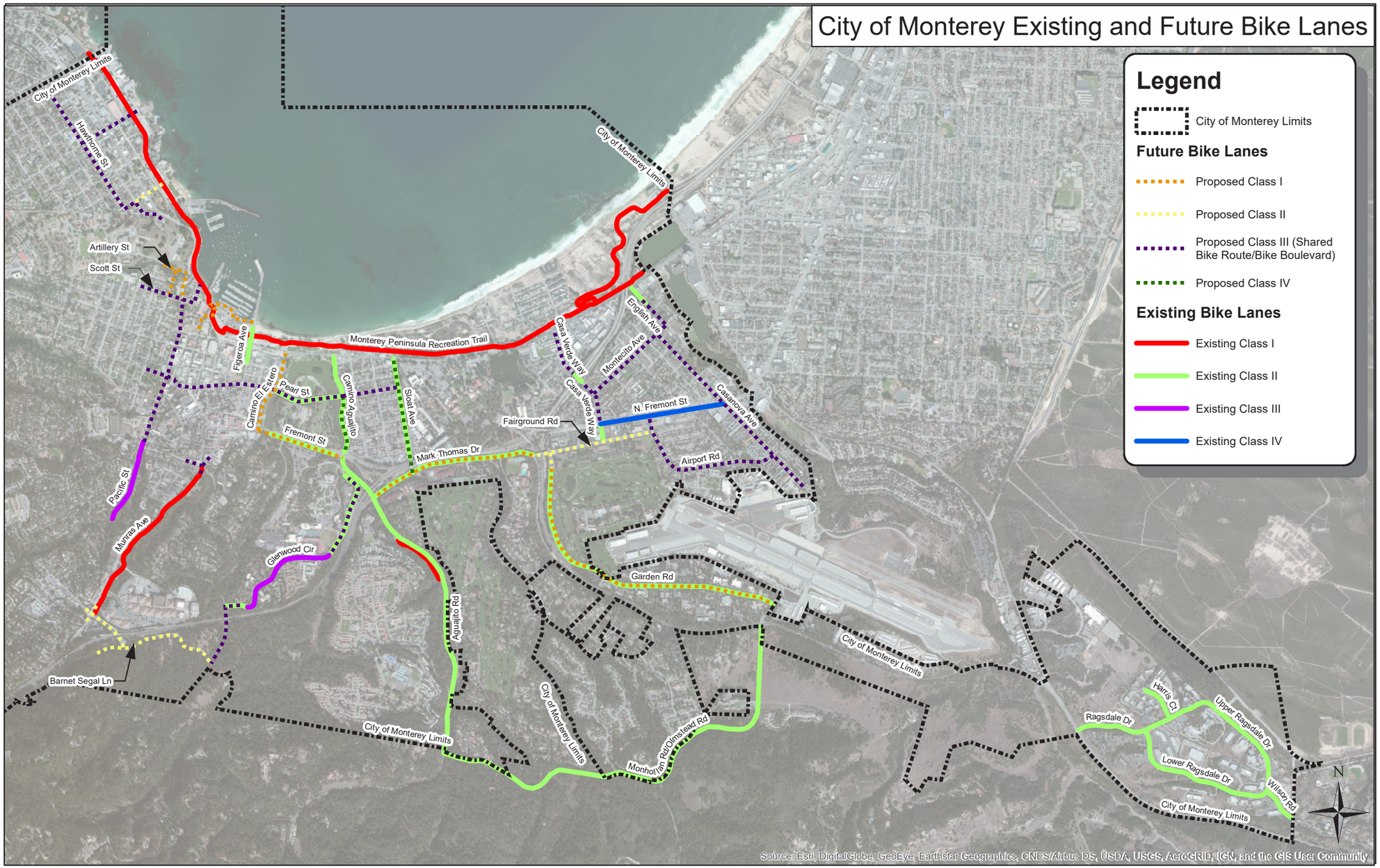
4.4: PROPOSED BICYCLE PROJECTS

This section expands upon potential bicycle related projects. These projects have been identified to serve as projects which will implement the goals, policies, and vision of the General Plan vision.

The bicycle projects (bikeways, bicycle parking and other end of use facilities) are illustrated in **Figure 4.3**. New bikeways will connect to the existing bicycle network and accommodate current and future ridership patterns, consistent with future growth patterns described in the General Plan.

Appendix A lists proposed projects these projects are not necessarily funded as of the adoption of the Plan.

Figure 4.3: Map of Proposed Bicycle Projects



Source: Kimley-Horn

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4.4.1.1: Bicycle Parking

Additional bicycle parking in and around the City could provide amenities to encourage increased bicycle ridership. As bicycle ridership increases, demand for bicycle parking will be greater.

Bicycle Rack in Downtown Monterey - Source: Bicycling Monterey

Bicycle Rack in Morgan Hill, CA - Source: Morgan Hill Downtown Association

Ideal locations for additional parking include, implementing bike parking works best in partnership with local businesses to ensure that bike parking is placed where it is in demand:

- Cannery Row/Aquarium Area
- Downtown Monterey
- Waterfront Area
- Fairgrounds Area
- Community Centers
- Parks/ beaches
- Parking Garages
- Schools

Monterey, CA- Source: City of Monterey

5 SAFE ROUTES TO SCHOOL

5.1: INTRODUCTION

Safe Routes to School is an international effort to encourage students (K-12) to walk or bicycle to school. The City has participated in Safe Routes to School efforts in collaboration with the Monterey Peninsula School District and several local Charter and Private Schools.

Safe Routes to School programs have several community benefits:

- Increase in walking and bicycling to school
- Lower transportation costs
- Reduced student absences and tardiness
- Reduced traffic congestion
- Healthier students
- Improved academic performance
- Cleaner air, fewer asthma attacks

Children make up a special group of pedestrians whose needs are different than those of adults. Additional safety considerations must be made when planning pedestrian and bicycle infrastructure for youth as they do not necessarily know to use peripheral vision or listen for oncoming vehicles, are smaller and therefore more difficult for motorists to see, and do not yet understand driver behavior.

5.2: SCHOOLS

There are twelve K–12 schools in Monterey (see below). Many Monterey Schools serve multiple neighborhoods, such Monterey High School which serves all of Monterey and parts of Seaside. Many students live further than the recommended walking or bicycling distances for students respective age groups. Distance and topography are two of the greatest barriers to walking to these schools in Monterey.

Nearly 80% of K-12 Students in Monterey attend Public Schools

The following is a list of schools in Monterey:

- **Public/Charter Schools**
  - » Bay View Elementary – Lower School (K–4)
  - » Bay View Elementary – Upper School (5–8)
  - » Big Sur Charter School
  - » Foothill Elementary
  - » Hilltop Elementary School
  - » La Mesa Elementary
  - » Monte Vista Elementary
  - » Monterey High School
  - » Walter Colton Middle School
- **Private Schools**
  - » San Carlos School(K–8)
  - » Santa Catalina (Pre–K–12)
  - » Trinity Christian High School

5.3: BARRIERS TO WALKING AND BICYCLING

5.3.1: Walk & Bike Shed

A walk or bike shed is the approximate range a student should travel for school, these distances vary by age group. Whether a student is accompanied by an adult or older sibling is a parental prerogative, however it is typically recommended by safe routes to school programs that kids, age 10 or younger, be accompanied by an adult or older sibling to cross the street.

