AGENDA

Tuesday, February 4, 2020

5:00 P.M. Closed Session
6:30 P.M. Open Session

REGULAR MEETING

CITY COUNCIL, AIRPORT COMMISSION, MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER SUSTAINABILITY AGENCY

Council Chambers
211 Hillcrest Avenue
Marina, California

VISION STATEMENT

Marina will grow and mature from a small town bedroom community to a small city which is diversified, vibrant and through positive relationships with regional agencies, self-sufficient. The City will develop in a way that insulates it from the negative impacts of urban sprawl to become a desirable residential and business community in a natural setting. **(Resolution No. 2006-112 - May 2, 2006)**

MISSION STATEMENT

The City Council will provide the leadership in protecting Marina's natural setting while developing the City in a way that provides a balance of housing, jobs and business opportunities that will result in a community characterized by a desirable quality of life, including recreation and cultural opportunities, a safe environment and an economic viability that supports a high level of municipal services and infrastructure. **(Resolution No. 2006-112 - May 2, 2006)**

1. CALL TO ORDER 

2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

   Lisa Berkley, Adam Urrutia, Frank O'Connell, Mayor Pro-Tem/Vice Chair, Gail Morton, Mayor/Chair Bruce C. Delgado

3. CLOSED SESSION: *As permitted by Government Code Section 54956 et seq., the (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency) may adjourn to a Closed or Executive Session to consider specific matters dealing with litigation, certain personnel matters, property negotiations or to confer with the City's Meyers-Milias-Brown Act representative.*

a. Conference with Legal Counsel, one case of existing litigation pursuant to paragraph (1) of subdivision (d) of CA Govt. Code Section 54956.9: (1) City of Marina and Marina Groundwater Sustainability Agency v. County of Monterey; Monterey County Board of Supervisors; County of Monterey Groundwater Sustainability Agency; California Department of Water Resources (DWR); and Director Karla Nemeth in her official capacity; Monterey County Superior Court Case No.19CV005270.

b. Conference with Legal Counsel, anticipated litigation - initiation of litigation pursuance to paragraph (4) of subdivision (d) of CA Govt. Code Section 54956.9 – three potential cases.

c. Conference with Legal Counsel, anticipated litigation - Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: one potential case

d. Real Property Negotiations

i. Property: Building 533, 721 Neeson Road, Marina, CA 93933
Negotiating Party: Skydive Monterey Bay, Inc.
Property Negotiator: City Manager and Eric Frost, Interim Finance Director
Terms: Price and Terms

6:30 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

4. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)

5. SPECIAL PRESENTATIONS:

a Recreation Announcements

6. SPECIAL ANNOUNCEMENTS AND COMMUNICATIONS FROM THE FLOOR**:** *Any member of the Public or the City Council may make an announcement of special events or meetings of interest as information to Council and Public. Any member of the public may comment on any matter within the City Council's jurisdiction which is not on the agenda. Please state your name for the record. Action will not be taken on an item that is not on the agenda. If it requires action, it will be referred to staff and/or placed on a future agenda. City Council members or City staff may briefly respond to statements made or questions posed as permitted by Government Code Section 54954.2. In order that all interested parties have an opportunity to speak, please limit comments to a maximum of four (4) minutes. Any member of the public may comment on any matter listed on this agenda at the time the matter is being considered by the City Council.*

7. CONSENT AGENDA FOR THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Background information has been provided to the Successor Agency of the former Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or the City Council may ask a question or make a comment about an agenda item and staff will provide a response. If discussion or a lengthy explanation is required, that item will be removed from the Consent Agenda for Successor Agency to the former Marina Redevelopment Agency and placed at the end of Other Action Items Successor Agency to the former Marina Redevelopment Agency.*

8. CONSENT AGENDA: *Background information has been provided to the City Council, Airport Commission, Marina Abrams B Non-Profit Corporation, and Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or the City Council may ask a question or make a comment about an agenda item and staff will provide a response. If discussion or a lengthy explanation is required, that item will be removed from the Consent Agenda and placed at the end of Other Action Items.*

   a. ACCOUNTS PAYABLE:

      (1) Accounts Payable Check Numbers 49244-94333, totaling $1,055,863.16
      Accounts Payable Successor Agency totaling $445.63
      Wire transfers: Checking and Payroll for December 2019, totaling $591,344.80

   b. MINUTES:

      (1) January 22, 2020, Regular City Council Meeting

   c. CLAIMS AGAINST THE CITY: None

   d. AWARD OF BID:

      (1) City Council consider adopting Resolution No. 2020-, awarding the Dunes Drive Footbridge Repair Project contract to Pride Industries One, Inc., approving the emergency allocation of $74,000 from general funds to finance the Dunes Drive Boardwalk Repair Project, authorizing the Finance Director to make necessary accounting and budgetary entries and authorizing City Manager to execute contract documents and all change orders on behalf of city subject to final review and approval by the City Attorney.

   e. CALL FOR BIDS: None

   f. ADOPTION OF RESOLUTIONS:

      (1) City Council consider adopting Resolution No. 2020-, ordering the City Engineer to prepare and to file a report related to maintenance of the Cypress Cove II Landscape Maintenance Assessment District for fiscal year 2020-2021.

      (2) City Council consider adopting Resolution No. 2020-, ordering the City Engineer to prepare and to file a report related to maintenance of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District for fiscal year 2020-2021.

      (3) City Council consider adopting Resolution No. 2020-, ordering the City Engineer to prepare and to file a report related to maintenance of the Seabreeze Landscape Maintenance Assessment District for fiscal year 2020-2021.

   g. APPROVAL OF AGREEMENTS

      (1) City Council consider adopting Resolution No. 2020-,approving a Public Improvement Agreement for Sea Haven Phase 3A between the City of Marina and the Contracting Parties of 104 Investments, LLC, Locans Investments, LLC, Wathen Castanos Peterson Homes, Inc., Wathen Castanos Peterson Coastal, LP, and Marina Developers, Inc., and; authorizing the City Manager to execute the Public Improvement Agreement on behalf of the City subject to final review and approval by the City Attorney.

(2) City Council/Agency Board consider adopting *Resolution No. 2020- and Resolution No. 2020- (NPC),* approving Amendment No. 1 to the Amended Management Agreement Between City of Marina, City of Marina Abrams B Non-Profit Corporation, and Alliance Communities Inc., for Abrams B Housing Area, and authorizing City Manager/Executive Director to execute Amendment No. 1 to the Amended Management Agreement on Behalf of the City and the Non-Profit Corporation subject to final review and approval by the City Attorney/Non-Profit Corporation Legal Counsel; and consider adopting *Resolution No. 2020- and Resolution No. 2020- (PPSC-NPC),* approving Amendment No. 1 to the Amended Management Agreement Between City of Marina, City of Marina Preston Park Sustainable Community Non-Profit Corporation, and Alliance Communities Inc., for Preston Park Housing Area, and; authorizing City Manager/Executive Director to execute Amendment No. 1 to the Amended Management Agreement on Behalf of the City and the Non-Profit Corporation subject to final review and approval by the City Attorney/Non-Profit Corporation Legal Counsel.

h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None

i. MAPS:

(1) City Council consider adopting Resolution No. 2020-, approving the Phase 3A Final Map for Sea Haven Development Project Subdivision and; authorizing the City Clerk to certify the Final Map on behalf of the City subject to final review and approval by the City Attorney.

j. REPORTS: (RECEIVE AND FILE):

(1) City consider receiving TAMC January 22, 2020 Board Highlights

k. FUNDING & BUDGET MATTERS: None

l. APPROVE ORDINANCES (WAIVE SECOND READING): None

m. APPROVE APPOINTMENTS:

(1) City Council consider appointing to Recreation and Cultural Services Commission: Elizabeth Lyman and Jeffrey Uchida. 2 Seats expiring February 2022.

(2) City Council consider appointing to Public Works Commission: Michael Owen. 1 of 3 seats expiring February 2022.

(3) City Council consider appointing to Planning Commission: Nancy Amadeo, David Bielsker and David Burnett. 3 Seats expiring February 2022

(4) City Council consider Appointing City Manager to Serve as an Alternate on the Transportation Agency for Monterey County Service Authority for Freeways Emergencies and Monterey County Regional Development Impact Fee Joint Powers Agency.

9. PUBLIC HEARINGS: None

10. OTHER ACTIONS ITEMS OF THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Action listed for each Agenda item is that which is requested by staff. The Successor Agency may, at its discretion, take action on any items. The public is invited to approach the podium to provide up to four (4) minutes of public comment.*

11. OTHER ACTION ITEMS: *Action listed for each Agenda item is that which is requested by staff. The City Council may, at its discretion, take action on any items. The public is invited to approach the podium to provide up to four (4) minutes of public comment.*

Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).

a. City Council consider Adopting Resolution No. 2020-, receiving a presentation and approving the final Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan.

12. COUNCIL & STAFF INFORMATIONAL REPORTS:

a. Monterey County Mayor's Association [Mayor Bruce Delgado]
b. Council and staff opportunity to ask a question for clarification or make a brief report on his or her own activities as permitted by Government Code Section 54954.2.

13. ADJOURNMENT:

CERTIFICATION

I, Anita Sharp, Deputy City Clerk, of the City of Marina, do hereby certify that a copy of the foregoing agenda was posted at City Hall and Council Chambers Bulletin Board at 211 Hillcrest Avenue, Monterey County Library Marina Branch at 190 Seaside Circle, City Bulletin Board at the corner of Reservation Road and Del Monte Boulevard on or before 6:30 p.m., Friday, January 31, 2020.

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ANITA SHARP, DEPUTY CITY CLERK

City Council, Airport Commission and Redevelopment Agency meetings are recorded on tape and available for public review and listening at the Office of the City Clerk and kept for a period of 90 days after the formal approval of MINUTES.

City Council meetings may be viewed live on the meeting night and at 12:30 p.m. and 3:00 p.m. on Cable Channel 25 on the Sunday following the Regular City Council meeting date. In addition, Council meetings can be viewed at 6:30 p.m. every Monday, Tuesday and Wednesday. For more information about viewing the Council Meetings on Channel 25, you may contact Access Monterey Peninsula directly at 831-333-1267.

Agenda items and staff reports are public record and are available for public review on the City's website (www.ciytofmarina.org), at the Monterey County Marina Library Branch at 190 Seaside Circle and at the Office of the City Clerk at 211 Hillcrest Avenue, Marina between the hours of 8:00 a.m. 5:00 p.m., on the Monday preceding the meeting.

Supplemental materials received after the close of the final agenda and through noon on the day of the scheduled meeting will be available for public review at the City Clerk's Office during regular office hours and in a 'Supplemental Binder' at the meeting.

Members of the public may receive the City Council, Airport Commission and Successor Agency of the Former Redevelopment Agency Agenda at a cost of $55 per year or by providing a self-addressed, stamped envelope to the City Clerk. The Agenda is also available at no cost via email by notifying the City Clerk at marina@cityofmarina.org

*ALL MEETINGS ARE OPEN TO THE PUBLIC. THE CITY OF MARINA DOES NOT DISCRIMINATE AGAINST PERSONS WITH DISABILITIES. Council Chambers are wheelchair accessible. meetings are broadcast on cable channel 25 and recordings of meetings can be provided upon request. to request assistive listening devices, sign language interpreters, readers, large print agendas or other accommodations, please call (831) 884-1278 or e-mail: marina@cityofmarina.org. requests must be made at least **48 hours** in advance of the meeting.*

Upcoming 2020 Meetings of the City Council, Airport Commission, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Community Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency and Marina Groundwater Sustainability Agency
Regular Meetings: 5:00 p.m. Closed Session;
6:30 p.m. Regular Open Sessions

***Wednesday**, February 19, 2020

Tuesday, March 3, 2020
Tuesday, March 17, 2020

Tuesday, April 7, 2020
Tuesday, April 21, 2020

Tuesday, May 5, 2020
Tuesday, May 19, 2020

Tuesday, June 2, 2020
Tuesday, June 16, 2020

Tuesday, July 7, 2020
Tuesday, July 21, 2020

**** Wednesday, August 5, 2020**
Tuesday, August 20, 2020

Tuesday, September 1, 2020
Tuesday, September 15, 2020

Tuesday, October 6, 2020
Tuesday, October 20, 2020

***** Wednesday, November 4, 2020**
Tuesday, November 17, 2020

Tuesday, December 1, 2020
Tuesday, December 15, 2020

* Regular Meeting rescheduled due to Monday Holiday

******Regular Meeting rescheduled due to National Night Out Event

*** Regular Meeting rescheduled due to General Election Day

NOTE: Regular Meeting dates may be rescheduled by City Council only.

