

RESOLUTION NO. 2019-119

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
RECEIVING PRESENTATION AND PROVIDING INPUT ON THE DRAFT
SAFE ROUTES TO SCHOOLS PLAN RELATED TO COMMUNITY GOALS,
PLAN RECOMMENDATIONS, AND POP-UP RESULTS

WHEREAS, the local schools within the community frequently experience traffic congestion during morning commute hours. The level of traffic makes it difficult for students to bike or walk to school. Although improvements are needed, there is a lack of a cohesive plan and funding to improve traffic and remove barriers to walking and bicycling near schools; and

WHEREAS, the Transportation Agency for Monterey County (TAMC) has entered into a partnership with The City of Marina, the City of Seaside, Ecology Action and the Monterey County Health Department to conduct a safe walking and bicycling to school study. The study is funded by a Caltrans Sustainable Communities program grant; and

WHEREAS, the study will identify barriers to safe, convenient transportation and guide future improvements around 5 schools in Marina and 10 schools in Seaside to help address school-based traffic congestion and improve student health by fostering increased biking, walking, and carpooling. The study will do the following to promote statewide transportation goals: Gather collision, student residence, parent perception, and form of transportation data; Identify needs and barriers to walking, bicycling, and carpooling; Develop a prioritized list of infrastructure and non-infrastructure recommendations; and Develop an online resource for Safe Routes to School programs and projects; and

WHEREAS, a pop-up demonstration was held on Carmel Avenue near Marina Vista and Crumpton Elementary Schools from May 14th through May 30th. The demonstration included temporary curb extensions at the intersections of Carmel Avenue and Nicklas Lane, Pleasant Circle, California Avenue, Carmelo Circle, and Lynscott Drive, as well as a temporary crosswalk at the intersection of Carmel Avenue and Nicklas Lane; and

WHEREAS, the planning team coordinated with school administration at Marina Vista Elementary School and J.C. Crumpton Elementary School and Monterey Peninsula Unified School District staff to communicate with parents and the school community about the temporary improvements. Surveys were distributed to parents, neighbors and the larger community to gauge community response to the demonstrations; and

WHEREAS, the Safe Routes to Schools planning team seeks City Council input on the following elements of the Draft Safe Routes to Schools Plan: collision reduction and mode shift goals, project recommendations, and pop-up demonstration results.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Marina does hereby receive a presentation and provides comments on the following:

- 1) Draft community goals for collision reduction and student mode shift,
- 2) Project recommendations for Marina schools, and
- 3) Findings from the Safe Streets Demonstration that was held on Carmel Avenue in May 2019.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Marina, duly held on the 5th day of November 2019 by the following vote:

AYES, COUNCIL MEMBERS: Berkley, Urrutia, O'Connell, Morton, Delgado

NOES, COUNCIL MEMBERS: None

ABSENT, COUNCIL MEMBERS: None

ABSTAIN, COUNCIL MEMBERS: None

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

EXHIBIT A TO STAFF REPORT

CRUMPTON ELEMENTARY			
Location	Recommendation	Notes	Time Frame (Short/Medium/ Long term)
Carmel Avenue at Lynscott Drive	Install curb extensions on northern corners of intersection. Upgrade crosswalks to high visibility		Medium
School drop-off loop entrance	Reconfigure dropoff loop so that entrance aligns with Carmelo Circle intersection. Install ADA-compliant curb ramps at driveway entrance.	Alternate recommendation per District project: if possible, align staff parking lot entrance with Carmelo Circle intersection.	Long
School drop-off loop exit	Install ADA-compliant ramps and DO NOT ENTER signs at driveway exit		Medium
Carmel Avenue at California Avenue	Study options to install roundabout or curb extensions on all corners of intersection. Reduce to one vehicle lane for each leg of the intersection.		Long
Carmel Avenue at Carmelo Circle	Install curb extensions on all crosswalk legs. Upgrade crosswalks to high visibility	To be installed by City in fall 2019	Short
Carmel Avenue between school drop-off loop entrance and exit	Remove bushes and replace with wider sidewalk to allow for drop off on street	May be redundant if District project is completed.	Medium
School drop-off loop landscaping	Install ADA-compliant pathway from street to ADA crosswalk in drop-off loop. May require removal of handicapped parking spaces - look into relocating.	May be redundant if District project is completed.	Medium
Epiphany Lutheran & Episcopal Church	Encourage church as formal drop-off location		Short
Lynscott Drive between Reservation Road and Carmel Avenue	Study feasibility of Safe Routes to Schools Connector treatments		Medium
Salinas Avenue between Reservation Road and Carmel Avenue	Add Class I facility as part of future reconstruction project.	As identified in the 2018 TAMC Active Transportation Plan	Long
Phillips Circle	Install accessible ramp at entrance to path to school		Medium