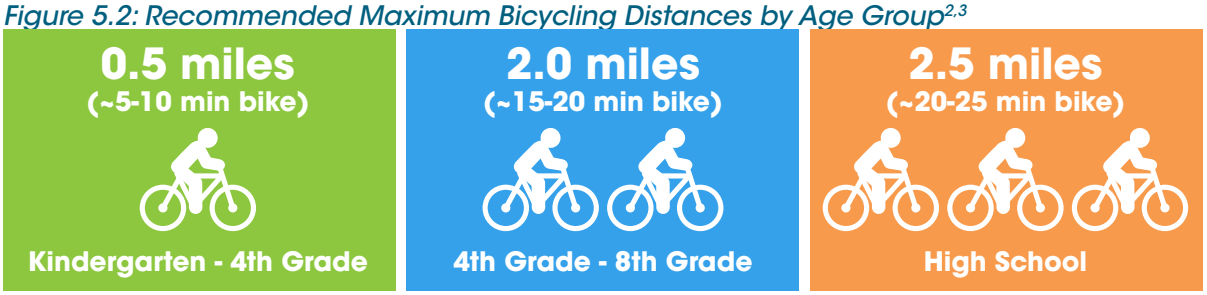
The following graphic illustrates recommended walk shed for student age groups, it should be noted these are average distances, and these distances do not take into account the existing infrastructure, individual student capabilities or topography which could make this distance too far for a student.

Figure 5.1: Recommended Maximum Walking Distances by Age Group[1]

Note: Estimated time based on a walking speed of 3.5 – 4.5 feet per second.

The following graphic illustrates recommended bike shed for student age groups, it should be noted as with the walk shed these are average distances, and these distances do not take into account the existing infrastructure, individual student capabilities or topography which could make this distance too far for a student

Figure 5.2: Recommended Maximum Bicycling Distances by Age Group[2,3]



Note: Estimated time based on a bicycling speed of 11.5 feet per second, based on research from FHWA's Evaluation of Safety, Design and Operation of Shared-Use Path.

1. *https://www.saferoutespartnership.org/blog/too-far-walk*
2. *Nelson, Norah M et al. "Active commuting to school: how far is too far?" The international journal of behavioral nutrition and physical activity vol. 5 1. 8 Jan. 2008, doi:10.1186/1479-5868-5-1*
3. *https://www.saferoutespartnership.org/sites/default/files/031918-srs-biketrain-toolkit-final.pdf.*

As part of the City's Active Transportation/Demand Management Plan, the City has prepared suggested routes to school for students at several Monterey Schools. At the maps were developed for the plan, Big Sur Charter School had not yet moved to their Monterey Location.

5.3.2: Traffic & Driver Behavior

Following distance, perceived "Traffic related danger" has been cited as the second highest barrier to parents allowing their children to walk or bicycle to school, according to the US Centers for Disease Control (CDC). Perceived "Traffic related danger" can be high volumes or congestion, driver behavior, such as speeding, failing to yield to pedestrians and bicyclists, running stop signs, double parking, or many other poor behaviors.

Although traffic and perceived "traffic related danger" is often cited as a reason for not allowing students to walk to school 20-25 percent of morning rush hour traffic is attributable to parents driving their children to school.[4,5]

5.3.3: Weather

As a coastal community Monterey has a cool, moderate climate ideal for active transportation to school. There are still periods of poor weather, particularly rain, which can hinder a student's journey. This can be addressed by use of umbrellas, rain gear, and adding additional time for their journey.

5.3.4: Topography & Geography

There are many natural or political barriers for students attempting to walk or bicycle to school. New Monterey is separated by the Presidio of Monterey, an active military base, and there are only a few connections which may add significant distance to a route. These routes can be heavily trafficked by motor vehicles, which can be intimidating to travel on or next to. Another similar barrier exists with the Naval Post Graduate School in the western part of Monterey.

In regard to topography, Monterey does have some areas with steep slopes, including the Monterey Vista neighborhood, home to Monte Vista Elementary, Walter Colton Middle School and Monterey High School. This can make the journey more difficult or time consuming for students.

5.3.5: Infrastructure

Gaps in pedestrian and bicycle infrastructure do exist, and there are opportunities to improve existing infrastructure. Barriers to improving infrastructure are funding, the City relies heavily on grant funding and Neighborhood and Community Improvement Program (NCIP) funds for active transportation projects and Safe Routes to School Related projects often require school involvement and support.

This list is preliminary and subject to change, as different projects identified by the Bicycle and Pedestrian Chapters are built or revised and new projects are proposed.

5.4: WALK/BICYCLE TO SCHOOL PROGRAM

It is important for the City to collaborate with MPUSD and Monterey Police Department's School Resources Officer, on on-going Safe Routes to School education programs to encourage walking and bicycling to school. Currently most students arrive at school by school bus, MST bus, or by car. Some of the barriers to walking and bicycling to schools in the City are the steep topography, distance, insufficient pedestrian infrastructure surrounding the school and lack of adult supervision. To address all barriers, it is necessary to both improve bicycle and pedestrian infrastructure surrounding schools and support the development of traffic safety programs by MPUSD and Monterey Police Department.

4. *National Highway Transportation Administration cited in Safe Routes to School: Pledging Safe Communities for our Children. 2003. Accessed January 17, 2006.*
5. *Department for Environment, Transport and the Regions, England: Greater Vancouver Regional District: Morning Peak Trip by Purpose.*

Monterey, CA- Source: WikiMedia Commons

6 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a method of managing the demand on the transportation network by motor vehicles (SOV). The City is implementing a TDM program, this could help the City by:

- Reducing dependence on fossil fuels and energy consumption,
- Reducing Greenhouse Gas Emissions,
- Reducing traffic congestion,
- Reducing car maintenance, parking cost, and need for car ownership,
- Reducing the need to expand roads and for expensive vehicle-centered regional infrastructure,
- Reducing health care costs (in the long term),
- Attracting individuals that value a multi-modal environment,
- Enhancing overall access, convenience, and connectivity,
- Improving quality of life in communities with transportation options, and
- Improving health through active transportation

In order to address the methods of managing demand, these programs can be categorized into the following four (4) categories:

Reduce: Reducing the need for travel through strategies, such as telework.

Re-Mode: Shifting travel demand from driving alone to other transportation modes such as carpooling, transit, walking, and biking.

Re-Time: Shifting travel demand to off-peak times

Reroute: Shifting travel demand to less congested routes.

The City has created a mobility tool by creating a website titled movemonterey.com this tool provides organizations with tools and options to implement TDM programs. The tool does consider organization size and type of organization. The tool awards a mobility score based on some existing conditions and existing TDM practices. The tool then asks an organization's priorities and concerns to provide suggested TDM measures. In 2020, as a result of the COVID-19 Pandemic, the City of Monterey and many other industries deployed many of these techniques, such as telework (both remote work and working from home), to great success. Although telework is not a feasible TDM measure for all industries, deploying telework where suitable can benefit all roadway users. As we recover from the COVID-19 Pandemic, TDM strategies such as telework, can aid our transition from to a more sustainable form of travel, while reducing vehicle miles traveled.

The mobility tool has 42 potential options, which could be suggested based on user's input. Each option is categorized based on which of the 4 "R's" it utilizes, a point value to add to the mobility score, and a relative cost scale ($, $$, $$$). The potential TDM measures list impacts and benefits, implementation considerations, resources, and case studies, if available. These potential TDM measures are sent electronically to users as a preliminary TDM Plan, which provides options for organizations to start with.

The following is a list of the 42 potential TDM measures.