Special City Council Meetings

February 28-29, 2020 – City Council/Staff Retreat

C I T Y H A L L 2 0 2 0 H O L I D A Y S
(City Hall Closed)

Presidents' Day---------- Monday, February 17, 2020
Memorial Day ----------Monday, May 25, 2020
Independence Day (City Offices Closed) ----------Friday, July 3, 2020
Labor Day----------Monday, September 7, 2020
Veterans Day ---------- Wednesday, November 11, 2020
Thanksgiving Day ---------- Thursday, November 26, 2020
Thanksgiving Break ----------Friday, November 27, 2020
Winter Break ----------Thursday, December 24, 2020-Thursday, December 31, 2020

2020 COMMISSION DATES

U p c o m i n g 2 0 2 0 M e e t i n g s o f D e s i g n R e v i e w B o a r d
3rd Wednesday of every month. Meetings are held at the Council Chambers at 6:30 P.M
** = Change in location due to conflict with Council meeting

February 19, 2020	May 20, 2020	September 16, 2020
March 18, 2020	June 17, 2020	October 21, 2020
April 15, 2020	July 15, 2020	November 18, 2020
	August 19, 2020	December 16, 2020

U p c o m i n g 2 0 2 0 M e e t i n g s o f E c o n o m i c D e v e l o p m e n t C o m m i s s i o n
3rd Thursday of every month. Meetings are held at the Council Chambers at 4:00 P.M.

February 20, 2020	May 21, 2020	September 17, 2020
March 19, 2020	June 18, 2020	October 15, 2020
April 16, 2020	July 16, 2020	November 19, 2020
	August 20, 2020	December 17, 2020 (Cancelled)

U p c o m i n g 2 0 2 0 M e e t i n g s o f P l a n n i n g C o m m i s s i o n
2nd and 4th Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

February 13, 2020	June 11, 2020	September 10, 2020
February 27, 2020	June 25, 2020	September 24, 2020
March 12, 2020	July 9, 2020	October 8, 2020
March 26, 2020	July 23, 2020	October 22, 2020
April 9, 2020	August 13, 2020	November 12, 2020
April 23, 2020	August 27, 2020	
May 14, 2020		December 10, 2020
May 28, 2020		

Upcoming 2020 Meetings of Public Works Commission
3rd Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

February 20, 2020	May 21, 2020	September 17, 2020
March 19, 2020	June 18, 2020	October 15, 2020
April 16, 2020	July 16, 2020	November 19, 2020
	August 20, 2020	December 17, 2020 (Cancelled)

Upcoming 2020 Meetings of Recreation & Cultural Services Commission
1st Wednesday of every quarter month. Meetings are held at the Council Chambers at 6:30 P.M.

March 4, 2020	June 3, 2020	September 2, 2020	December 2, 2020

Upcoming 2020 Meetings of Marina Tree Committee
2nd Wednesday of every quarter month as needed. Meetings are held at the Council Chambers at 6:30 P.M.

April 8, 2020	July 8, 2020	October 14, 2020

Marina, CA

AP Check Register 01-24-20

Bank Account: 905 - Chase - Checking
Batch Date: 01/24/2020

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 905 - Chase - Checking					
Check	01/24/2020	94244 Accounts Payable	Ace Hardware		20.74
	Invoice	Date	Description		Amount
	073133	01/10/2020	Outlet Strip & Extension Cords for Projector 1/10/20		20.74
Check	01/24/2020	94245 Accounts Payable	Ace Hardware		77.50
	Invoice	Date	Description		Amount
	073152	01/14/2020	Bldg & Grnd - material & supply		20.72
	073166	01/15/2020	Bolt cutter Ace		40.41
	073168	01/15/2020	Bulb Florence, hardware & lamp clamp		33.82
	073170	01/15/2020	Bulb Florence, hardware & lamp clamp - Returned		(17.45)
Check	01/24/2020	94246 Accounts Payable	Ace High Designs Inc.		75.99
	Invoice	Date	Description		Amount
	O1003146	01/14/2020	(2) Embroidery Shirts/Records 1/14/20		75.99
Check	01/24/2020	94247 Accounts Payable	Anita Kerezsi		1,875.00
	Invoice	Date	Description		Amount
	MARINA-20-1	01/10/2020	18-19 State Mandated Cost Claims		1,875.00
Check	01/24/2020	94248 Accounts Payable	Aramark Uniform Service		262.20
	Invoice	Date	Description		Amount
	760624143	01/15/2020	Uniform Service - Public Works Crew		63.40
	760624144	01/15/2020	Uniform Service - Public Works Crew		57.52
	760624145	01/15/2020	Uniform Service - Public Works Crew		80.54
	760624142	01/15/2020	Uniform Service - Public Works Crew		60.74
Check	01/24/2020	94249 Accounts Payable	AT & T		204.55
	Invoice	Date	Description		Amount
	01-13-20	01/13/2020	AT&T 831-582-9957		204.55
Check	01/24/2020	94250 Accounts Payable	AT & T		703.09
	Invoice	Date	Description		Amount
	000014192219	01/15/2020	CALNET3-9391023435 (237-267-6922)		181.54
	000014168575	01/13/2020	CALNET3-9391023436 (239-461-6578)		69.53
	000014192190	01/15/2020	CALNET3-9391023485 (884-2573)		21.03

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	000014192189	01/15/2020	CALNET3-9391023483 (884-0986)		21.03
	000014192195	01/15/2020	CALNET3-9391023490 (884-9568)		38.71
	000014192191	01/15/2020	CALNET3-9391023486 (884-9153)		21.03
	000014192185	01/15/2020	CALNET3-9391023479 (883-0919)		21.03
	000014192188	01/15/2020	CALNET3-9391023482 (884-0985)		21.03
	000014192196	01/15/2020	CALNET3-9391023491 (884-9654)		82.03
	000014192192	01/15/2020	CALNET3-9391023487 (884-9497)		21.03
	000014192184	01/15/2020	AT&T Billing/Southfield Office 12/15/19 - 1/14/20		40.41
	000014168612	01/13/2020	AT&T Billing/Radio Repeater 12/13/19 - 1/12/20		164.69
Check	01/24/2020	94251 Accounts Payable	Alexander Barton		721.84
	Invoice	Date	Description		Amount
	01-08-20	01/08/2020	A .Barton - Reimbursement CEQA Conf. Dec 2019		721.84
Check	01/24/2020	94252 Accounts Payable	Bay Area Polygraph		600.00
	Invoice	Date	Description		Amount
	957	01/16/2020	Polygraph (2) Record's Clerk 1/16/20		600.00
Check	01/24/2020	94253 Accounts Payable	Branch's Janitorial		2,886.35
	Invoice	Date	Description		Amount
	227859	12/19/2019	Janitorial Service - CH, Corp Yard, LA, Annex & CC		2,886.35
Check	01/24/2020	94254 Accounts Payable	California Department of Justice		130.00
	Invoice	Date	Description		Amount
	425090	01/06/2020	Live Scan Results/Police December 2019		130.00
Check	01/24/2020	94255 Accounts Payable	California Reserve Peace Officers		96.00
	Invoice	Date	Description		Amount
	1901303	01/11/2020	Membership/T.Melendy 1/11/20		96.00
Check	01/24/2020	94256 Accounts Payable	Carmel Roasters, Inc.		146.40
	Invoice	Date	Description		Amount
	58394	01/14/2020	FD Coffee		146.40
Check	01/24/2020	94257 Accounts Payable	City Of Salinas		9,300.00
	Invoice	Date	Description		Amount
	2020-00000130	01/09/2020	Animal Sheltering October thru December 2019		9,300.00

Marina, CA

AP Check Register 01-24-20

Bank Account: 905 - Chase - Checking
Batch Date: 01/24/2020

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	01/24/2020	94258	Accounts Payable	Civicplus		2,728.15
	Invoice		Date	Description		Amount
	194065_City		01/01/2020	City Website Hosting Services_City		2,728.15
Check	01/24/2020	94259	Accounts Payable	Anita Coley Heath		2,900.00
	Invoice		Date	Description		Amount
	898		01/21/2020	POST Background-NonSworn/C.Phillips 1/21/20		1,450.00
	903		01/21/2020	POST Background-NonSworn/K.Hirahara 1/21/20		1,450.00
Check	01/24/2020	94260	Accounts Payable	Cordico Psychological Corporation		800.00
	Invoice		Date	Description		Amount
	3900		11/06/2019	Pre-Employment Psych Evaluation		400.00
	4057		01/15/2020	Pre-Employment Psych Evaluation		400.00
Check	01/24/2020	94261	Accounts Payable	Della Mora Heating, Inc.		1,639.78
	Invoice		Date	Description		Amount
	13280		01/14/2020	Replaced heat exchanger screen - PS Bldg		1,639.78
Check	01/24/2020	94262	Accounts Payable	DFM Associates		57.90
	Invoice		Date	Description		Amount
	01-17-20		01/17/2020	2020 California Election Code Book		57.90
Check	01/24/2020	94263	Accounts Payable	Emergency Vehicle Specialists		206.19
	Invoice		Date	Description		Amount
	10632		12/09/2019	Patrol Vehicle 896 - Microphone Replacement		206.19
Check	01/24/2020	94264	Accounts Payable	First Alarm		231.69
	Invoice		Date	Description		Amount
	520454		01/15/2020	Alarm Monitoring - 327 Reindollar Ave		119.16
	518998		01/15/2020	Alarm Monitoring - 211 Hillcrest Ave - City Hall Feb-April 2020		112.53
Check	01/24/2020	94265	Accounts Payable	Gavilan Pest Control		77.00
	Invoice		Date	Description		Amount
	0128182		01/09/2020	Gavilan Pest Control - Comm Ctr		77.00
Check	01/24/2020	94266	Accounts Payable	Graniterock/Pavex Construction		858.70
	Invoice		Date	Description		Amount

AP Check Register 01-24-20

Bank Account: 905 - Chase - Checking
Batch Date: 01/24/2020

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	1216876	01/11/2020	Granite Patch 50 & Pallets		858.70
Check	01/24/2020	94267 Accounts Payable	Home Depot Credit Service		71.61
	Invoice	Date	Description		Amount
	01-16-20	01/16/2020	Strip light & light linkable		71.61
Check	01/24/2020	94268 Accounts Payable	League of California Cities		1,500.00
	Invoice	Date	Description		Amount
	2020 215	01/10/2020	2020 Annual Dues - Monterey County Mayors Assoc.		1,500.00
Check	01/24/2020	94269 Accounts Payable	Marina Coast Water District		2,249.86
	Invoice	Date	Description		Amount
	000056091 123119	12/31/2019	Water Billing/Training Center 11/30 thru 12/31/19		149.18
	000056051.123119	12/31/2019	Water Service_B533		225.35
	000056092.123119	12/31/2019	Water Service_B527		1,099.37
	000056093.123119	12/31/2019	Water Service_B529		234.18
	000056096.123119	12/31/2019	Water Service_B554		106.36
	000056097.123119	12/31/2019	Water Service_B507		435.42
Check	01/24/2020	94270 Accounts Payable	MNS Engineering, Inc.		1,852.50
	Invoice	Date	Description		Amount
	74076	12/18/2019	Del Monte Blvd & Patton Pkwy Ext Proj (11/01/19 - 11/30/19)		1,852.50
Check	01/24/2020	94271 Accounts Payable	Monterey Regional Waste Management District		2,548.14
	Invoice	Date	Description		Amount
	12-31-19	12/31/2019	Citywide -Dump Fees		2,548.14
Check	01/24/2020	94272 Accounts Payable	Monterey Tire Service		119.18
	Invoice	Date	Description		Amount
	1-93040	01/14/2020	F/S Destination LE - Unit 360		119.18
Check	01/24/2020	94273 Accounts Payable	MuttMitt - ZW USA Inc.		1,216.68
	Invoice	Date	Description		Amount
	317900	01/14/2020	Mutt Mitt		1,216.68
Check	01/24/2020	94274 Accounts Payable	Pacific Gas & Electric		161.31

Marina, CA

AP Check Register 01-24-20

Bank Account: 905 - Chase - Checking

Batch Date: 01/24/2020

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
	Invoice		Date	Description		Amount
	851-0.JAN20		01/15/2020	PG&E - 3440977851-0		161.31
Check	01/24/2020	94275	Accounts Payable	Peninsula Welding & Medical Supply		13.40
	Invoice		Date	Description		Amount
	195320		12/31/2019	Finance charge		0.50
	194993		12/31/2019	Non - liquid cylinders		12.90
Check	01/24/2020	94276	Accounts Payable	Quill Corporation		468.49
	Invoice		Date	Description		Amount
	3858428		01/09/2020	Office Supplies/Records 1/9/20		30.58
	3713777		01/03/2020	Office Supplies/Records 1/3/20		437.91
Check	01/24/2020	94277	Accounts Payable	Sentry Alarm Systems of America, Inc.		540.90
	Invoice		Date	Description		Amount
	2127145		01/15/2020	Burglar alarm System Monitoring/Training Center 2/1 thru 4/30/20		540.90
Check	01/24/2020	94278	Accounts Payable	Telemetrix		2,495.00
	Invoice		Date	Description		Amount
	3843		12/19/2019	Auto Access Gate #2 Repair at B533		2,495.00
Check	01/24/2020	94279	Accounts Payable	Verizon Wireless		369.44
	Invoice		Date	Description		Amount
	9845984433		01/10/2020	Monthly Verizon Bill-308174766		369.44
Check	01/24/2020	94280	Accounts Payable	Premier Access Insurance - Dept. 34114		259.00
	Invoice		Date	Description		Amount
	01-01-20		01/01/2020	Prem Access Adm Fee (01/2020)		259.00
EFT	01/24/2020	587	Accounts Payable	Richard B. Standridge	121042882 / 8312012522	5,937.50
	Invoice		Date	Description		Amount
	20-02		01/17/2020	Services 01-06/01-16-20		5,937.50
905 Chase - Checking Totals:				Transactions: 38		$46,402.08