LOS ARBOLES MIDDLE SCHOOL			
Location	Recommendation	Notes	Time Frame (Short/Medium /Long term)
Path between campus and Reindollar Avenue	Expand and repair pathway to the west of tennis courts.		Medium
School driveway exit	Upgrade crosswalk to high visibility. Install ADA-compliant curb ramp on western crosswalk leg.		Medium
School driveway entrance	Install curb extensions to shorten crossing distance and install high-visibility crosswalk. Move gate closer to Hillcrest to prevent dropoff in driveway		Medium
Hillcrest Avenue between school driveway entrance and exit	Install ADA-compliant and high-visibility raised crossing with rectangular rapid flashing beacon. Install curb extensions on either side of new crosswalk.		Medium
Zanetta Drive at Hillcrest Avenue	Install curb extensions. Upgrade crosswalks to high visibility		Short
Vaughan Avenue at Hillcrest Avenue	Install curb extensions. Upgrade crosswalks to high visibility		Medium
School	Upgrade bike racks and move onto campus		Short
Hillcrest Avenue west of school driveway entrance	Shorten bus drop-off area to create more space for parent dropoff	Maintain 80-100' for bus dropoff	Short
Talcott Avenue at Reindollar Avenue	Install curb extensions. Upgrade crosswalk to high visibility		Medium
Zanetta Drive at Reindollar Avenue	Install curb extensions. Install high-visibility crosswalks across Zanetta Drive and at least one across Reindollar Avenue		Medium
Vaughan Avenue between Carmel Avenue and Reindollar Avenue	Study feasibility of Safe Routes to Schools Corridor treatments		Medium
Zanetta between Reindollar and Hillcrest	Fill sidewalk gaps	As identified in TAMC Active Transportation Plan	Long

MARINA HIGH SCHOOL			
Location	Recommendation	Notes	Time Frame (Short/Medium /Long term)
Reindollar Avenue between Crescent Street and Vaughan Avenue	Install sidewalk on north side of street		Long
Reindollar Avenue between Vera Lane and Vaughan Avenue	Fill sidewalk gaps on south side of the street		Long
School driveway entrance from Patton Parkway	Convert crosswalk to high visibility		Short
School parking lot near entrance from Patton Parkway	Install sidewalk to close gap between crosswalk and existing sidewalk		Medium
Patton Parkway at Crescent Street	Remove crosswalk across Patton Parkway. Upgrade crosswalk across Crescent to high visibility	Stop sign has been installed on Patton Parkway for westbound traffic.	Short
California at Marina Heights Drive	Install high-visibility crossing across California		Short
3rd and Imjin	Include high visibility crosswalks and curb extensions in future signal project.		Medium
Grant Street pathway	Open gate to allow access. Install pedestrian lighting along pathway		Medium
California at Reindollar	Install high-visibility crossing across California and one leg of Reindollar. Consider curb extensions to shorten crossing distance.		Medium