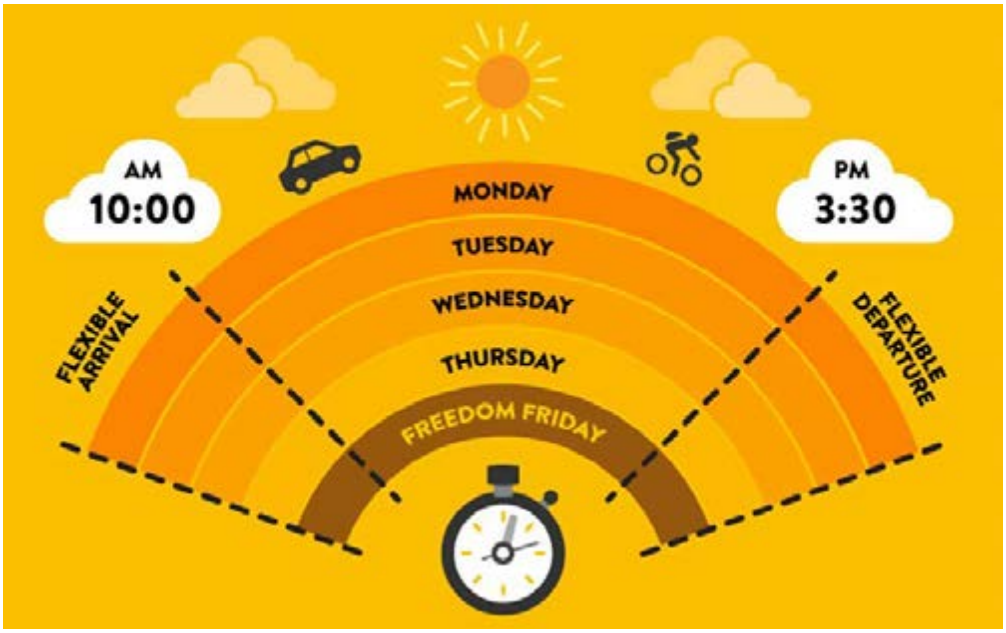
Table 6.1: Potential TDM Measures

	reTIME	reDUCE	reMODE	reROUTE
Earn-a-Bike Program			✓	
Emergency Ride Home (ERH)			✓	
Financial Carpool Incentives			✓	
Flexible/Alternative Work Schedule	✓	✓	✓	
Formal Telework Policy		✓		
Free Event Transit Passes			✓	
Information Kiosk/Display		✓	✓	✓
Mobile App	✓	✓	✓	✓
New Employee/Student Transportation Kits	✓	✓	✓	✓
Off-peak Incentives	✓			
Parking Cash-Out			✓	
Reduction of Parking Supply			✓	
Park Once and Explore Car-Free Campaign		✓	✓	

	reTIME	reDUCE	reMODE	reROUTE
Passenger Pick-up/Drop-off Areas			✓	
Permit Parking			✓	
Pre-Arrival Transportation Information			✓	
Preferential Carpool/Vanpool Parking			✓	
Program Branding and Messaging	✓	✓	✓	✓
Promotional Events/Fairs/Challenges	✓	✓	✓	✓
Public Bike Racks			✓	
Ridematching, Trip Planning, Trip Reporting			✓	
Secure Bike Parking			✓	
Shared Walk/Bike Amenities			✓	
Share Event Traffic Management with Key Transportation Routing Platforms	✓		✓	✓
Shift Start/End Coordination with Nearby Employers to Encourage Carpooling	✓			
Shop Local Campaigns/ Partnerships		✓		
Showers, Lockers, and Changing Facilities			✓	
Shuttle Service			✓	
Special Event Parking and TDM Plans			✓	✓
Special Event Transit Service			✓	
Student Transit Pass Subsidy			✓	
TNC/ Taxi Discounts			✓	
Transit Subsidies and Allowances			✓	
Transportation Coordinator/ Champion			✓	

	reTIME	reDUCE	reMODE	reROUTE
Transportation/ Commute Surveys			✓	
Use of Local Suppliers for Events		✓		
Valet Bike Parking			✓	
Vanpool Program			✓	
Vanpool Start-up Subsidy			✓	
Visitor Discounts to Avoid Peak Period Arrivals and Departures	✓			
Wayfinding				✓
Website	✓	✓	✓	✓

Source: City of Monterey Active Transportation/Demand Management Plan - 2020



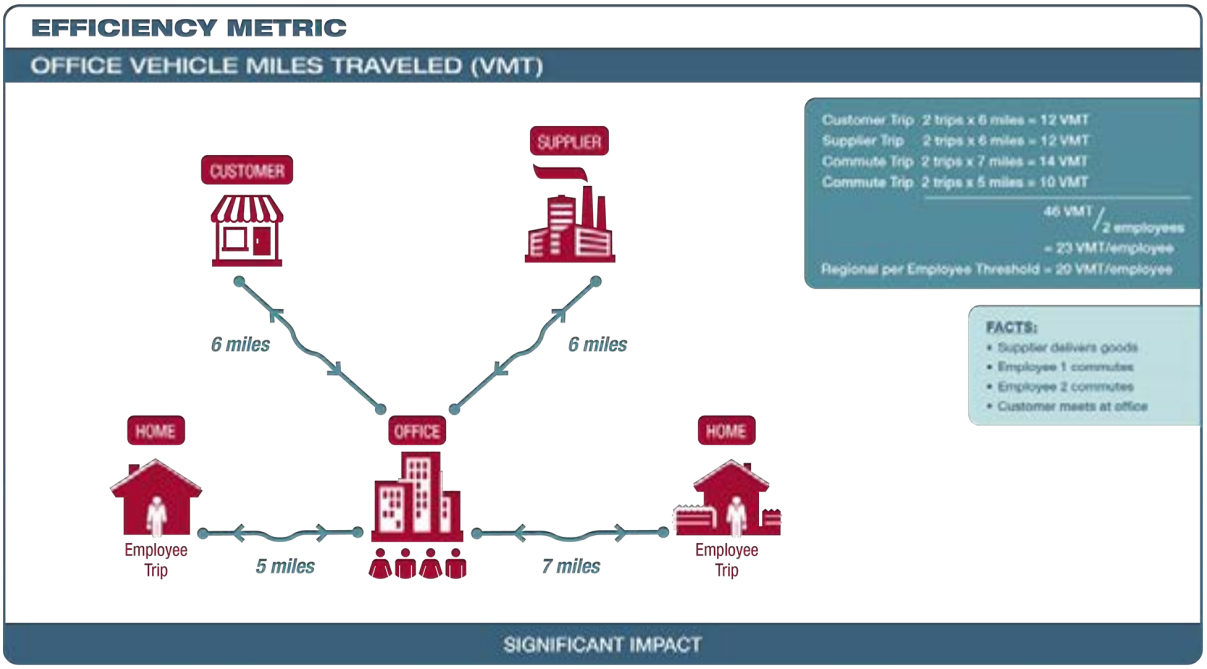
Source: City of Monterey Active Transportation/Demand Management Plan - 2020

Monterey, CA - Source: Google Earth

7 VEHICLE MILES TRAVELED

In accordance with Senate Bill (SB) 743, the City of Monterey is transitioning from Level of Service (LOS) to Vehicle Miles Traveled (VMT) for the determination of California Environmental Quality Act (CEQA) impacts.

VMT is the new recommended criteria for assessing environmental impacts to transportation. VMT was recommended in place of Level of Service (LOS) due to the fact VMT better promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.



7.1: BACKGROUND

In 2013, SB 743 was signed into law by California Governor Jerry Brown with a goal of reducing Greenhouse Gas (GHG) emissions, promoting the development of infill land use projects and multimodal transportation networks, and to promote a diversity of land uses within developments. One significant outcome resulting from this statue is the removal of automobile delay and congestion, commonly known as level of service (LOS), as a basis for determining significant transportation impacts under the California Environmental Quality Act (CEQA).

The Governor's Office of Planning and Research (OPR) selected Vehicle Miles Traveled (VMT) as the principal measure to replace LOS for determining significant transportation impacts. VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. OPR selected VMT, in part, because jurisdictions are already familiar with this metric. VMT is already used in CEQA to study other potential impacts such as GHG, air quality, and energy impacts and is used in planning for regional Sustainable Communities Strategies (SCS).

VMT also allows for an analysis of a project's impact throughout the jurisdiction rather than only in the vicinity of the proposed project allowing for a better understanding of the full extent of a project's transportation-related impact. It should be noted that SB 743 does not disallow City of Monterey to use LOS for other planning purposes outside the scope of CEQA. Figure 8-1 provides a graphical representation of this analysis process. As required by CEQA, the City of Monterey will require ongoing mitigation monitoring and reporting. Specifics of the monitoring program will be developed on a project basis.