Checks:	37	$40,464.58
EFTs:	1	$5,937.50

Marina, CA

AP Check Register 01-31-20

Bank Account: 905 - Chase - Checking

Batch Date: 01/31/2020

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 905 - Chase - Checking					
Check	01/31/2020	94281 Accounts Payable	Ace Hardware		19.63
	Invoice	Date	Description		Amount
	073121	01/09/2020	Batteries/Patrol 1/9/20		19.63
Check	01/31/2020	94282 Accounts Payable	Ace Hardware		1.74
	Invoice	Date	Description		Amount
	073222	01/21/2020	Key national		1.74
Check	01/31/2020	94283 Accounts Payable	Andersen's Lock & Safe, LLC		436.46
	Invoice	Date	Description		Amount
	39302	01/21/2020	Patrol Car Keys		43.65
	39303	01/21/2020	Patrol Car Keys		392.81
Check	01/31/2020	94284 Accounts Payable	ARC Document Solutions		290.82
	Invoice	Date	Description		Amount
	2264524	01/16/2020	ARC January 2020 Invoice		290.82
Check	01/31/2020	94285 Accounts Payable	AT & T		415.05
	Invoice	Date	Description		Amount
	01-14-20	01/14/2020	AT&T Billing/Alarm, EOC & PEBST Equipment-Citywide 1/14/20		415.05
Check	01/31/2020	94286 Accounts Payable	Bear Electrical Solutions, Inc.		295.00
	Invoice	Date	Description		Amount
	9500	11/30/2019	Traffic Signal Maintenance - response		295.00
Check	01/31/2020	94287 Accounts Payable	Branch's Janitorial		4,294.47
	Invoice	Date	Description		Amount
	227872	01/23/2020	Janitorial Service-Police/Fire January 2020		2,235.00
	227874	01/23/2020	Custodial Services for January 2020		2,059.47
Check	01/31/2020	94288 Accounts Payable	California Building Standards Commission		155.70
	Invoice	Date	Description		Amount
	Q4 Oct-Dec 2019	01/24/2020	Q4 Oct-Dec 2019 Green Building Fees		155.70
Check	01/31/2020	94289 Accounts Payable	California Department of Conservation		375.19
	Invoice	Date	Description		Amount

AP Check Register 01-31-20

Bank Account: 905 - Chase - Checking
Batch Date: 01/31/2020

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
	Q4 Oct-Dec 2019		01/24/2020	Q4 Oct-Dec 2019 Strong Motion Fees		375.19
Check	01/31/2020	94290	Accounts Payable	California Department of Forestry and Fire Pr.		5,165.34
	Invoice		Date	Description		Amount
	0000001253915		12/17/2019	23 unit crew work - Patton Pkwy		5,165.34
Check	01/31/2020	94291	Accounts Payable	California Department of Transportation		95.36
	Invoice		Date	Description		Amount
	SL200511		01/14/2020	Singals & Lighting (Reservation Road) (10/01/19 - 12/31/19)		95.36
Check	01/31/2020	94292	Accounts Payable	California Dept. of Tax & Fee Administration		437.36
	Invoice		Date	Description		Amount
	12-31-19		12/21/2019	Underground Storage Tank Maint Fee (01/27/19 - 12/20/19)		437.36
Check	01/31/2020	94293	Accounts Payable	Campos Collision		2,232.00
	Invoice		Date	Description		Amount
	04-08-18		04/08/2019	Repairs to engine		843.00
	04-10-19		04/10/2019	Repairs to engine		1,389.00
Check	01/31/2020	94294	Accounts Payable	Carmel Fire Protection Associates		600.00
	Invoice		Date	Description		Amount
	120010		01/11/2020	Plan registration and inspection - 485 McKinley Drive		200.00
	120009		01/11/2020	Plan registration and inspection - 487 McKinley Drive		200.00
	120011		01/11/2020	Plan registration and inspection - 483 McKinley Drive		200.00
Check	01/31/2020	94295	Accounts Payable	Comcast		245.32
	Invoice		Date	Description		Amount
	01-14-20		01/14/2020	teen center tv & internet		245.32
Check	01/31/2020	94296	Accounts Payable	CSG Consultants		46,176.88
	Invoice		Date	Description		Amount
	28699		01/10/2020	Inspections by James Diaz and Eric Rodewald		522.50
	28609		01/10/2020	CSG Eng: Seabreeze LMD (12/01/19 - 12/27/19)		375.00
	28610		01/10/2020	CSG Eng - Locke Paddon CFD (12/01/19 - 12/27/19)		410.00
	28611		01/10/2020	CSG - Monterey Bay Est LMD (12/01/19 - 12/27/19)		500.00

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	28612	01/10/2020	CSG Eng: Cypress Cove LMD (12/01/19 - 12/27/19)		375.00
	28614	01/10/2020	CSG Eng: R46B Imjin Pkwy (12/01/19 - 12/27/19)		1,760.00
	28617	01/10/2020	CSG Eng: R5 2nd Ave Ext (#713) (12/01/19 - 12/27/19)		540.00
	28618	01/10/2020	CSG Eng: Permits/Development (12/01/19 - 12/27/19)		5,785.00
	28791	01/10/2020	CSG Eng: SH2 Sea Haven - Plan Ck-Construct (12/01/19 - 12/27/19)		2,630.00
	28631	01/10/2020	CSG Eng: Permits/Development (12/01/19 - 12/27/19)		160.00
	28623	01/10/2020	CSG Eng: Barracks Demo- Caretaker Proj (12/01/19 - 12/27/19)		1,920.00
	28619	01/10/2020	CSG Eng: Staff Augmentation (12/01/19 - 12/27/19)		5,840.00
	28620	01/10/2020	CSG Eng: RWQCB (12/01/19 - 12/27/19)		480.00
	28621	01/10/2020	FORA - Eng Service (12/01/19 - 12/27/19)		320.00
	28626	01/10/2020	CSG Eng: FAE CHISPA/Junsay Oaks (12/01/19 - 12/27/19)		1,625.00
	28630	01/10/2020	CSG Eng: SH3 Sea Haven - Plan Ck (12/01/19 - 12/27/19)		4,565.00
	28627	01/10/2020	CSG Eng: SH2 Sea Haven - Plan Ck (12/01/19 - 12/27/19)		160.00
	28629	01/10/2020	CSG Eng: SH5 Sea Haven - Plan Ck (12/01/19 - 12/27/19)		4,455.63
	28625	01/10/2020	CSG Eng: SH2 Sea Haven-Inspection (12/01/19 - 12/27/19)		750.00
	28624	01/10/2020	CSG Eng: TAMC (12/01/19 - 12/27/19)		1,760.00
	28628	01/10/2020	CSG Eng: FAE - DU2 - 1C Dunes Phas 2 (12/01/19 - 12/27/19)		1,375.00
	28130	12/10/2019	CSG Engineering Svcs - Nov 2019		800.00
	28579	01/10/2020	Building Services through 12/27/2019		6,916.25
	28776	01/10/2020	Code Enforcement Billed through 12/27/2019		2,152.50
Check	01/31/2020	94297 Accounts Payable	Dave's Repair Service		122.50
	Invoice	Date	Description		Amount
	30531	01/16/2020	Monthly Site Inspections & designated ops		122.50
Check	01/31/2020	94298 Accounts Payable	Dooley Enterprises, Inc.		8,046.13
	Invoice	Date	Description		Amount
	57470	01/17/2020	Duty and Training Ammunition		8,046.13
Check	01/31/2020	94299 Accounts Payable	Environmental Systems Research Institute		6,500.00
	Invoice	Date	Description		Amount
	93764087	01/09/2020	ESRI 2020 Renewal - Customer #109214		6,500.00
Check	01/31/2020	94300 Accounts Payable	FedEx		79.21
	Invoice	Date	Description		Amount
	6-900-80593	01/17/2020	Postage/Shipping-Parking Tickets 1/17/20		79.21

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AP Check Register 01-31-20

Bank Account: 905 - Chase - Checking
Batch Date: 01/31/2020

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
Check	01/31/2020	94301 Accounts Payable	Gavilan Pest Control		85.00
	Invoice	Date	Description		Amount
	0128183	01/22/2020	Pest Control at Station 2		85.00
Check	01/31/2020	94302 Accounts Payable	Kimley-Horn & Associates		7,916.50
	Invoice	Date	Description		Amount
	15634063	12/31/2019	Annual Street Resurfacing Project (12/01/19 - 12/31/19)		7,916.50
Check	01/31/2020	94303 Accounts Payable	Liebert Cassidy Whitmore		900.00
	Invoice	Date	Description		Amount
	12-19-19	12/19/2019	Employee Related Consortium		900.00
Check	01/31/2020	94304 Accounts Payable	LSA Associates, Inc.		6,611.06
	Invoice	Date	Description		Amount
	169312	12/15/2019	Airport BP Specific Plan - Dec 2019 Invoice		6,611.06
Check	01/31/2020	94305 Accounts Payable	Mann, Urrutia, Nelson CPAS & Associates		10,500.00
	Invoice	Date	Description		Amount
	22490	12/15/2019	Audit		10,500.00
Check	01/31/2020	94306 Accounts Payable	MBASIA		849,850.00
	Invoice	Date	Description		Amount
	2000101-7	01/22/2020	Worker's Comp/Liabil Premium Allocation		849,850.00
Check	01/31/2020	94307 Accounts Payable	Monterey County Convention & Visitors Bureau		16,165.71
	Invoice	Date	Description		Amount
	Oct 2019	01/23/2020	Oct 2019 TID		16,165.71
Check	01/31/2020	94308 Accounts Payable	Monterey County Sheriff's Department		19,881.37
	Invoice	Date	Description		Amount
	1695	01/13/2020	CJIS Billing October 1, thru December 31, 2019		19,881.37
Check	01/31/2020	94309 Accounts Payable	Monterey Tire Service		161.05
	Invoice	Date	Description		Amount
	1-93095	01/16/2020	Goodyear eagle - Unit 612		161.05
Check	01/31/2020	94310 Accounts Payable	Nancy Arguelles		500.00

Marina, CA

AP Check Register 01-31-20

Bank Account: 905 - Chase - Checking
Batch Date: 01/31/2020

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	Invoice	Date	Description		Amount
	01-11-20 cc	01/11/2020	Rental Refund - Community Center		500.00
Check	01/31/2020	94311 Accounts Payable	National Safety Council		130.00
	Invoice	Date	Description		Amount
	INV-1733456	11/19/2019	Renewal (2) DDC Instructor Certification 11/29/19		130.00
Check	01/31/2020	94312 Accounts Payable	Netsure IT, Inc.		250.00
	Invoice	Date	Description		Amount
	01-01-20 vd	01/28/2020	NA Deposit Refund		250.00
Check	01/31/2020	94313 Accounts Payable	Nextel Communications - Sprint		366.90
	Invoice	Date	Description		Amount
	866147022-209	01/22/2020	Rec Dept Cell Phones		366.90
Check	01/31/2020	94314 Accounts Payable	Office Depot		1,405.63
	Invoice	Date	Description		Amount
	431751953-001	01/22/2020	Office Depot		81.26
	412967481001	12/09/2019	Office Supplies-Finance		533.66
	430957564001	01/20/2020	Office Supplies/Suarez		12.45
	430955866001	01/20/2020	Office Supplies/Suarez		497.05
	430782319001	01/20/2020	paper		281.21
Check	01/31/2020	94315 Accounts Payable	Office Depot		586.22
	Invoice	Date	Description		Amount
	425447667001	01/08/2020	Office supplies, toner and 2020 wall calendars		415.17
	428540203001	01/15/2020	Calendar/Admin 1/15/20		9.79
	428540690001	01/15/2020	2020 Wall Calendar		18.85
	428540689001	01/16/2020	2020 Wall Calendar		16.98
	2374131946	01/09/2020	Office Supplies		125.43
Check	01/31/2020	94316 Accounts Payable	Pacific Gas & Electric		3,204.31
	Invoice	Date	Description		Amount
	608-2.JAN20	01/21/2020	PG&E - 7383993608-2		549.81
	943-2.JAN20	01/21/2020	PG&E - 6150212943-2		58.42
	720-0.JAN20	01/21/2020	PG&E - 0167505720-0		784.17