MARINA VISTA ELEMENTARY		
Location	Recommendation	Time Frame (Short/Medium/ Long term)
Bus drop-off area on Carmel Avenue	Move to east of western crosswalk at Pleasant Circle/Carmel Avenue intersection	Medium
Carmel Avenue at Pleasant Circle	Install curb extensions and upgrade crosswalk across Pleasant Circle to high-visibility. Remove eastern crosswalk across Carmel to allow bus dropoff closer to school. Install gate into school campus adjacent to bus dropoff area. Install wider sidewalk on north side of Carmel east of Pleasant Circle.	Medium
Carmel Avenue at Everett Circle	Install curb extensions and upgrade crosswalk across Everett Circle to high-visibility	Medium
Carmel Avenue at Nicklas Lane	Install high-visibility crosswalk across Nicklas Lane. Install high-visibility raised crosswalk with RRFB across Carmel Avenue on eastern side of Nicklas. Align new crosswalk with existing crosswalk in school parking lot if possible.	Medium
Carmel Avenue at Redwood Drive	Install curb extensions on all four corners of intersection. Reduce to one vehicle lane for each leg of intersection.	Medium
Carmel Avenue at Vaughan Avenue	Install curb extensions and install high-visibility crosswalk across Vaughan Avenue	Medium
Carmel Avenue between sidewalk end and school driveway entrance	Install ADA-compliant ramp into school parking lot. Close parking spaces on western side of school by staff parking entrance. Install high-visibility raised crosswalk from ramp to sidewalk in front of school. Locate crosswalk so as to minimize conflict with staff entering staff parking lot.	Medium
Carmel Avenue between sidewalk end and school driveway exit	Convert landscaping to sidewalk	Medium
Nicklas Lane	Install missing sidewalk	Long

School driveway exit	Install curb extensions on both sides of driveway to prevent drivers from parking in existing red zone and narrow driveway. Move existing stop sign to Pleasant Circle intersection and install Keep Clear markings across school driveway.	Medium
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OLSON ELEMENTARY			
Location	Recommendation	Notes	Time Frame (Short/Medium/ Long term)
Beach Road at Melanie Road	Install curb extensions on all legs of crosswalk. Upgrade crosswalks to high-visibility		Medium
School drop-off loop	Reconfigure to have two drop-off lanes with center sidewalk space	Use Marshall Elementary as an example	Long
Mid-block crossing on Beach Road in front of school	Move crossing east of school driveway, avoiding residential driveway. Upgrade to raised crosswalk and install rectangular rapid flashing beacons	Remove in-pavement flashers	Medium
School campus east of Melanie Road	Install gate into school campus adjacent to bus drop-off area		Medium
Beach Road at Fitzgerald Circle	Install curb extensions. Consider high-visibility raised crosswalk across Beach Road		Medium
Beach Road at Villa Circle	Install curb extensions and high-visibility crosswalk across Villa Circle		Medium
Beach Road between Cordoza and Del Monte Boulevard	Install Class I facility on north side of roadway.		Long
Beach Road between Del Monte and DeForest	Study feasibility of Safe Routes to Schools Corridor treatments	Future FORTAG trail segment will serve as route to school	Medium
Beach Road at DeForest Road	Study options for curb extension or median at northwest corner of intersection to slow right-turning traffic		Medium
Melanie Road at Susan Avenue	Install curb extensions and high-visibility crosswalk across Susan Avenue. Consider drainage on south side of intersection in design.		Medium
North side of Beach Road between school grounds and trail	Include sidewalk and path as part of future development		Long
Melanie Road between Beach Road and Peninsula Drive	Study feasibility of Safe Routes to Schools Connector treatments		Medium
Beach Road between Del Monte and Fitzgerald	Fill sidewalk gaps	As identified in TAMC Active Transportation Plan	Long
Marina United Methodist Church	Work with church to explore parking lot as alternate drop-off area		Short
Michael Drive at McCulloch Circle	Install high-visibility crosswalk at south leg of intersection. Consider curb extension on east end of crosswalk. Install curb extension on west end of crosswalk.		Medium