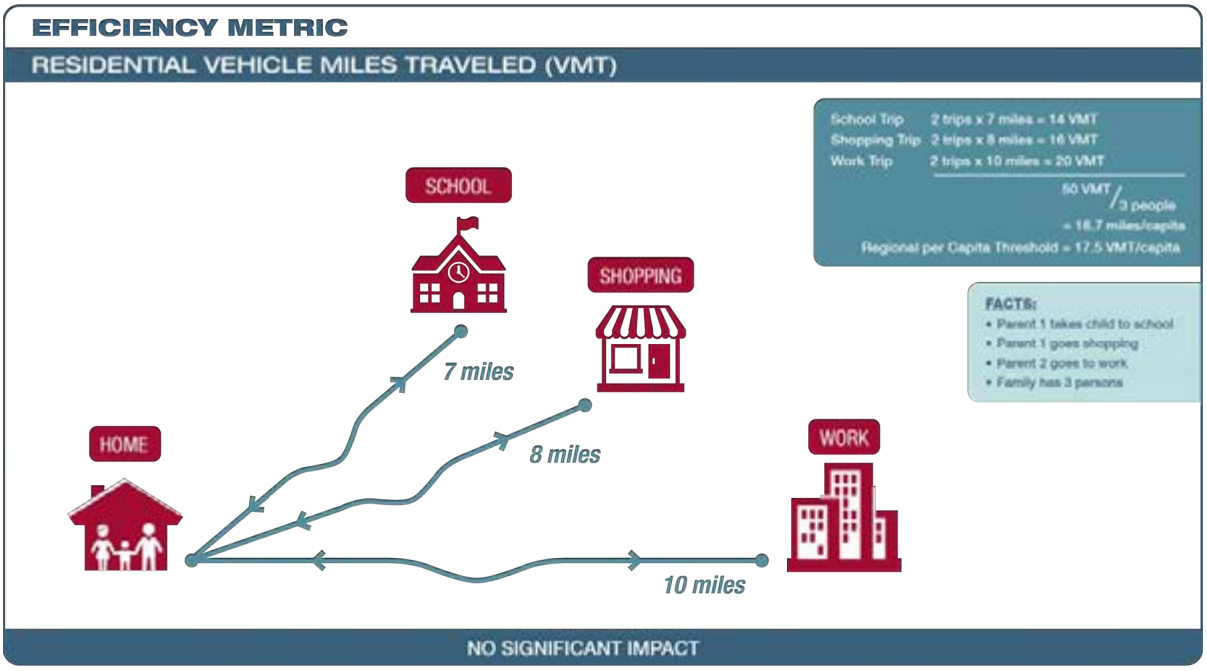
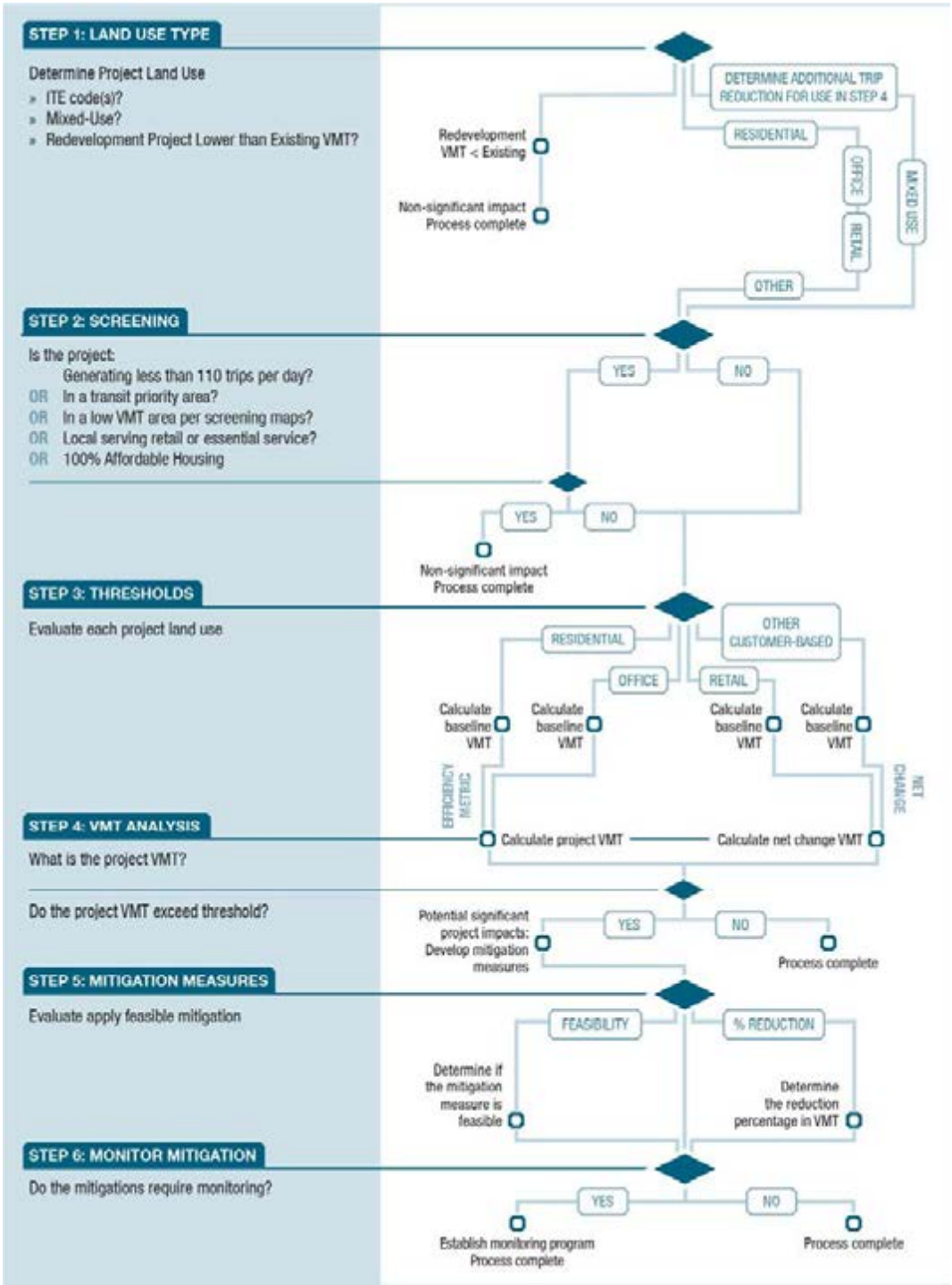


Figure 7.1: VMT Flow Chart



Monterey, CA- Source: Kimley-Horn

8 VISION ZERO

Vision Zero is an international road safety movement rooted in the philosophy that no loss of life due to road crashes is acceptable or inevitable. A core principle of Vision Zero is that people should not be killed or severely injured due to mobility. Crashes are not accidents; that is, they are entirely preventable with if the transportation system is designed to minimize the consequences of human errors and mistakes. Vision Zero sets the goal of reducing traffic-related fatalities and severe injuries to zero - the only acceptable number.

While zero crashes may sound unrealistic, the objective is to set this as a goal rather than an expectation. The expectation of zero crashes may be unattainable, but the goal to prevent fatal and severe crashes can always be strived for. A number of different initiatives already exist which aim to promote the objectives of Vision Zero. Vision Zero provides a goal to unify these different initiatives (infrastructure design, safety education, behavior enforcement, evaluation). This is a commitment and cooperation between all city departments and the community.

Vision Zero is...

- No loss of life is acceptable
- Reduce fatalities and severe injuries to zero
- Acknowledgement that fatalities and serious injuries are preventable
- Prioritize human health and safety over all other interests
- Acknowledgment that human error is inevitable
- Everyone's responsibility, all road users and City departments
- Systemic safety improvements
- Reducing vehicle speed is a priority in mitigating crash severity

Vision Zero is not...