AP Check Register 01-31-20

Bank Account: 905 - Chase - Checking
Batch Date: 01/31/2020

Type	Date	Number Source	Payee Name	EFT Bank/Account	Transaction Amount
	202-3.JAN20	01/21/2020	PG&E - 6594070202-3		76.53
	085-2.JAN20	01/21/2020	PG&E - 5434906085-2		82.05
	353-7.JAN20	01/21/2020	PG&E - 9930567353-7		59.04
	148-6.JAN20	01/21/2020	PG&E - 5593414148-6		166.73
	582-7.JAN20	01/21/2020	PG&E - 8161432582-7		131.80
	311-8.JAN20	01/22/2020	PG&E - 6513132311-8		9.86
	562-0.JAN20	01/22/2020	PG&E - 4758891562-0		770.31
	210-0.JAN20	01/22/2020	PG&E - 3242976210-0		133.60
	767-2.JAN20	01/21/2020	PG&E Billing/Training Center 12/10/19 thru 1/8/20		56.23
	535-3.JAN20	01/23/2020	PG&E - 6161832535-3		224.75
	827-8.JAN20	01/23/2020	PG&E - 0423929827-8		101.01
Check	01/31/2020	94317 Accounts Payable	Pacific Products & Services		1,542.19
	Invoice	Date	Description		Amount
	26151	01/14/2020	Perforated telespar & anchor welded		1,542.19
Check	01/31/2020	94318 Accounts Payable	Pinnacle Healthcare		202.00
	Invoice	Date	Description		Amount
	163340	01/15/2020	Pinnacle Healthcare - Pre Emp Px		202.00
Check	01/31/2020	94319 Accounts Payable	Quill Corporation		658.76
	Invoice	Date	Description		Amount
	3933820	01/10/2020	Office Supplies/Records 1/10/20		112.52
	3982231	01/14/2020	Desk Riser/Records 1/14/20		546.24
Check	01/31/2020	94320 Accounts Payable	Safariland Group		440.42
	Invoice	Date	Description		Amount
	1010-262452	01/13/2020	Evidence Supplies 1/13/20		440.42
Check	01/31/2020	94321 Accounts Payable	Salinas Valley Ford		810.16
	Invoice	Date	Description		Amount
	151799	01/15/2020	Sensor Asy, kit wiring & connector - Unit 594		723.09
	10083	01/13/2020	Wire asspo - Unit 889		87.07
Check	01/31/2020	94322 Accounts Payable	Salinas Valley Pro Squad		2,477.92
	Invoice	Date	Description		Amount

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
	304123		12/11/2019	Police Asp's and Holders		589.75
	303139		12/13/2019	Ballistic Vest - Dhillon		977.79
	304348		12/23/2019	Uniforms and Equipment		910.38
Check	01/31/2020	94323	Accounts Payable	Shred-it USA		68.58
	Invoice		Date	Description		Amount
	8128991727		01/15/2020	Shredding Service/Records 1/15/20		68.58
Check	01/31/2020	94324	Accounts Payable	Trucksis Enterprises		399.95
	Invoice		Date	Description		Amount
	11672		01/14/2020	Banner - Youth Basketball		399.95
Check	01/31/2020	94325	Accounts Payable	Union Bank - Corporate Trust Division		2,000.00
	Invoice		Date	Description		Amount
	11-22-19		11/22/2019	Nov 2019-Oct 2020		2,000.00
Check	01/31/2020	94326	Accounts Payable	United Parcel Service		1.03
	Invoice		Date	Description		Amount
	00008Y4481020		01/11/2020	Late fee		1.03
Check	01/31/2020	94327	Accounts Payable	United Site Services		458.88
	Invoice		Date	Description		Amount
	114-9669200		12/30/2019	Toilet Rentals - TKP2 (Gavilan Crew)		458.88
Check	01/31/2020	94328	Accounts Payable	Verde Design, Inc.		3,431.25
	Invoice		Date	Description		Amount
	01-07-20		01/07/2020	Verde Design: CCIP 1805 - CW Center Parks (12/25/19 - 11/25/19)		3,431.25
Check	01/31/2020	94329	Accounts Payable	Veterinary Emergency& Specialty Center		208.37
	Invoice		Date	Description		Amount
	84411		01/20/2020	Euthanasia 1/20/20		208.37
Check	01/31/2020	94330	Accounts Payable	Zoom Imaging Solutions		107.66
	Invoice		Date	Description		Amount
	2181577		01/13/2020	Maintenance Contract - 10/17/2019 to 01/19/2020		107.66
Check	01/31/2020	94331	Accounts Payable	Zustan K-9 Services		250.00

Marina, CA

AP Check Register 01-31-20

Bank Account: 905 - Chase - Checking
Batch Date: 01/31/2020

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
	Invoice		Date	Description		Amount
	263223		01/20/2020	K-9 Training & Development Training January 2020		250.00
Check	01/31/2020	94332	Accounts Payable	Marina Employees Association		150.00
	Invoice		Date	Description		Amount
	01-24-20		01/24/2020	24 - MEA Dues		150.00
Check	01/31/2020	94333	Accounts Payable	Marina Professional Fire Fighters Association		220.00
	Invoice		Date	Description		Amount
	01-24-20		01/24/2020	35 - MPFFA Dues		220.00
EFT	01/31/2020	598	Accounts Payable	Marina Police Association-MPOA	322271627 / 901587928	240.00
	Invoice		Date	Description		Amount
	01-24-20		01/24/2020	23 - MPOA Dues		240.00
EFT	01/31/2020	599	Accounts Payable	Police Officers Association - POA	322271627 / 901589106	1,296.00
	Invoice		Date	Description		Amount
	01-24-20		01/24/2020	25 - POA Dues		1,296.00
905 Chase - Checking Totals:				Transactions: 55		$1,009,461.08

Checks:	53	$1,007,925.08
EFTs:	2	$1,536.00

Marina, CA

SA Check Register 01-24-20

Bank Account: 921 - Chase - Successor Agency

Batch Date: 01/24/2020

Type	Date	Number	Source	Payee Name	EFT Bank/Account	Transaction Amount
Bank Account: 921 - Chase - Successor Agency						
Check	01/24/2020	42	Accounts Payable	Civicplus		303.13
	Invoice		Date	Description		Amount
	194065_SA		01/01/2020	City Website Hosting Services_SA		303.13
EFT	01/24/2020	26	Accounts Payable	Richard B. Standridge	121042882 / 8312012522	142.50
	Invoice		Date	Description		Amount
	20-02 SA		01/17/2020	Services 01-06/01-16-20		142.50
921 Chase - Successor Agency Totals:				Transactions: 2		$445.63

Checks:	1	$303.13
EFTs:	1	$142.50

Marina, CA

Monthly EFT/Wire Report-Checking Acct.

From Payment Date: 12/1/2019 - To Payment Date: 12/31/2019

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
905 - Chase - Checking									
EFT									
488	12/02/2019	Open			Accounts Payable	JP Morgan Commercial Card	$270.00		
490	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$3,518.00		
491	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$845.90		
492	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$105.40		
493	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$320.70		
494	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$199.00		
495	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$106.89		
497	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$830.39		
498	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$411.16		
499	12/03/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$897.43		
500	12/04/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$5,317.20		
501	12/05/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$560.46		
502	12/05/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$2,548.17		
503	12/05/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$6.00		
509	12/01/2019	Open			Accounts Payable	PERS Health Services Division	$73,155.68		
510	12/01/2019	Open			Accounts Payable	PERS Health Services Division	$7,071.81		
511	12/06/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$41.00		
512	12/09/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$152.83		
513	12/09/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$160.47		
514	12/09/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$815.35		
515	12/10/2019	Open			Accounts Payable	JP Morgan Commercial Card	$26.00		
516	12/10/2019	Open			Accounts Payable	JP Morgan Commercial Card	$863.27		
517	12/10/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$1,458.46		
518	12/10/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$1,298.28		
519	12/13/2019	Open			Accounts Payable	Richard B. Standridge	$3,040.00		
520	12/13/2019	Open			Accounts Payable	Marina Police Association-MPOA	$250.00		
521	12/13/2019	Open			Accounts Payable	Police Officers Association - POA	$1,350.00		
522	12/11/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$938.76		
523	12/13/2019	Open			Accounts Payable	AFLAC - Attn.:Remittance Process	$2,029.93		
524	12/13/2019	Open			Accounts Payable	Discovery Benefits, Inc.	$605.84		
525	12/20/2019	Open			Accounts Payable	Richard B. Standridge	$3,040.00		
526	12/20/2019	Open			Accounts Payable	Marina Police Association-MPOA	$250.00		
527	12/20/2019	Open			Accounts Payable	Police Officers Association - POA	$1,350.00		
528	12/09/2019	Open			Accounts Payable	JP Morgan Chase Commercial Card	$551.75		
532	12/01/2019	Open			Accounts Payable	Standard Insurance Company	$1,572.57		
533	12/01/2019	Open			Accounts Payable	Standard Insurance Company	$86.80		
534	12/01/2019	Open			Accounts Payable	Standard Insurance Company	$227.93		
536	12/01/2019	Open			Accounts Payable	Standard Insurance Company	$2,067.68		
537	12/01/2019	Open			Accounts Payable	Standard Insurance Company	$172.10		
538	12/01/2019	Open			Accounts Payable	Discovery Benefits, Inc.	$66.00		
564	12/13/2019	Open			Accounts Payable	CalPERS	$83,167.73		
565	12/13/2019	Open			Accounts Payable	CalPERS	($1,199.21)		
569	12/27/2019	Open			Accounts Payable	CalPERS	$74,217.08		
570	12/27/2019	Open			Accounts Payable	CalPERS	($0.05)		
588	12/31/2019	Open			Accounts Payable	Hinderliter, de Llamas & Associates	$3,222.09		
589	12/31/2019	Open			Accounts Payable	Division of the State Architect	$10.60		
590	12/31/2019	Open			Accounts Payable	First Data EMPS	$107.57		
593	12/31/2019	Open			Accounts Payable	Invoice Cloud, Inc.	$75.00		

Monthly EFT/Wire Report-Checking Acct.

From Payment Date: 12/1/2019 - To Payment Date: 12/31/2019

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
595	12/31/2019	Open			Accounts Payable	Berkadia	$97,689.39		
Type EFT Totals:					49 Transactions		$375,869.41		

905 - Chase - Checking Totals

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	49	$375,869.41	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Total	49	$375,869.41	$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	49	$375,869.41	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	49	$375,869.41	$0.00

Grand Totals:

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	**49**	**$375,869.41**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Total	**49**	**$375,869.41**	**$0.00**

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	**49**	**$375,869.41**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**49**	**$375,869.41**	**$0.00**

Marina, CA

Monthly EFT/Wire Report - Payroll Account

From Payment Date: 12/1/2019 - To Payment Date: 12/31/2019

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Transaction Amount	Reconciled Amount	Difference
913 - Chase - Payroll ZBA									
EFT									
5865	12/13/2019	Open			Accounts Payable	California State Disbursement Unit	$1,742.52		
5866	12/13/2019	Open			Accounts Payable	EFTPS Electronic Federal Tax Payment System	$68,708.89		
5867	12/13/2019	Open			Accounts Payable	Employment Development Department	$21,403.60		
5868	12/13/2019	Open			Accounts Payable	ICMA Retirement Trust	$8,212.47		
5869	12/13/2019	Open			Accounts Payable	Nationwide Retirement	$2,979.82		
5870	12/13/2019	Open			Accounts Payable	Rebecca Minuth	$527.52		
5871	12/13/2019	Open			Accounts Payable	EFTPS Electronic Federal Tax Payment System	$2,234.80		
5872	12/13/2019	Open			Accounts Payable	Employment Development Department	$276.04		
6016	12/27/2019	Open			Accounts Payable	California State Disbursement Unit	$1,742.52		
6017	12/27/2019	Open			Accounts Payable	EFTPS Electronic Federal Tax Payment System	$66,403.12		
6018	12/27/2019	Open			Accounts Payable	Employment Development Department	$19,908.21		
6019	12/27/2019	Open			Accounts Payable	Nationwide Retirement	$2,979.41		
6020	12/27/2019	Open			Accounts Payable	Rebecca Minuth	$527.52		
6021	12/27/2019	Open			Accounts Payable	ICMA Retirement Trust	$15,193.18		
6022	12/27/2019	Open			Accounts Payable	AFLAC - Attn.:Remittance Process	$2,029.93		
6023	12/27/2019	Open			Accounts Payable	Discovery Benefits, Inc.	$605.84		
Type EFT Totals:					16 Transactions		$215,475.39		

913 - Chase - Payroll ZBA Totals

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	16	$215,475.39	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Total	16	$215,475.39	$0.00

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	16	$215,475.39	$0.00
	Reconciled	0	$0.00	$0.00
	Voided	0	$0.00	$0.00
	Stopped	0	$0.00	$0.00
	Total	16	$215,475.39	$0.00

Grand Totals:

EFTs	Status	Count	Transaction Amount	Reconciled Amount
	Open	**16**	**$215,475.39**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Total	**16**	**$215,475.39**	**$0.00**

All	Status	Count	Transaction Amount	Reconciled Amount
	Open	**16**	**$215,475.39**	**$0.00**
	Reconciled	**0**	**$0.00**	**$0.00**
	Voided	**0**	**$0.00**	**$0.00**
	Stopped	**0**	**$0.00**	**$0.00**
	Total	**16**	**$215,475.39**	**$0.00**

DRAFT

Agenda Item: **8b(1)**
City Council Meeting of
February 4, 2020

MINUTES

Wednesday, January 22, 2020

5:00 P.M. Closed Session
6:30 P.M. Open Session

REGULAR MEETING
CITY COUNCIL, AIRPORT COMMISSION,
MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER SUSTAINABILITY AGENCY

Council Chambers
211 Hillcrest Avenue
Marina, California

1. CALL TO ORDER

2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

   Lisa Berkley, Adam Urrutia, Frank O'Connell, Mayor Pro-Tem/Vice Chair, Gail Morton, Mayor/Chair Bruce C. Delgado

3. CLOSED SESSION: *As permitted by Government Code Section 54956 et seq., the (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency) may adjourn to a Closed or Executive Session to consider specific matters dealing with litigation, certain personnel matters, property negotiations or to confer with the City's Meyers-Milias-Brown Act representative.*

   a. Conference with Legal Counsel, one case of existing litigation pursuant to paragraph (1) of subdivision (d) of CA Govt. Code Section 54956.9: (1) City of Marina and Marina Groundwater Sustainability Agency v. County of Monterey; Monterey County Board of Supervisors; County of Monterey Groundwater Sustainability Agency; California Department of Water Resources (DWR); and Director Karla Nemeth in her official capacity; Monterey County Superior Court Case No.19CV005270.

   b. Conference with Legal Counsel, anticipated litigation – initiation of litigation pursuance to paragraph (4) of subdivision (d) of CA Govt. Code Section 54956.9 – three potential cases.