CITYWIDE RECOMMENDATIONS			
Location	Recommendation	Notes	Time Frame (Short/Medium/ Long term)
All schools	Install Secure Bike Parking		Short
All schools	Change speed limits to 15 mph around schools		Short
All schools	Conduct comprehensive school signage inventory and install missing signage. Ensure that sign placement maintains ADA access on sidewalks.		Short
All schools	Review ADA accessibility guidelines and construct accessible paths between public right-of-way and school entrances where needed		Long
California Ave between Windsor Court and Tamara Court	Install Class IV separated bikeway. If infeasible, install Class II bike lanes	Would require parking removal or removal of center turn lane north of Carmel Avenue. Would require removal of left turn pockets south of Carmel Avenue.	Medium
Carmel Avenue	Improve lighting and install missing sidewalks. Widen sidewalks as feasible. Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools		Long
Carmel Avenue at Crescent Avenue	Install curb extension at northwest corner of intersection to slow right turns.		Medium
De Forest Road	Study feasibility of Safe Routes to Schools Connector treatments, especially near schools		Medium
DeForest Road at Reservation	Study intersection improvements including high visibility crosswalks, pedestrian refuge islands, and leading pedestrian intervals.	This intersection serves the Transit Center and students traveling to the middle and high schools	Medium
Del Monte Boulevard at Palm Avenue	Conduct collision analysis to identify bicycle and pedestrian crossing improvements		Medium
Hillcrest Avenue	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools		Medium
Patton Parkway between Patton Parkway and Del Monte	Install Class I or Class II bike facility as part of Patton Parkway Extension project	As identified in the 2018 TAMC Active Transportation Plan	Long
Reindollar (California to Eddy, Vera to Vaughn, Del Monte to Sunset)	Fill sidewalk gaps	As identified in the 2018 TAMC Active Transportation Plan	Long
Reindollar Avenue + Bostwick Avenue + Bayer Street	Study feasibility of Safe Routes to Schools Connector treatments, especially near schools		Medium
Palm Avenue between Lake Drive and Marina Drive	Fill sidewalk gaps		Long

Cordoza Avenue	Study feasibility of Safe Routes to Schools Connector treatments		Medium
Crescent Street + Avenue	Study feasibility of traffic calming measures and Safe Routes to Schools Connector treatments		Medium
Zanetta Drive	Study feasibility of Safe Routes to Schools Connector treatments		Medium
Vaughn Avenue	Study feasibility of Safe Routes to Schools Connector treatments		Medium
California Avenue	Study feasibility of Safe Routes to Schools Connector treatments		Medium

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of November 5, 2019

**CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2019-,
RECEIVING PRESENTATION AND PROVIDING INPUT ON THE DRAFT
SAFE ROUTES TO SCHOOLS PLAN RELATED TO COMMUNITY
GOALS, PLAN RECOMMENDATIONS, AND POP-UP RESULTS**

REQUEST:

It is requested that the City Council consider:

- (1) Adopting Resolution No. 2019-, receiving a presentation and providing input on the draft Safe Routes to Schools Plan related to community goals, plan recommendations, and pop-up results.

BACKGROUND:

The local schools within the community frequently experience traffic congestion during morning commute hours. The level of traffic makes it difficult for students to bike or walk to school. Although improvements are needed, there is a lack of a cohesive plan and funding to improve traffic and remove barriers to walking and bicycling near schools.

The Transportation Agency for Monterey County (TAMC) has entered into a partnership with The City of Marina, the City of Seaside, Ecology Action and the Monterey County Health Department to conduct a safe walking and bicycling to school study. The study is funded by a Caltrans Sustainable Communities program grant.

The study will identify barriers to safe, convenient transportation and guide future improvements around 15 schools in Marina and Seaside to help address school-based traffic congestion and improve student health by fostering increased biking, walking, and carpooling. The study will do the following to promote statewide transportation goals:

- Gather collision, student residence, parent perception, and form of transportation data;
- Identify needs and barriers to walking, bicycling, and carpooling;
- Develop a prioritized list of infrastructure and non-infrastructure recommendations; and
- Develop an online resource for Safe Routes to School programs and projects.

A pop-up demonstration was held on Carmel Avenue near Marina Vista and Crumpton Elementary Schools from May 14th through May 30th. The demonstration included temporary curb extensions at the intersections of Carmel Avenue and Nicklas Lane, Pleasant Circle, California Avenue, Carmelo Circle, and Lynscott Drive, as well as a temporary crosswalk at the intersection of Carmel Avenue and Nicklas Lane.

The planning team coordinated with school administration at Marina Vista and Crumpton and Monterey Peninsula Unified School District staff to communicate with parents and the school community about the temporary improvements. Surveys were distributed to parents, neighbors and the larger community to gauge community response to the demonstrations.

At the regular meeting of October 17, 2019, the Public Works Commission adopted Resolution No. 2019-07, receiving a presentation on the Safe Routes to School plan recommendations and pop-up results. The Commission also provided the following comments for the Draft Community Goals:

- The Plan should have School-specific goals
- Collision data should be shown associated for each School plan.
- Make the correction in the infrastructure recommendations regarding the southwest corner of Deforest and Beach Road.
- The Plan needs more information on busing opportunities for students

ANALYSIS:

The Safe Routes to Schools Plan is a planning level document that will be used to inform logical grouping of recommendations for future grant applications and Capital Improvement Program budgets. The recommendations will help for the scope of work for engineering and construction level drawings with opportunities to make appropriate adjustments during the design process.