- Something "new"
- Going to "look" the same everywhere
- Only for engineers
- Eliminating road fatalities entirely

The City of Monterey became a Vision Zero City in July 2017, when the Monterey City Council passed a resolution endorsing Vision Zero. In November 2017, the City adopted its first ever Vision Zero Action Plan. As part of the current effort to update the Multimodal Plan, Vision Zero as well as several other City Transportation efforts have been integrated into the City's Multi Modal Plan. This move integrates Vision Zero into the City's primary policy and implementation document regarding transportation in the City of Monterey.

Between 2015 and 2019, 4 people were killed in traffic crashes in Monterey and 38 were severely injured. On average, approximately more than 40,000 people lose their lives on U.S. roads each year. Of these, about 18% are people walking and riding bicycles, our most vulnerable road users. Source: SWITRS

8.1: VISION ZERO, A GLOBAL MOVEMENT

Vision Zero originated in Sweden. In 1997, the Swedish Parliament approved a Vision Zero bill establishing the Vision Zero philosophy and requiring the reduction of fatalities and severe injuries to zero by 2020. The bill has been updated to half fatalities and severe injuries by 2020 and bring them to zero by 2050. Vision Zero has proven to be effective in Sweden.

Although traffic volume and fatalities are partly related to changes in gross domestic product (GDP), road deaths in Sweden have continued to decrease despite a steady growth in traffic. Although Sweden has not reached zero, it has one of the lowest annual rates of road deaths in the world (3 out of 100,000 compared to 12.3 in the United States). Countries around the globe have since adopted Vision Zero.

Figueroa St, Monterey, CA- Source: Google Earth

8.1.1: Vision Zero in the United States.

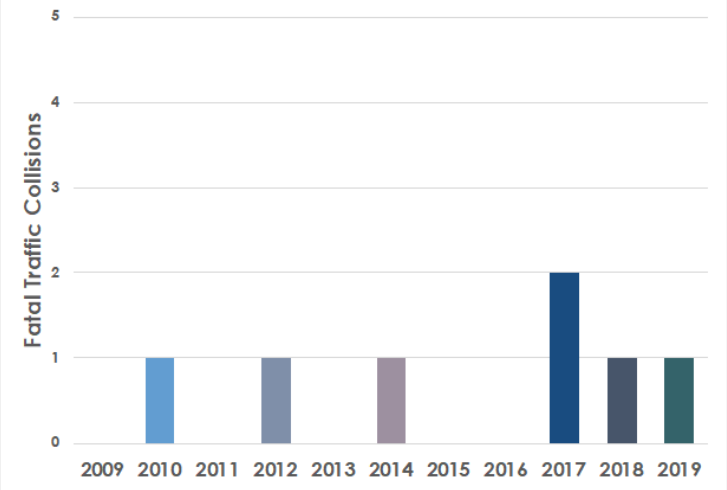
Vision Zero is gaining momentum across the United States. As of February 2019, more than 40 U.S. cities or counties have adopted Vision Zero goals, with the state of California as a main champion. Large cities (New York, San Francisco, Los Angeles) were early-on adopters, followed by middle-sized cities (Fort Lauderdale, Long Beach) and now joined by small-sized cities (Santa Monica, San Luis Obispo).

Figure 8.1: Vision Zero Map

8.2: WHY IS VISION ZERO NEEDED?

Human error is unavoidable, but the loss of life due to motor vehicle crashes can be preventable. According to the National Highway Traffic Safety Administration (NHTSA), 94-percent of serious crashes are due to dangerous choices or human error.

Figure 8.2: Number of Fatalities per Year in Monterey, 2009 - 2019



Source: TIMS

While pedestrians and bicyclists make up a small portion of roadway users, they are involved in 42-percent of all severe collisions. Monterey's population is expected to increase by approximately 10-percent by 2040 and therefore, it is important that the City integrate Vision Zero goals into this Multimodal Plan.

8.2.1: Monterey Vision Zero Emphasis Areas

8.2.1.1: Safe Streets for Everyone

By incorporating Complete Streets design elements as discussed in Chapter 6, roadways can become safer and oriented more towards pedestrians and bicyclists. Features such as Crossbikes and bicycle boxes create refuges for bicyclists to safely cross the intersection and be clearly visible to drivers from all directions. Pedestrian related treatments include curb ramps, wider sidewalks, bulb-outs, and high-visibility crosswalks.

8.2.1.2: Mitigate Speeding

Speed plays a critical role in the likelihood of injury during a traffic collision. Therefore, any speed reducing measures can be very effective in decreasing pedestrian and bicyclist fatalities.

It is important to highlight the national movement "20 is Plenty", which is movement to reduce speed limits in residential and high use pedestrian/bike areas. As a California City, our speed limits have strictly defined by law. There is little to no flexibility in setting lower speed limits on City Streets. Additionally, other States utilize automated speed-enforcement cameras, which are not currently allowed for all jurisdictions in California, in part to our strict laws regarding the setting and enforcement of speed limits.

When utilizing speed feedback signs, targeted enforcement, lane narrowing, and smaller curb radii, drivers tend to go at slower speeds which greatly reduces the effect of the collision impact.

Source: Tefft, Brian C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

8.2.1.3: Education

Street safety education and public outreach are important to help people safely navigate roadways by walking, biking, or driving. By implementing programs and creating resources to provide street safety education, it creates a shared sense of expectations for all users of the roadway and makes information easily accessible to all member of the community.

8.3: HOW VISION ZERO WORKS

Vision Zero strategies: enforcement, engineering, education, encouragement, evaluation and using a data-driven approach. Data is crucial for Vision Zero. Data provides valuable information to best allocate limited resources, identify priorities and gain insight otherwise unavailable. Data can also inform coordinated actions across city departments to influence public commitment to Vision Zero.

For example, the collection and analysis of crash data by the City of Los Angeles revealed that 65% of all deaths and severe injuries involving people walking occur on just 6% of their streets. It's important to break down data because it provides a much more specific picture. Each City's Vision Zero efforts will be shaped by their specific crash data. As such, efforts to implement Vision Zero vary from city to city.

8.3.1: Consider all Levels of Prevention

Vision Zero works to instill a new way of thinking about road crashes, challenging traditional thinking to lessen crash severity. Traditionally, road safety efforts were restricted to the bottom levels of prevention. Vision Zero efforts consider all levels of prevention, particularly those at the top:

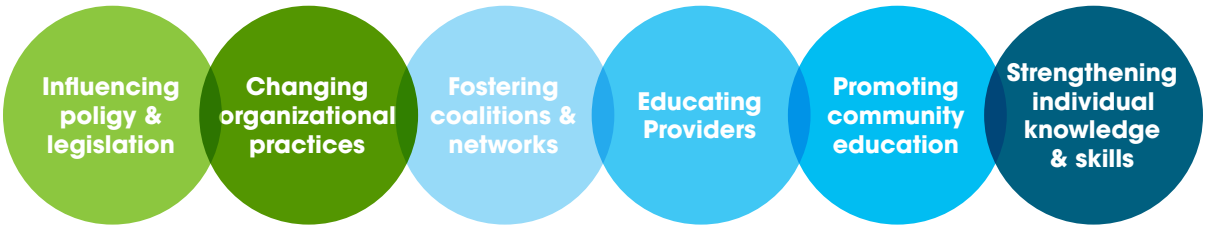
- Incorporate safety measures and strategies in policies, plans and practices.
- Adopt organizational practices that facilitate coordination to improve safety.
- Bring together all city departments and the community to increase safety efforts
- Commit all levels of the city to keep learning, refining our skills, and expanding our toolbox with the best available strategies, policies, and actions.

8.3.2: Focus on Crash Severity

Vision Zero is not about eliminating all road crashes, that would not be feasible. The issue at hand is crash severity: how can we lessen the severity of road crashes?

The Vision Zero approach is composed of several elements, each of which affect crash severity. These include ethics, responsibility, safe systems approach, human tolerance to speed, human error, and scientific facts/data.