6:30 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

Robert Rathie, Assistant City Attorney reported out Closed Session: Council met in Closed Session on all the matters listed on the agenda this evening, which was one case of existing litigation and three cases of the potential for initiation of litigation. Council discussed all three, received information and provided direction and no reportable action was taken this evening.

4. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)

5. SPECIAL PRESENTATIONS:

   a Commendations

      i. Nancy Bruno, Police Officer

      ii. Christopher Johnson, Police Officer

   b Recreation Announcements

6. SPECIAL ANNOUNCEMENTS AND COMMUNICATIONS FROM THE FLOOR**:** *Any member of the Public or the City Council may make an announcement of special events or meetings of interest as information to Council and Public. Any member of the public may comment on any matter within the City Council's jurisdiction which is not on the agenda. Please state your name for the record. Action will not be taken on an item that is not on the agenda. If it requires action, it will be referred to staff and/or placed on a future agenda. City Council members or City staff may briefly respond to statements made or questions posed as permitted by Government Code Section 54954.2. In order that all interested parties have an opportunity to speak, please limit comments to a maximum of four (4) minutes. Any member of the public may comment on any matter listed on this agenda at the time the matter is being considered by the City Council.*

- Nancy Amadeo – Marina In Motion hosting Candidate Debate for 4th District Supervisor on Saturday, January 25th from 10:00am-12:00pm here in the Council Chambers; Marina Youth Arts will hold fundraising Tea Party in March and we are looking for gentlemen to volunteer to serve at our tea party. All funds raised are used to support all the Marina Youth Arts activities.
- Mike Owen – Commented on why Marina In Motion is having the forum this Saturday is that the election in on March 3rd. Noted that the absentee ballots are to come out in less than two weeks. Marina In Motion debate is going to be live on AMP Channel 25. Made comment on the January 6th Coast Weekly where financial disclosure reports for the 4 candidates 2 of which raised almost between $100,000 and $200,000. Provided the reasons why he supports Wendy Root Askew.
- Brian McCarthy – The California Coastal Commission is scheduled to meet March 11-13 and they will be rehearing the issue of Cal-Am Desal Permit that was delayed from last year. If you're not familiar with the issue now is an excellent time to get smart on the issue and decide how you feel about it and represent your city when this comes back before the California Coastal Commission. Announced the American Legion is hosting Fasching event on February 9th, tickets can be purchased at Mecca Delicatessen, it's kind of like a "Fat Tuesday" type of event.

7. CONSENT AGENDA FOR THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Background information has been provided to the Successor Agency of the former Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or the City Council may ask a question or make a comment about an agenda item and staff will provide a response. If discussion or a lengthy explanation is required, that item will be removed from the*

Consent Agenda for Successor Agency to the former Marina Redevelopment Agency and placed at the end of Other Action Items Successor Agency to the former Marina Redevelopment Agency.

8. CONSENT AGENDA: *Background information has been provided to the City Council, Airport Commission, Marina Abrams B Non-Profit Corporation, and Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or the City Council may ask a question or make a comment about an agenda item and staff will provide a response. If discussion or a lengthy explanation is required, that item will be removed from the Consent Agenda and placed at the end of Other Action Items.*

   a. ACCOUNTS PAYABLE:

      (1) Accounts Payable Check Numbers 94052-94243, totaling $1,189,218.40
      Successor Agency Accounts Payable Check Number 41, totaling $3,287.50
      Wire transfers from Checking and Payroll for November 2019 totaling $752,669.19

   b. MINUTES:

      (1) December 3, 2019, Regular City Council Meeting
      (2) December 17, 2019, Regular City Council Meeting
      (3) January 7, 2020, Special City Council Meeting
      (4) January 14, 2020, Special City Council Meeting

   c. CLAIMS AGAINST THE CITY: None

   d. AWARD OF BID: None

   e. CALL FOR BIDS: None

   f. ADOPTION OF RESOLUTIONS:

      (1) City Council consider adopting **Resolution No. 2020-03,** accepting the Public Safety Building I.T. Server Room Improvements Project, and; authorizing filing of Notice of Completion with Monterey County Recorder's Office.

      (2) City Council consider authorizing the Mayor to sign a letter opposing SB50 (Weiner) Planning and Zoning, Housing Development Incentives Oppose Unless Amended.

   g. APPROVAL OF AGREEMENTS

      (1) City Council consider adopting **Resolution No. 2020-04**, approving an Amendment to the Lease Agreement between City of Marina and Joby Aero Inc for the building located at 741 Neeson Road (Building 527) at the Marina Municipal Airport; and; authorizing Finance Director to make necessary accounting and budgetary entries; and authorizing City Manager to execute Lease Agreement subject on behalf of the City, subject to final review and approval by City Attorney.

      (2) City Council consider adopting **Resolution No. 2020-05**, approving a Lease Agreement between the City of Marina and Joby Aero Inc for the 20,500 square foot hanger space in the building located at 761 Neeson Road (Building 524) at the Marina Municipal Airport; and authorizing Finance Director to make necessary accounting and budgetary entries; and authorizing City Manager to execute Lease Agreement subject on behalf of the City, subject to final review and approval by City Attorney.

(3) City Council consider adopting **Resolution No. 2020-06**, approving a Conditional Airport Special Activity Permit for the Monterey Festival to be held at the Marina Municipal Airport coinciding with Monterey Car Week, and; authorize City Manager to execute said Permit and take all other actions in furtherance of the Permit on behalf of City, subject to final review, revision and approval by the City Manager and City Attorney.

h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None

i. MAPS: None

j. REPORTS: (RECEIVE AND FILE):

(1) City Council receive and file Transportation Agency Monterey County Notice of Preparation for an Environmental Impact Report for the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy.

(2) Monterey-Salinas Transit January 13, 2020 Highlights

(3) City consider receiving Investment Reports for the City of Marina and City of Marina as Successor Agency to the Marina Redevelopment Agency for the quarter ended December 31, 2019.

k. FUNDING & BUDGET MATTERS: None

l. APPROVE ORDINANCES (WAIVE SECOND READING):

(1) City Council to waive read by title only and waive reading in full and to consider second reading and approval of **Ordinance 2020-01**, adding Chapter 2.54 to the Municipal Code to be entitled "Campaign Finance."

m. APPROVE APPOINTMENTS: None

Mayor Delgado –had question for 8g(3) Is there an estimate of how many attendees are expected? Are you open to working with any of the local Marina folks that put on successful events in the past? Also pulled 8l(1) for separate vote.

Council Member Berkley – 8g(3) International component in entertainment? Are there any conflicts with other airport users? Had question for 8g(1) and 8g(2).

Mayor Pro-Tem Morton – On 8g(3) staff report reflect the program will highlight and expose local nonprofit organizations, can you articulate that meaning? Are you raising money for they nonprofit organizations or are they participating in your event? The resolution states in the Now, Therefore Be It Resolved # 1 and recommended that be removed because it talks about a festival that did not take place.

O'CONNELL/MORTON: TO APPROVE THE CONSENT AGENDA MINUS 8g(1), 8g(2) AND 8l(1); AND WITH THE CHANGE TO 8g(3) RESOLUTION AS NOTED. 5-0-0-0 Motion Passes

8g(1) and 8g(2) – Questions: Are these in compliance with FAA? Is there any conflict with manufacturing versus airport? If FAA changes its regulations or required a more stringent compliance with what the agency characterized as FAA compliance uses this lease would have to conform with that, correct? What is the date of the ADA Compliance/Construction Specification?

DELGADO/BERKLEY: TO APPROVE AGENDA ITEMS 8g(1) AND 8g(2) AND REMOVE FROM 8g(3) RESOLUTION THE SECTION IN THE NOW, THEREFORE BE IT RESOLVED #1. 5-0-0-0 Motion Passes

8l(1)

O'CONNELL/BERKLEY: TO WAIVE READ BY TITLE ONLY AND WAIVE READING IN FULL AND TO CONSIDER SECOND READING AND APPROVAL OF ORDINANCE 2020-01, ADDING CHAPTER 2.54 TO THE MUNICIPAL CODE TO BE ENTITLED "CAMPAIGN FINANCE." 3-2(Urrutia, Delgado)-0 Motion Passes by Roll Call Vote

Public Comments:

- Brian McCarthy – In regard to telephone transcripts that are required to be maintained by candidates - Who can request the phone transcripts and under what circumstances? Could a citizen request a copy of those transcripts? Could a potential candidate request a copy of those transcripts? What really are the circumstance where one might request transcripts and who would be eligible to do that?
- Mike Owen – In preparing for the Supervisors debate I saw in the archives is that the Board of Supervisors did have a campaign finance proposal that came before them for discussion and it was voted down. Gave appreciation to the city in taking this step and glad to use the city as an example for some questions at the forum this Saturday to the candidate if they would support something like this on the county level, so I appreciate Marina setting this example.
- Nancy Amadeo – Believe campaign finance amendment change is valid, it levels the playing field. There are candidates that have been campaigning for decades and they develop a real war chest. Other candidates trying to just start out are not a level paying field. Not only are they new to the public but new to raising funds. Thinks everyone being on a level paying field as far as raising fund is concerned is really valid. It helps that really young candidate be able to compete with someone who's been around for a long time.

Council Member Urrutia left the council meeting due to illness.

9. PUBLIC HEARINGS: None

10. OTHER ACTIONS ITEMS OF THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Action listed for each Agenda item is that which is requested by staff. The Successor Agency may, at its discretion, take action on any items. The public is invited to approach the podium to provide up to four (4) minutes of public comment.*

11. OTHER ACTION ITEMS: *Action listed for each Agenda item is that which is requested by staff. The City Council may, at its discretion, take action on any items. The public is invited to approach the podium to provide up to four (4) minutes of public comment.*

Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).

a. City Council consider adopting **Resolution No. 2020-07**, approving a Memorandum of Agreement between the City of Marina and the Fort Ord Reuse Authority (FORA), for project management for the hazardous material and building removal of the City of Marina's stockade and ancillary buildings; and authorizing City Manager to execute the Memorandum of Agreement on behalf of the City, subject to final review and approval by City Attorney.

Questions: Are city staff charges reimbursable?

O'CONNELL/DELGADO: TO ADOPT RESOLUTION NO. 2020-07, APPROVING A MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF MARINA AND THE FORT ORD REUSE AUTHORITY (FORA), FOR PROJECT MANAGEMENT FOR THE HAZARDOUS MATERIAL AND BUILDING REMOVAL OF THE CITY OF MARINA'S STOCKADE AND ANCILLARY BUILDINGS; AND AUTHORIZING CITY MANAGER TO EXECUTE THE MEMORANDUM OF AGREEMENT ON BEHALF OF THE CITY, SUBJECT TO FINAL REVIEW AND APPROVAL BY CITY ATTORNEY; AND APPOINT MAYOR PRO-TEM MORTON AS SOLE AD-HOC COMMITTEE FOR THE PURPOSE OF REVIEWING THE MEMORANDUM OF AGREEMENT WITH THE CITY MANAGER AND THE CITY ATTORNEY. 4-0-1(Urrutia)-0 Motion Passes

b. City Council consider adopting **Resolution No. 2020-08**, approving City of Marina Records Retention Policy and Record Retention Schedule. ***Continued from December 3rd and 17th, 2019***

Questions: Would boxes of files be given to the attorney's office as a necessary step? Is it a necessary step to include the attorney's review? Can we make sure that all legal documents are scanned in to reduce paper?