The Safe Routes to Schools planning team seeks Council input on the following elements of the Draft Safe Routes to Schools Plan:

1. Collision reduction and mode shift goals

Establishing goals for collision reduction and student mode shift is a requirement of the Caltrans active transportation planning process. The planning team seeks input from the City Council on the goals below.

- Collision Reduction: zero collisions involving bicyclists or pedestrians that result in injury or death.
- Mode Shift: 50% of children arrive to school by bus, carpool, bike, scooter, skateboard or walking.

2. Project recommendations

The recommendations included in **Exhibit A** include all five public schools in the City of Marina. Recommendations were established based on community input from the public meeting, walking audits, and comments sent through the project website. The planning team worked with Alta Planning + Design to establish infrastructure recommendations that respond to issues identified through community input.

The goal of the recommendations is to improve the safety and comfort of students and families walking and biking to school and to reduce school congestion by improving the efficiency of school drop-off and pick-up.

Infrastructure improvement recommendations are grouped by school with additional citywide recommendations. Recommendations are categorized as Short, Medium, and Long-Term improvements based upon project complexity. Short-term projects consist of lower cost traffic marking and signage. Medium-term projects entail changes to concrete curb and asphalt pavement grade and location that can be accomplished within the existing right-of-way. Long-term projects are projects that require acquisition of right-of-way which is above straightforward engineering design.

Infrastructure improvement recommendations are not listed in priority order. City Council will have to opportunity to identify priority recommendations to move forward into implementation during each budget cycle depending upon the needs of the community.

3. Pop-up demonstration

The planning team used a variety of methods to gather community input on the pop-up demonstration, including on-site outreach, sharing the survey link with parents via school and District communications and social media, and distributing surveys to neighbors. 173 surveys were received, and among respondents, 36% experienced the demonstration on foot, 8% were on bike, and 56% experienced the demonstration by car.

The majority of respondents who walked through the demonstration reported a very positive or positive experience with the curb extensions and crosswalk included in the demonstration. Among drivers, 61% reported a very positive or positive experience with the curb extensions, while 47% were very positive or positive about the crosswalk. Among bicyclists however, the response was more mixed. Of the 19 respondents who biked through the demonstration, 38% had a positive or very positive experience with the curb extensions, while 57% had a negative or very negative experience. 48% had a positive or very positive experience with the crosswalks and 48% had a negative or very negative experience. It is important to note that here the actual numbers are small – for example, 7 respondents had a very negative experience with the crosswalks, while 6 people had a very positive experience.

51% of respondents said that yes, they would like to see the temporary improvements made permanent, with 38% saying no and 11% undecided. 45% of respondents who drove through the demonstration reported that the temporary improvements made people walking or bicycling more visible.

The demonstration allowed the planning team to see the recommendations in action, and some changes were made to the recommendations as a result. For example, the area of the curb extensions at the intersection of Carmel Avenue and California Avenue was too large, causing conflicts for larger vehicles turning right. The geometry of the curb extensions would be adjusted during the design phase if this project were to be funded.

FISCAL IMPACT:

There is no fiscal impact to receiving the presentation and providing input. The Seaside and Marina Safe Walking and Bicycling to School Study is funded through a Sustainable Communities awarded to TAMC.

Possible future funding of projects identified in the final plan will be statewide competitive Active Transportation Program grants with matching funds being provided by TAMC Measure X or local funds approved by City Council.

CONCLUSION:

This request is submitted to the City Council for consideration and comments on:

- 1) Draft community goals for collision reduction and student mode shift,
- 2) Project recommendations for Marina schools, and
- 3) Findings from the Safe Streets Demonstration that was held on Carmel Avenue in May 2019.

Respectfully submitted,

Brian McMinn, P.E., P.L.S.
Public Works Director/City Engineer
City of Marina

REVIEWED/CONCUR:

Layne P. Long
City Manager
City of Marina