Figure 8.4: The Spectrum of Prevention



Content: The Prevention Institute/Source: Vision Zero Network

8.3.2.1: Ethics

Ethics are at the core of Vision Zero's philosophy and goal. The only acceptable goal is to reduce fatalities and severe injuries to zero.

8.3.2.2: Responsibility

Who is responsible for safety on our streets? We all are! Road users who live, work, or visit Monterey are responsible for following the rules of the transportation system. All city departments are responsible for the safe operation and use of the transportation system. This is why Vision Zero follows a "safe systems approach."

8.3.2.3: Safe Systems Approach

A crash that results in severe injury means that personal behavior or components in the road transportation system were not performing well together. It is the responsibility of the community and all city departments to integrate all the components of the system.

8.3.2.4: Human Limits: Error and Speed.

As humans we make mistakes, but these should not lead to loss of life on the road. This is why human limitations are an important basis upon which to design and use the road transportation system.

The human body can only withstand certain amounts of force in a car crash. Even the impact force of a car traveling at 20-mph is enough to be fatal (there's a 10% risk of fatality for pedestrians struck). If we double the car's speed to 40-mph, the risk of fatality skyrockets to 80-percent. Increases in speed lead to decreases in our field of vision so it becomes more difficult to spot a person crossing the street.

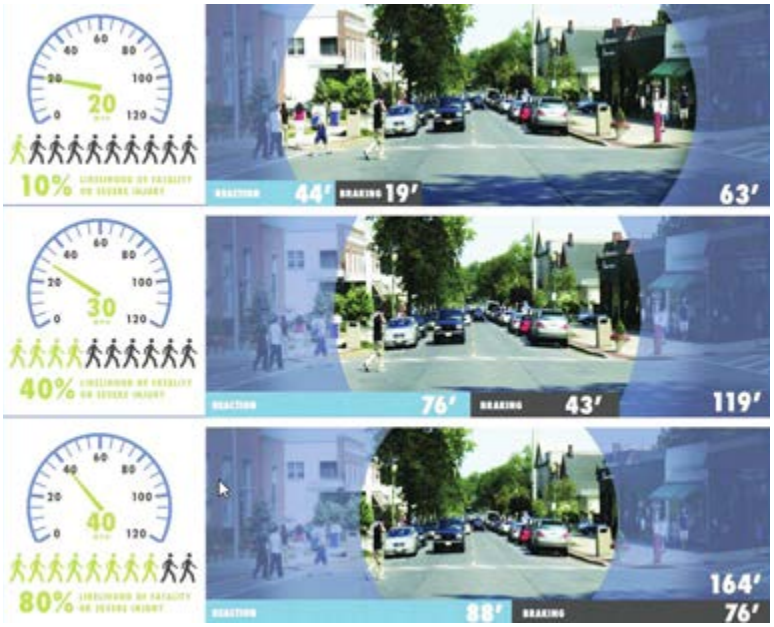
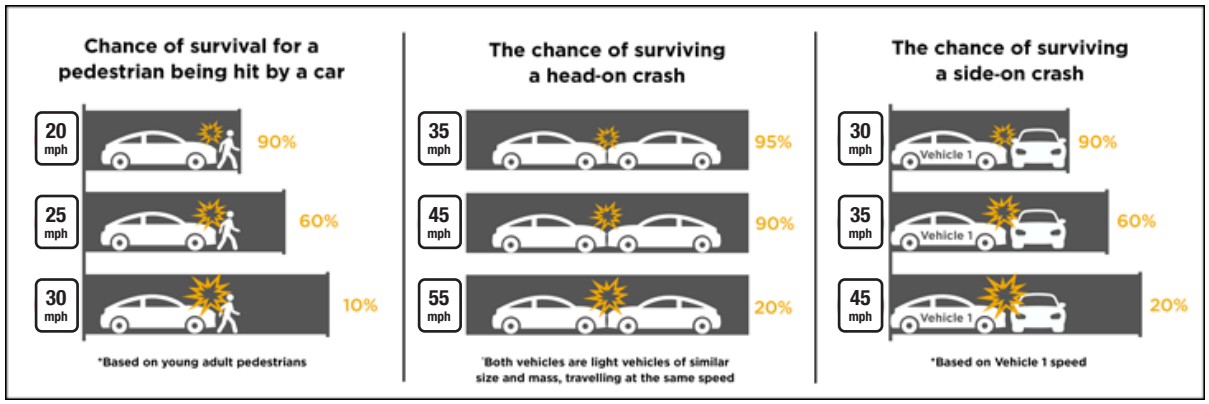


Figure 8.5: Braking Speed Reaction



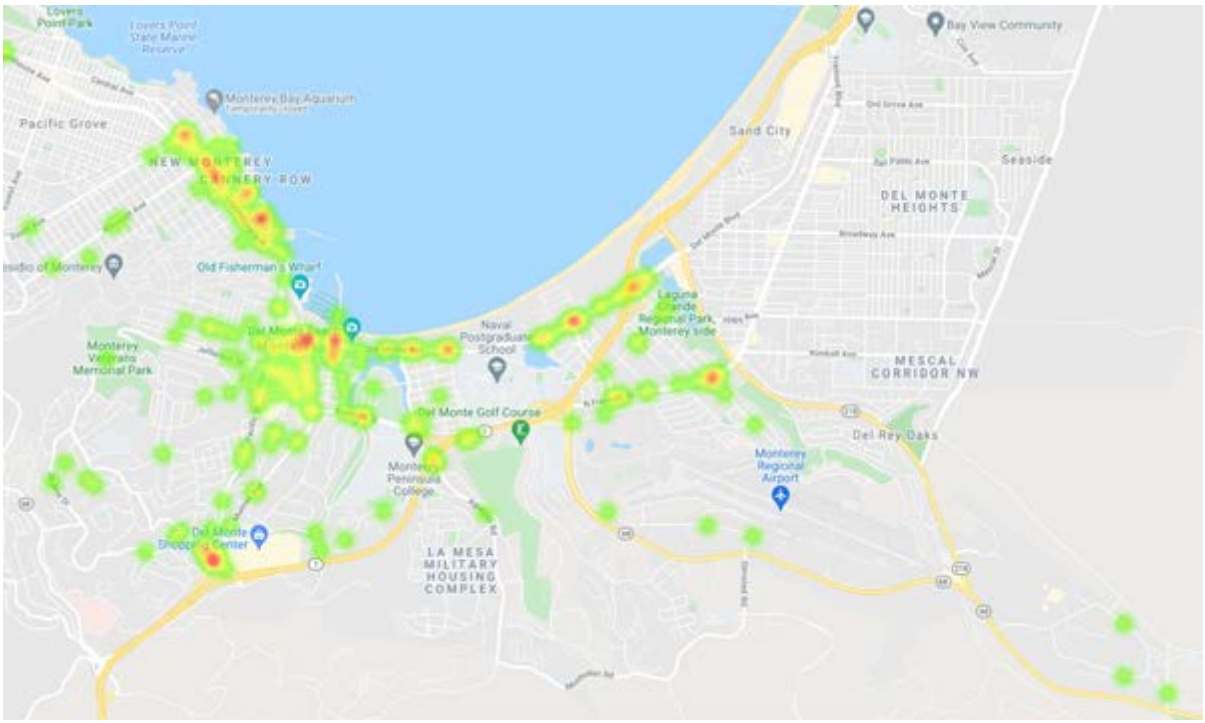
Source: National Road Safety Strategy AU

Table 8.1: Collision Types

Contributing Collision Factor	Typical Causes	Principal Strategy	Supporting Strategies
User Inexperience	New/beginning driver; driver/user in novel traffic situation; user traveling by a means in which they are inexperienced; children using the streets as pedestrians or bicyclists.	Education	Enforcement, Engineering, Planning
Street Design and Operations	Lack of access control, unclear as to who has the right of way; limited visibility; faded striping/signage; lack of ped or bike facilities.	Engineering	Enforcement, Education, Planning
Inadvertent Distraction	Driving when tired; driver lulled by roadway conditions; sudden surprise from unanticipated distractions; medical causes.	Education	Enforcement, Engineering, Planning
Intentional Disregard of Safety, High-Risk Behavior	Speeding; unsafe turning speeds; driver under the influence; texting; phone use by driver, pedestrians, and bicyclists.	Enforcement	Engineering, Education