MORTON/BERKLEY: TO ADOPT RESOLUTION NO. 2020-08, APPROVING CITY OF MARINA RECORDS RETENTION POLICY AND RECORD RETENTION SCHEDULE. 4-0-1(Urrutia)-0 Motion Passes

12. COUNCIL & STAFF INFORMATIONAL REPORTS:

a. Monterey County Mayor's Association [Mayor Bruce Delgado]:

Mayor Delgado indicated that there was no update at this time.

b. Council and staff opportunity to ask a question for clarification or make a brief report on his or her own activities as permitted by Government Code Section 54954.2.

13. ADJOURNMENT: The meeting adjourned at 8:12 PM

_____
Anita Sharp, Deputy City Clerk

ATTEST:

_____
Bruce C. Delgado, Mayor

January 27, 2020 Item No. **8d(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2020-, AWARDING THE DUNES DRIVE FOOTBRIDGE REPAIR PROJECT CONTRACT TO PRIDE INDUSTRIES ONE, INC., APPROVING THE EMERGENCY ALLOCATION OF $77,000 FROM GENERAL FUNDS TO FINANCE THE DUNES DRIVE BOARDWALK REPAIR PROJECT, AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES AND AUTHORIZING CITY MANAGER TO EXECUTE CONTRACT DOCUMENTS AND ALL CHANGE ORDERS ON BEHALF OF CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

REQUEST:

It is requested that the City Council consider:

1. Adopting Resolution No. 2020-, awarding the Dunes Drive Footbridge Repair Project to Pride Industries One, Inc. of Roseville, California, and;
2. Approving the emergency allocation of $77,000 from General Funds to finance the Dunes Drive Footbridge Repair Project, and;
3. Authorizing Finance Director to make necessary accounting and budgetary entries, and;
4. Authorizing City Manager to execute contract documents **("EXHIBIT A")** and all change orders on behalf of City subject to final review and approval by the City Attorney.

BACKGROUND:

On the evening of October 24, 2019, a vehicle drove onto the wooden pedestrian footbridge along the western portion of Dunes Drive near the City's vernal pool basin. The collision damaged the footbridge, its concrete piers, and asphalt concrete (AC) dikes. The scope of work for repairs would include the complete replacement of 68 feet of the pedestrian boardwalk, including guardrails, concrete support piers, AC dike and street signs. Additional improvements include new bollards along the footbridge to protect it from future vehicular accidents. This work requires the expertise of licensed contractors.

The City of Marina is a member of the National Joint Powers Alliance (now doing business as Sourcewell) and has a member identification number of 27263. One of the services that Sourcewell provides is bidding of job order contracts that member agencies can utilize. Bids are based upon unit pricing for typical items of work that make up construction projects.

Sourcewell issued an Invitation for Bid to which Pride Industries One, Inc. submitted a bid. Indefinite Quantity Construction Agreement (job order contract) was entered into by Sourcewell and Pride Industries One, Inc. on January 21st, 2020 **("EXHIBIT B").**

ANALYSIS:

Utilizing an existing job order contract through the City's Sourcewell membership satisfies the public bidding requirements for construction. The City worked with third party Gordian to facilitate the construction estimate and work with Pride Industries One, Inc. The services provided by Gordian are paid for by Sourcewell.

FISCAL IMPACT:

Should the City Council approve this request, the City Finance Director will make all necessary accounting and budgetary entries to facilitate a $77,000 interfund transfer from the General Fund balance to CIP Account No. 462.TBD – Dunes Drive Footbridge Repair Project. City Staff will continue to pursue claim against the persons responsible for the damage to reimburse the City for the project costs.

Project Expenditure Summary

Construction	$ 66,780.49
Contingency, Inspection & Closeout	$ 10,219.51
Total	$ 77,000.00

California Environmental Quality Act (CEQA)

The project is categorically exempt under CEQA Section 15302, consisting of replacement and reconstruction of existing structures and facilities with no expansion of capacity.

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____

Edrie Delos Santos, P.E.
Senior Engineer, Engineering Division
Public Works Department
City of Marina

REVIEWED/CONCUR:

_____

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

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2020-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA AWARDING THE DUNES DRIVE FOOTBRIDGE REPAIR PROJECT CONTRACT TO PRIDE INDUSTRIES ONE, INC., APPROVING THE EMERGENCY ALLOCATION OF $77,000 FROM GENERAL FUNDS TO FINANCE THE DUNES DRIVE BOARDWALK REPAIR PROJECT, AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES AND AUTHORIZING CITY MANAGER TO EXECUTE CONTRACT DOCUMENTS AND ALL CHANGE ORDERS ON BEHALF OF CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

WHEREAS, on the evening of October 24, 2019, a vehicle drove onto the wooden pedestrian footbridge along the western portion of Dunes Drive near the City's vernal pool basin. The collision damaged the footbridge, its concrete piers, and asphalt concrete (AC) dikes. The scope of work for repairs would include the complete replacement of 68 feet of the pedestrian boardwalk, including guardrails, concrete support piers, AC dike and street signs. Additional improvements include new bollards along the footbridge to protect it from future vehicular accidents. This work requires the expertise of licensed contractors, and;

WHEREAS, the City of Marina is a member of the National Joint Powers Alliance (now doing business as Sourcewell) and has a member identification number of 27263. One of the services that Sourcewell provides is bidding of job order contracts that member agencies can utilize. Bids are based upon unit pricing for typical items of work that make up construction projects, and;

WHEREAS, Sourcewell issued an Invitation for Bid to which Pride Industries One, Inc. submitted a bid. Indefinite Quantity Construction Agreement (job order contract) was entered into by Sourcewell and Pride Industries One, Inc. on January 21st, 2020 ("EXHIBIT B"), and;

WHEREAS, utilizing an existing job order contract through the City's Sourcewell membership satisfies the public bidding requirements for construction. The City worked with third party Gordian to facilitate the construction estimate and work with Pride Industries One, Inc. The services provided by Gordian are paid for by Sourcewell, and;

WHEREAS, should the City Council approve this request, the City Finance Director will make all necessary accounting and budgetary entries to facilitate a $77,000 interfund transfer from the General Fund balance to CIP Account No. 462.TBD – Dunes Drive Footbridge Repair Project. City Staff will continue to pursue claim against the persons responsible for the damage to reimburse the City for the project costs, and;

WHEREAS, the project is categorically exempt under CEQA Section 15302, consisting of replacement and reconstruction of existing structures and facilities with no expansion of capacity.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Award the Dunes Drive Footbridge Repair Project to Pride Industries One, Inc. of Roseville, California, and;
2. Approve the emergency allocation of $77,000 from General Funds to finance the Dunes Drive Footbridge Repair Project, and;
3. Authorizing Finance Director to make necessary accounting and budgetary entries, and;
4. Authorizing City Manager to execute contract documents and all change orders on behalf of City subject to final review and approval by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 4th day of February 2020, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A TO
STAFF REPORT

A1 FORM OF CONTRACT FOR

DUNES DRIVE FOOTBRIDGE REPAIR PROJECT

THIS AGREEMENT, made and entered into this _____ day of _____, 2020, by and between Marina, a municipal corporation of the State of California, hereinafter called "City," and Pride Industries One, Incorporated, hereinafter called "Contractor,"

W I T N E S S E T H:

FIRST: Contractor hereby covenants and agrees to furnish and provide all labor, materials, tools, appliances, equipment, plant and transportation, and all other things required or necessary to be furnished, provided or done, and build, erect, deconstruct and complete the work at the time and in the manner provided, and in strict accordance with the plans and specifications therefore, for the **Dunes Drive Footbridge Repair Project** at the City of Marina, CA.

SECOND: It is expressly understood and agreed that this contract consists of the following documents, all of which are incorporated into this agreement and made a part hereof as fully and completely as if set forth herein verbatim, to wit:

a. Signed and executed EXIQC Contract Work Order of Contractor
b. Plans and Specifications for the project;
c. Standard Plans and Standard Specifications, City of Marina, 2006 Edition
d. Special Provisions of the Contract
e. And this Agreement.

THIRD: That said Contractor agrees to receive and accept the following prices as full compensation for furnishing all materials and for doing all the work embraced and contemplated in this Agreement and as set forth in the Proposal adopted by the City of Marina, a true copy thereof hereto attached, also, for all loss or damage arising out of the nature of said work, or from the action of the elements or from any unforeseen difficulties or obstructions which may arise or be encountered in the prosecution of the work until the acceptance thereof by the City of Marina and for all risk connected with the work, and for well and faithfully completing the work, and the whole thereof, in the manner and according to the said Plans and Specifications and the provisions of this Agreement, and the requirements of the Engineer under them, to wit: The prices as set forth in the Proposal of said Contractor for the work to be constructed and completed under this Agreement, which prices shall be considered as though repeated herein.

Sixty-Six Thousand Seven Hundred Eighty Dollars and Forty-Nine Cents
[$66,780.49]

The undersigned Contractor further agrees to so plan the work and to prosecute it with such diligence that said work, and all of it, shall be completed on or before the expiration of the time specified in the Special Provisions after execution of the contract on behalf of the City of Marina and the receipt from the City of Marina of a notice to proceed with the work.

FOURTH: The City of Marina hereby promises and agrees with said Contractor to employ, and does hereby employ, said Contractor to provide the materials and to do the work according to the terms and conditions herein contained and referred to, for the price aforesaid, and hereby contracts to pay the same at the time, in the manner and upon the conditions set forth in the Specifications; and the said parties, for themselves, their heirs, executors, administrators, successors and assigns, do hereby agree to the full performance of the covenants herein contained.

FIFTH: No interest in this agreement shall be transferred by the Contractor to any other party, and any such transfer shall cause the annulment of this contract, so far as the City of Marina is concerned. All rights of action, however, for any breach of this contract are reserved to City.

SIXTH: Contractor shall keep harmless and indemnify the City of Marina, its officers and employees and agents, from all loss, damage, cost or expense that arises or is set up for infringement of patent rights of anyone for use by the City of Marina, its officers, employees or agents, of articles supplied by the Contractor under this contract, of which he is not entitled to use or sell. Contractor agrees to, at his own cost and expense, defend in court the City, its officers, agents and employees, in any action which may be commenced or maintained against them or any of them, on account of any claimed infringement of patent rights, arising out of this agreement.

SEVENTH: The Contractor agrees to immediately repair and replace all defective material and workmanship discovered within one year after acceptance of final payment by Contractor and to indemnify said City of Marina against all loss and damage occasioned by any such defect, discovered within said **year**, even though the damage or loss may not be ascertained until after the expiration thereof. Provided, however, that if such failure of the Contractor to perform should not, by reasonable diligence, be discoverable or discovered within said one year, then the obligation of the Contractor to repair and replace said defective material or workmanship shall continue until one year after the actual discovery thereof.

EIGHTH: The Contractor agrees at all times during the progress of the work to carry with insurance carriers approved by the City of Marina full coverage workmen's compensation and public liability insurance. Such insurance policy shall contain an endorsement that the same shall not be canceled nor the amount of coverage be reduced until at least 30 days after receipt by the City of Marina by certified or registered mail of a written notice of such cancellation or reduction in coverage.

NINTH: Contractor agrees to comply with all applicable federal, state and municipal laws and regulations, including but not limited to California Labor Code Division 2, Part 7, Chapter 1.

TENTH:

(a) The City is subject to laws relating to public agencies which are part of this contract as though fully set forth herein.

(b) Contractor shall comply with City of Marina Municipal Code Chapter 13.02 Local Hiring for Public Works.

(c) Contractor shall comply with laws relating to the work.

ELEVENTH:

(a) Other than in the performance of professional services by a design professional, which shall be solely as addressed by subsection (b) below, and to the full extent permitted by law, Contractor shall indemnify, defend (with independent counsel reasonably acceptable to the City) and hold harmless City, its Council, boards, commissions, employees, officials and agents ("Indemnified Parties" or in the singular "Indemnified Party") from and against any claims, losses, damages, penalties, fines and judgments, associated investigation and administrative expenses, and defense costs including but not limited to reasonable attorneys fees, court costs, expert witness fees and costs of alternate dispute resolution (collectively "Liabilities), where same arise out of the performance of this Agreement by Contractor, its officers, employees, agents and sub-contractors, excepting only to the extent same result from the sole negligence, active negligence or willful misconduct of City, its employees, officials, or agents.

(b) To the fullest extent permitted by law (including without limitation California Civil Code Sections 2782.8), when the services to be provided under this Agreement are design professional services to be performed by a design professional, as that term is defined under said section 2782.8, Contractor shall indemnify, protect, defend (with independent counsel reasonably acceptable to the City) and hold harmless City and any Indemnified Party for all Liabilities regardless of nature or type that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Contractor, or the acts or omissions of an officer, employee, agent or subcontractor of the Contractor, excepting only to the extent liability arises from the sole negligence, active negligence or willful misconduct of City.

(c) All obligations under this section are to be paid by Contractor as incurred by City. The provisions of this Section are not limited by the provisions of sections relating to insurance including provisions of any worker's compensation act or similar act. Contractor expressly waives its statutory immunity under such statues or laws as to City, its employees and officials. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor, sub tier contractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance or subject matter of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder.

(d) If any action or proceeding is brought against any Indemnified Party by reason of any of the matters against which the Contractor has agreed to defend the Indemnified Party, as provided above, Contractor, upon notice from the City, shall defend any Indemnified Party at Contractor's expense by counsel reasonably acceptable to the City. An Indemnified Party need not have first paid for any of the matters to which it is entitled to indemnification in order to be so defended.

(e) This obligation to indemnify and defend City, as set forth herein, is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this Agreement or this Section.

TWELFTH: In the event of any controversy, claim or dispute relating to this Agreement, or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorney's fees and costs.

IN WITNESS WHEREOF, the parties to these presents have hereunto set their hands the year and date first above written.

CONTRACTOR

By:_____

Print Name:_____

Address: _____

_____

Date:_____

CITY OF MARINA

By:_____
Layne P. Long, City Manager

Date:_____

APPROVED AS TO FORM:

By:_____
Robert Wellington, City Attorney

Date:_____

By:_____

Date:_____

ATTESTED:

_____
Anita Shepherd-Sharp, Deputy City Clerk

Date:_____

Resolution No. 2020-

EXHIBIT B TO STAFF REPORT

Work Order Signature Document

EZIQC Contract No.: CA04-NCC-GB03-080719-PIO

[X] **New Work Order** [ ] **Modify an Existing Work Order**

Work Order Number.: 073958.00 Work Order Date: 01/21/2020

Work Order Title: Wooden Pedestrian Bridge - 3241 Dunes Drive

Owner Name:	PACIFIC SOUTH - City of Marina	Contractor Name:	PRIDE Industries One, Inc
Contact:	Brian McMinn	Contact:	James Schafer
Phone:	831-884-1212	Phone:	916-462-6815

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of Sourcewell EZIQC Contract No CA04-NCC-GB03-080719-PIO.

Brief Work Order Description:

Scope of Work is a preliminary analysis of the scope of work to repair a +/- 68-foot-long damaged section of the boardwalk along the western edge of Dunes Street, as presented by the City of Marina.

Time of Performance Estimated Start Date:
Estimated Completion Date:

Liquidated Damages Will apply: [ ] Will not apply: [X]

Work Order Firm Fixed Price: $66,780.49

Owner Purchase Order Number:

Approvals

PACIFIC SOUTH - City of Marina Date

Contractor Date

Detailed Scope of Work

To: James Schafer
PACIFIC SOUTH - City of Marina
211 Hillcrest Ave
Marina, CA 93933
916-462-6815

From: Brian McMinn
PACIFIC SOUTH - City of Marina
211 Hillcrest Ave
Marina, CA 93933
831-884-1212

Date Printed: January 21, 2020

Work Order Number: 073958.00

Work Order Title: Wooden Pedestrian Bridge - 3241 Dunes Drive

Brief Scope: Scope of Work is a preliminary analysis of the scope of work to repair a +/- 68-foot-long damaged section of the boardwalk along the western edge of Dunes Street, as presented by the City of Marina.

☐ **Preliminary**	☐ **Revised**	☒ **Final**

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

Scope of Work is a preliminary analysis of the scope of work to repair a +/- 68-foot-long damaged section of the boardwalk along the western edge of Dunes Street, as presented by the City of Marina. See attached.

Subject to the terms and conditions of JOC Contract **CA04-NCC-GB03-080719-PIO**.

Contractor _____ Date _____

PACIFIC SOUTH - City of Marina _____ Date _____

Contractor's Price Proposal - Summary

Date: January 21, 2020

Re:

IQC Master Contract #:	CA04-NCC-GB03-080719-PIO
Work Order #:	073958.00
Owner PO #:	
Title:	Wooden Pedestrian Bridge - 3241 Dunes Drive
Contractor:	PRIDE Industries One, Inc
Proposal Value:	$66,780.49

Existing walkway demo	**$12,363.46**
New Walkway	**$6,849.65**
New Walkway install	**$30,900.42**
Section - 01	**$9,651.90**
Section - 05	**$50.40**
Section - 06	**$3,685.81**
Section - 31	**$1,967.60**
Site Preparation	**$1,311.26**
Proposal Total	**$66,780.49**

Thisl total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **0.52%**

PRIDE INDUSTRIES
The power of purpose

PRELIMINARY DETAILED SCOPE OF WORK

11/13/2019

CITY of MARINA, California – Dunes Street Board Walk Repairs

This Proposed Scope of Work is a preliminary analysis of the scope of work to repair a +/- 68-foot-long damaged section of the boardwalk along the western edge of Dunes Street, as presented by the City of Marina. This PDSOW is intended to provide enough information to the City to authorize the project and determine its execution strategy. The standard of accuracy is +/- 25%. The scope, requirements, schedule, and budget represented in this document are *NOT AN OFFER TO PERFORM*.

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PROJECT OVERVIEW **2**

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Project Objective 3
Project Deliverables 3
Permits & Fees 4
Project Schedule 4
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PRELIMINARY DETAILED SCOPE of WORK

CITY OF MARINA, CALIFORNIA – DUNES STREET BOARD WALK REPAIRS

PROJECT ORGANIZATION & INFORMATION

Account Manger	eGordian
Representative:	Garret Rempher
Phone:	626.824.3179
Email:	g.rempher@gordian.com

Project Client	City of Marina
Representative:	Brian McMinn, PE, PLS - Public Works Director - City Engineer
Phone:	831.884.1212
Email:	bmcminn@cityofmarina.org
Representative:	Ed Meachum - Crew Section Lead
Phone:	831.212.5338
Email:	emeachum@ci.marina.ca.us

Contractor	PRIDE Industries One, Inc.
Contract Manager	Jim Schafer
Phone Number:	916.462.0144
Email:	jim.schafer@prideindustries.com
Project Manager:	Shane McNabb
Phone Number:	916.462.4757
Email:	Shane.mcnabb@prideindustries.com

PROJECT OVERVIEW

Project Location

Dunes Street, Marina, CA 93933

Project Justification

A +/- 68-foot-long section of the boardwalk along the western edge of Dunes Street, has been damaged and is unsafe/unusable for pedestrian traffic, as intended.

Project Objective

1. Public Safety - To restore the damaged portion of the boardwalk to pre-damaged condition and reopen it to pedestrian traffic.
2. To preserve the integrity of the dune and the plants below the walkway structure.

Project Deliverables

Site Preparation

- Protect existing landscaping areas
- Mobilize construction equipment and materials
- Provide temporary traffic control/barricades during the drilling process.
- Provide temporary portable toilet and wash station

Existing Walkway Demolition

Remove and dispose of the following:

- Damaged portion of the existing wooden walkway and guard/handrail
- Damaged support piers
- Damaged paving and AC dyke at driveway flare
- Remove only, for reinstallation, the "No Parking" sign

New Walkway Installation

Provide the following:

- (13) new 12" diameter x 6' deep concrete drilled pier footings with galvanized post anchors
- (13) new +/- 6' tall 6 x 6 posts to support both the walkway and the guard/handrail
- New continuous 2 x 8 rim joists on both sides of the walkway
- 70 lf of 4 x 4 strongback under the joists
- Galvanized 2 x 8 joist hangers at 24" O.C. along the out-board side of the walkway
- 1400 lf of 2 x 4 decking and rail material
- 170 lf of 2 x 6 guardrail cap
- 70 lf of redwood handrail
- 70 lf of 4 x 6 curb at the edge of the street side of the walkway

Notes:

1. All lumber to be pressure treated, accept as noted otherwise
2. All bolts, nuts, washers, screws, nails and framing connectors to be galvanized

New Paving Patching

Provide the following:

- 6 lf of 6" tall AC dyke at transition from driveway flare to walkway ramp
- 25 sf of sloped ramp driveway to walkway
- Storm Water Pollution Prevention Plan (SWPPP) as required

Final Clean-up and Close-out Documentation:

- Punch list walk with Owner and Contractor
- Correct any punch list items as necessary
- Demobilize materials, equipment and construction barriers from site
- Final cleanup of project areas
- Provide warranty/guarantee documentation
- Obtain final acceptance by the Park and Rec District

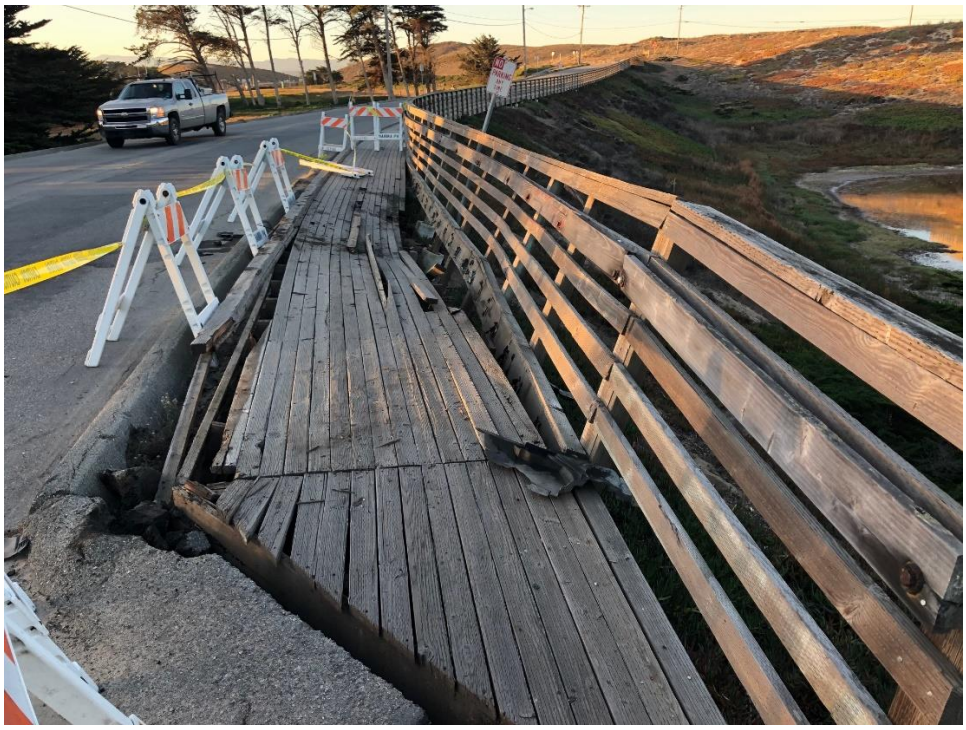
Permits & Fees

None, per the City of Marina

Project Schedule

Planning & Design =	6	Days
Execution =	4	Days
Project Closeout =	30	Days
TOTAL PROJECT SCHEDULE =	**40**	**Days**

Existing Photos



Damaged Walkway - Looking South



Underside of the Damaged Walkway



View of Street-Side Support Curb and Treated Sill Plate



Typical Concrete Footing/Support Pier



Damaged Transition Ramp and AC Dyke

January 22, 2020 Item No. **8f(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2020-, ORDERING THE CITY ENGINEER TO PREPARE AND TO FILE A REPORT RELATED TO MAINTENANCE OF THE CYPRESS COVE II LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2020-2021

REQUEST:
It is requested that the City Council consider:

1. Adopting Resolution No. 2020-, ordering the City Engineer to prepare and to file a report related to maintenance of the Cypress Cove II Landscape Maintenance Assessment District for Fiscal Year 2020-2021

BACKGROUND:
At the regular meeting of June 16, 1987, the City Council adopted Resolution 1987-23, ordering the formation of the Cypress Cove II Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals.

The Landscaping and Lighting Act of 1972 requires an annual update report to be prepared, which includes the costs to maintain the improvements of the Cypress Cove II Landscape Maintenance Assessment District and what the proposed assessments will be to provide for that maintenance.

This first step in the annual update process is for the City Council to initiate the process by adopting a resolution ordering the City Engineer to prepare and file an Engineer's Report for the District.

ANALYSIS:
Funds must be provided to enable the District to continue operation during the 2020-2021 Fiscal Year. The Cypress Cove II Landscape Maintenance Assessment District encompasses 110 lots, a percolation basin (Lot 112) and an emergency access road (Lot 111) as illustrated on **"EXHIBIT A"** Map.

After initiation of the update process and preparation of the update report, the City Council will be requested to adopt a resolution of intention to set a Public Hearing. Lastly, a Public Hearing will be held at a subsequent City Council meeting where the Assessment District is approved and confirmed, resulting in the adoption of a resolution confirming the levy of assessment pursuant to the provisions of the Landscape and Lighting Act of 1972 of Part 2 of Division 15 of the Streets and Highways Code of the State of California.

FISCAL IMPACT:
For Fiscal Year 2019-2020, a total budget of $1,800 has been approved for the assessment engineering services needed for the Cypress Cove II Landscape Maintenance Assessment District.

CONCLUSION:
This request is submitted for City Council discussion and possible action.