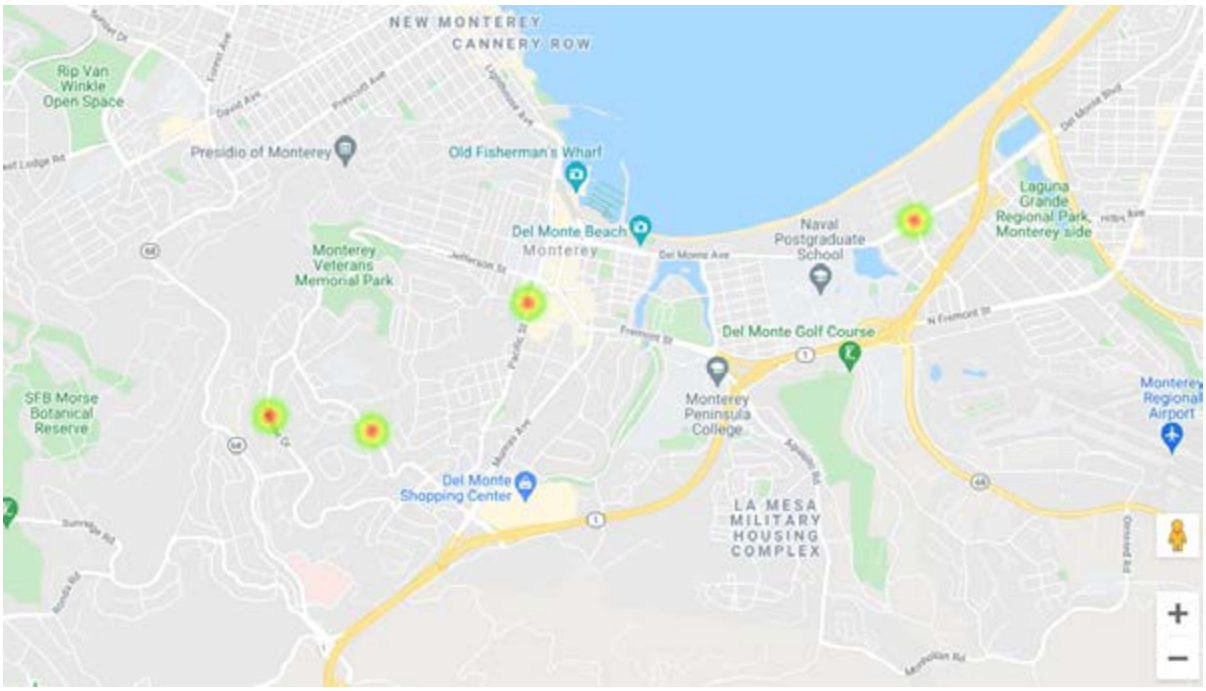
8.3.3: Collision Data

Figure 8.6: Injury Collison Density Map of City of Monterey, 2015 - 2019:



Source: TIMS – Note that the graphic indicates relative accident occurrence by approximate location only for all visible or serious injury collisions.

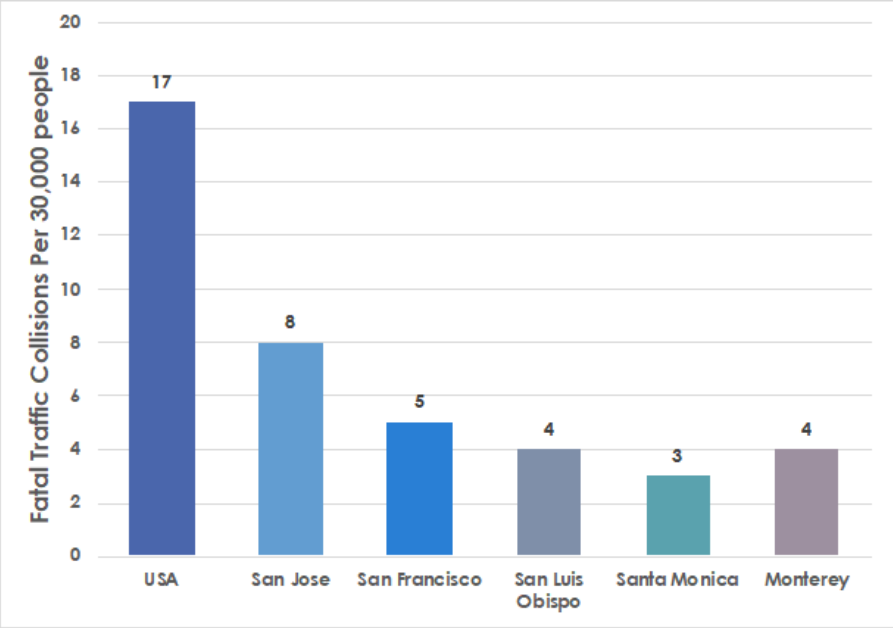
Figure 8.6: Fatal Collison Density Map of City of Monterey, 2015 - 2019:



Source: TIMS – Note that the graphic indicates relative accident occurrence by approximate location only for all fatal collisions.

For comparison purposes, the City of Monterey's fatal collisions per 30,000 people is shown on the graph below in comparison to the United States, San Francisco, San Jose, San Luis Obispo and Santa Monica. A comparison was created base on 30,000 people, rather than the often used 100,000 people, is that 30,000 is a close approximate to the City of Monterey's Population.

Figure 8.7: Fatal Traffic Collisions per 30,000 people, 2015 - 2019:



Source: US Census Bureau, FARS, TIMS, 2015-2019

Table 8.2: Collision Data

Data Category	New Data	
Fatal and Severe Injury Collision Summary	• 4 fatal collisions • 38 severe injury collisions	
Collisions involving people walking	• 1/1/2015 – 12/31/2019 • 1 fatal collision	• 8 severe injury collisions • 39 collisions with visible injury
Collisions involving people biking	• 1/1/2015 – 12/31/2019 • no fatal collisions	• 8 severe injury collisions • 51 collisions with visible injury
Severe Injury Collisions	• 1/1/2015 – 12/31/2019 • 38 total collisions	• Collision Types » 22 vehicle collisions » 8 pedestrian collisions » 8 bicycle collisions
Fatal Collisions	• 1/1/2015 – 12/31/2019 • 4 Total collisions • Collision Types » 3 vehicle collisions » 1 pedestrian collisions » 0 bicycle collisions	• Primary Collision Factors for the fatal collisions include: » 1 DUI, » 1 Improper Turning, » 1 Pedestrian Right of Way, and » 1 Unsafe Speed related collision

Source: TIMS

8.4: IMPLEMENTATION

The Monterey City Council passed a resolution endorsing Vision Zero on July 2017. A Vision Zero task force was set up to engage all city departments in drafting a Vision Zero Action Plan.

The 2017 Action Plan set up a Vision Zero strategy consisting of the 5 E's: Enforcement, Education, Encouragement, Engineering, and Evaluation.

8.4.1: Realizing Vision Zero

Vision Zero establishes a coordinated commitment, approach, and effort toward safety from all city departments. Everyone who lives, works, or visits Monterey has the responsibility to improve safety because no loss of life due to road crashes is acceptable or inevitable.

Design Streets for Everyone

Pursue projects to address safety issues, enhance safety measures, and use innovative safety designs for all road users. Complete Streets principles are incorporated during the planning stage of development.

Teach to Travel Together

Road users are responsible for following the rules of the road. Education is proactive and can have long-lasting changes that save lives and ensure mobility for all.

Enforce Safe Behavior

Enforcement plays a significant role in encouraging good behaviors through consistent enforcement of safety laws. Enforcement is a necessary tool to prevent high-risk roadway behaviors and remind us that these rules are not optional, but mandatory and very necessary.

Evaluation

Collect and analyze collision data to monitor the impact of the multiple strategies and overall progress towards the Vision Zero goal.

Source: Fort Lauderdale Vision Zero Quick Guide

8.4.2: City Vision

8.4.2.1: Strategy

- Establish a coordinated commitment to safety from all city departments.
- Use a data-driven approach for all safety efforts.
- Facilitate interaction between city departments and avoid duplicating efforts by using shared communications, evaluation, and data collection protocols.
- Seek opportunities to coordinate safety improvements and programs across departments.
- Acknowledge the majority of road crashes can be prevented.
- Promote self-enforcing conditions/solutions.
- All city departments promote existing safety events, projects, programs, and success stories and look for as many outreach opportunities as possible with available resources.
- Collaborate with Monterey Peninsula Unified School District (MPUSD) regularly to encourage safe walking and biking.
- Participate in regional Safe Routes to School Task Force.
- Look for opportunities for a regional Vision Zero strategy.
- Research and procure funding to sustain safety programs.

8.4.2.2: Design Streets for Everyone

Table 8.3: Design Streets Strategies

Strategy	Supporting Departments
Evaluate high severity, high incidence location and collision factors. Collaborate to address safety issues through enforcement and/or safety measures.	• Police • Public Works
Review projects and plans for safety and access. Look for opportunities to enhance safety.	• Public Works • Police • Fire • Planning
Incorporate "Complete Streets" principles in projects.	• Public Works • Planning
Use existing tools but also draw upon worldwide best practices in roadway improvement and enforcement strategies.	• Police • Public Works
Use street resurfacing as an opportunity to implement low cost changes and increase road safety through striping.	• Public Works • Planning
Implement safety projects under the Neighborhood and Community Improvement Program (NCIP).	• Public Works • Planning
Implement Safe Routes to School (SRTS) safety projects, programs, and participate in SRTS Countywide Task Force.	• Public Works • Police • Planning
Adopt crosswalk guidelines to upgrade and/or eliminate crosswalks based on safety.	• Public Works • Planning • CAO

Table 8.4: Strategies for New Development

Strategies for New Development	Supporting Departments
Integrate land use and circulation elements in Specific Plans to support walkable, bikeable, transit-oriented neighborhoods (high-density, mixed-use, active transportation).	• Planning
Include Vision Zero goal in near term and long-term planning documents.	• Planning
Examine development projects to determine impact on safety and access for pedestrians and bicyclists.	• Public Works • Planning
Look for opportunities to incorporate safety and access improvements for pedestrian and bicyclists in development projects.	• Police • Public Works • Police • Fire
Update plans and guidelines for bike and pedestrian circulation as new technology and standards become available.	• Public Works • Planning

Monterey, CA- Source: Kimley-Horn

9 IMPLEMENTATION

9.1: FUNDING

The following is a table of potential funding sources for the complete streets, multimodal and safety projects included in the City CIP and this document.

Table 9.1: Potential Funding Sources: 2018-2035

FUNDING SOURCES	Roadway Improvements	Intersection Improvements	Education and Enforcement
LOCAL SOURCES			
Non-Profit, Member Fees, Private Donations			$
Measure X Transportation Safety & Investment Plan	$	$	$
Measure P/S (Road Repair, ADA Improvements, Sidewalk Repairs)	$	$	
AB2766 (Competitive)		$	
SB1 Road Maintenance and Rehabilitation Account- Local Gas Tax (Formula)	$	$	
Regional Surface Transportation Program	$	$	

FUNDING SOURCES	Roadway Improvements	Intersection Improvements	Education and Enforcement
STATE SOURCES			
State Transportation Improvement Program (Formula)	$	$	
SB 1 Gas Tax	$	$	
SB1 Local Partnership Program (Formula)	$	$	
SB1 Local Partnership Program (Competitive)	$	$	
SB1 Solutions for Congested Corridors (Competitive)	$		
Active Transportation Program			$
Public Utilities Commission	$	$	
Future State Discretionary Programs	$	$	$
SB1 Trade Corridor Enhancement Program (Competitive)	$		
State Highway Operations and Protection Program (SHOPP)	$	$	
Highway Safety Improvement Program (Competitive)	$	$	
FEDERAL SOURCES			
Surface Transportation Block Grant (Formula)	$	$	
BUILD (Competitive)	$	$	
Urbanized Area Formula Program	$	$	
Nonurbanized Area Formula Program	$	$	
Elderly & Person with Disabilities Formula Program			$
Section 5337 - State of Good Repair	$	$	

9.2: IMPLEMENTATION

The City has developed a project list, shown in **Appendix A** , for potential future projects as referenced in the Bicycles and Pedestrians Chapter. These projects were identified through public input throughout the years, prior multimodal plans, Specific Plans, other transportation planning documents, and proposed Neighborhood and Community Improvement Program (NCIP) projects.

Appendix A: City of Monterey MultiModal Plan Project List.

Projects	Bicycle Projects											Pedestrian Projects							Safe Routes to School
	Bicycle Facilities				Intersection Improvements	Bicycle Features/Amenities						Pedestrian Facilities		Pedestrian Crossings					
	Class I	Class II	Class III	Class IV		ContraFlow Lanes	CrossBikes	Protected Intersection	Wayfinding	Bicycle Detection	Bicycle Boxes	Sidewalks	DG Path	Curb Ramp, Curb Extension, & Crosswalk Improvements	Pedestrian Signals	Pedestrian Hybrid Beacon	Rectangular Rapid Flashing Beacons	Wayfinding	
Laine St Bicycle Boulevard			X						X										X
Hoffman Ave Bicycle Boulevard			X						X										
Reeside Ave Bicycle Facilities		X	X		X														
Wave St Bicycle Boulevard			X						X										
Hawthorne Ave Bicycle Boulevard			X						X										
Private Bolio St & Lighthouse Ave Bicycle & Pedestrian Connection					X		X					X		X					
Del Monte Ave/Washington St Bicycle & Pedestrian Improvement					X		X				X								
Downtown Bicycle Boulevard (Third St – Pearl St – Jefferson St)			X	X	X	X			X		X								
Alvarado Mall Bicycle & Pedestrian Improvements	X																		
Pacific St Bicycle Route			X		X				X										
Bicycle & Pedestrian Plaza along Wharf I to Wharf II	X																		
Van Buren St/ Artillery St Bicycle & Pedestrian Connection	X																		
Figueroa St Bicycle Lanes		X			X						X								
El Dorado St Intersection Improvement					X														
Casa Verde Way/ Del Monte Avenue Recreational Trail & Intersection Improvement					X									X					X
Casanova Ave Bicycle Boulevard			X																
Airport Rd Bicycle Boulevard			X																
Casa Verde Way Bicycle Facilities		X	X																X
English Ave Bicycle Boulevard			X																
Glenwood Cir Bicycle Boulevard			X						X										
Iris Canyon Rd Bicycle Boulevard			X						X										
Soledad Dr Bicycle Lanes		X			X		X		X		X								
Barnet Segal Ln Bicycle Lanes		X							X										
Viejo Rd Bicycle Lanes	X	X			X														
Mark Thomas Dr/ Fairground Rd Bicycle Lanes	X	X			X		X		X										
Garden Rd Bicycle Lanes				X	X				X		X								
North Fremont Gap Closure Project	X																		
Citywide ADA Curb Ramps														X	X				X
Traffic System, Pedestrian and Bike Upgrades Citywide										X					X				X
Citywide Wayfinding Sign Program, Phase II									X									X	
Recreational Trail Crossing Improvements *(English Ave, Sloat Ave, Park Ave, Camino Aguajito, Camino El Estero, Figueroa Ave, David Ave, Prescott Ave, Hoffman Ave, Wave St, Drake Ave, Reeside Ave, Cannery Row)*					X									X					

**Note: Class I facilities are both Pedestrian and Bicycle Facilities*