Respectfully submitted,

_____
Edrie Delos Santos, P.E.
Senior Engineer, Engineering Division
City of Marina

REVIEWED/CONCUR:

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

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2020-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA ORDERING THE CITY ENGINEER TO PREPARE AND TO FILE A REPORT RELATED TO MAINTENANCE OF THE CYPRESS COVE II LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2020-2021

WHEREAS, at the regular meeting of June 16, 1987, the City Council adopted Resolution 1987-23, ordering the formation of the Cypress Cove II Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals, and;

WHEREAS, the Landscaping and Lighting Act of 1972 requires an annual update report to be prepared which includes the costs to maintain the improvements of the Cypress Cove II Landscape Maintenance Assessment District and what the proposed assessments will be to provide for that maintenance, and;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby order the City Engineer to prepare and to file a report related to maintenance of the Cypress Cove II Landscape Maintenance Assessment District for Fiscal Year 2020-2021 in accordance with the provisions of the Landscaping and Lighting Act of 1972 (Pursuant to §22622 of the California Streets and Highway Code).

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 4th day of February 2020, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

Boundary and Landscaped Area Map

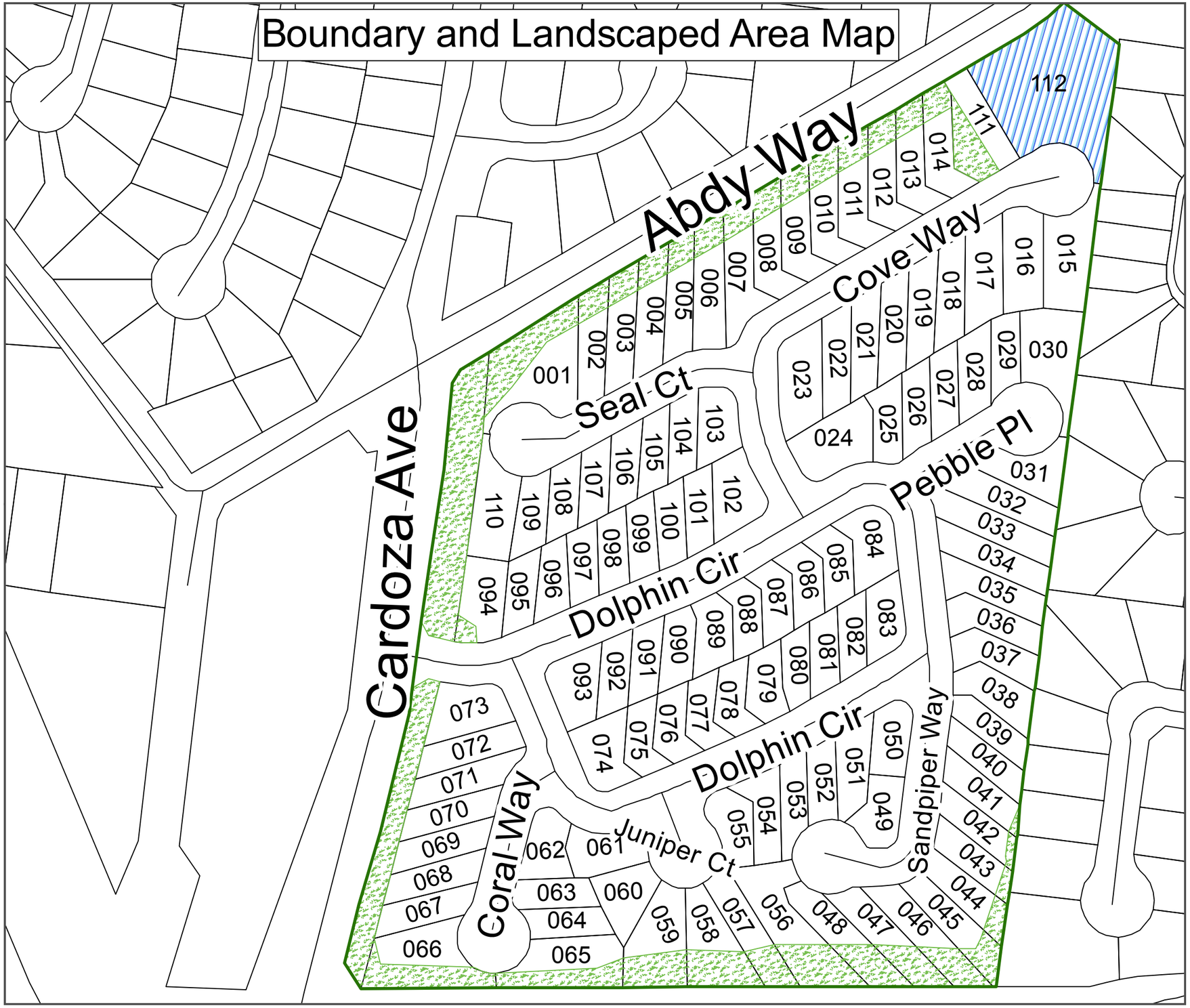
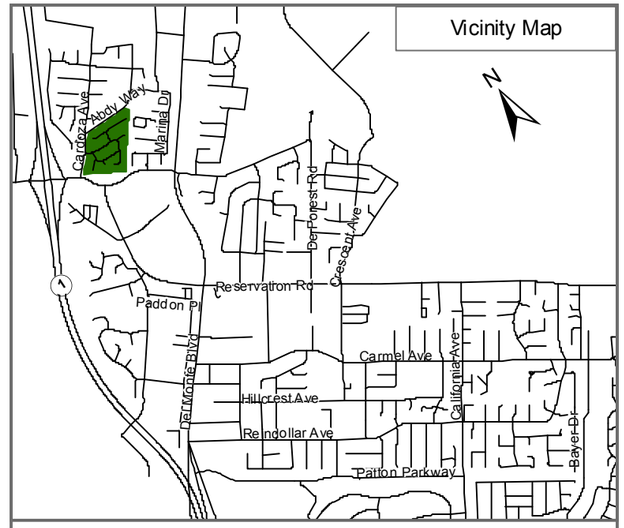


EXHIBIT A

Cypress Cove II
Landscape Maintenance District



Legend

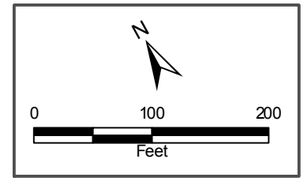
Cypress Cove II

- Boundary
- Landscaped Area **2.00 Acres**
- Parcels
- Percolation Lot
- Roads

Date: April 15th, 2009

Notes: The City of Marina assume no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates/modifications and may not be complete or appropriate for all purposes. The City of Marina and Monterey County GIS should be queried for the most current information. Parcel data is of mapping grade only and does not represent reliable locations or legal boundaries.

Sources: Monterey County GIS, City of Marina CDD
Map Projection: California State Plane Zone IV, NAD 83 (Feet)



January 22, 2020 Item No. **8f(2)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2020-, ORDERING THE CITY ENGINEER TO PREPARE AND TO FILE A REPORT RELATED TO MAINTENANCE OF THE SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2020-2021

REQUEST:
It is requested that the City Council consider:

1. Adopting Resolution No. 2020-, ordering the City Engineer to prepare and to file a report related to maintenance of the Seabreeze Landscape Maintenance Assessment District for Fiscal Year 2020-2021

BACKGROUND:
At the regular meeting of June 4, 1996, the City Council adopted Resolution No. 1996-62, ordering the formation of the Seabreeze Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals.

The Landscaping and Lighting Act of 1972 requires an annual update report to be prepared which includes the costs to maintain the improvements of the Districts and what the proposed assessments will be to provide for that maintenance.

This first step in the annual update process is for the City Council to initiate the process by adopting a resolution ordering the City Engineer to prepare and file an Engineer's Report for the District.

ANALYSIS:
Funds must be provided to enable the District to continue operation during the 2020-2021 Fiscal Year. The Seabreeze Landscape Maintenance Assessment District encompasses 37 lots and a percolation lot (Lot 38) as illustrated on **"EXHIBIT A"** Map.

After the initiation of the update process and preparation of the update report, the City Council will be requested to adopt a resolution of intention to set a Public Hearing. Lastly, a Public Hearing will be held at a subsequent City Council meeting where the Assessment District is approved and confirmed, resulting in the adoption of a resolution confirming the levy of assessment pursuant to the provisions of the Landscape and Lighting Act of 1972 of Part 2 of Division 15 of the Streets and Highways Code of the State of California.

FISCAL IMPACT:
For Fiscal Year 2019-2020, a total budget of $2,000 has been approved for the assessment engineering services needed for the Seabreeze Landscape Maintenance Assessment District.

CONCLUSION:
This request is submitted for City Council's approval.

Respectfully submitted,

_____
Edrie Delos Santos, P.E.
Senior Engineer, Engineering Division
City of Marina

REVIEWED/CONCUR:

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

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2020-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA ORDERING THE CITY ENGINEER TO PREPARE AND TO FILE A REPORT RELATED TO MAINTENANCE OF THE SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2020-2021

WHEREAS, at the regular meeting of June 4, 1996, the City Council adopted Resolution No. 1996-62, ordering the formation of the Seabreeze Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals, and;

WHEREAS, the Landscaping and Lighting Act of 1972 requires an annual update report to be prepared which includes the costs to maintain the improvements of the Seabreeze Landscape Maintenance Assessment District and what the proposed assessments will be to provide for that maintenance, and;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that the City Council does order the City Engineer to prepare and to file a report related to maintenance of the Seabreeze Landscape Maintenance Assessment District for Fiscal Year 2020-2021 in accordance with the provisions of the Landscaping and Lighting Act of 1972 (Pursuant to §22622 of the California Streets and Highway Code).

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 4th day of February 2020, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

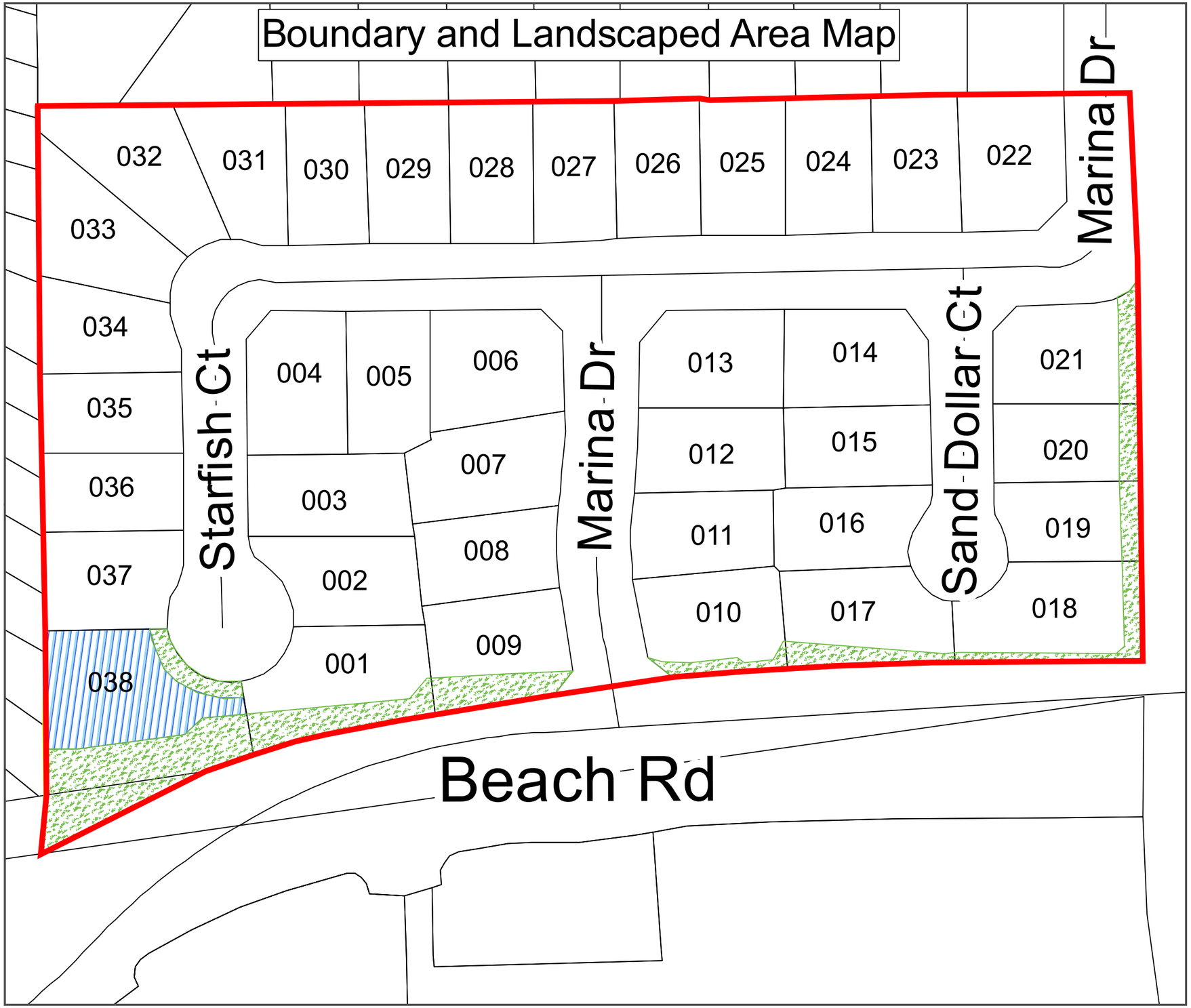
ATTEST:

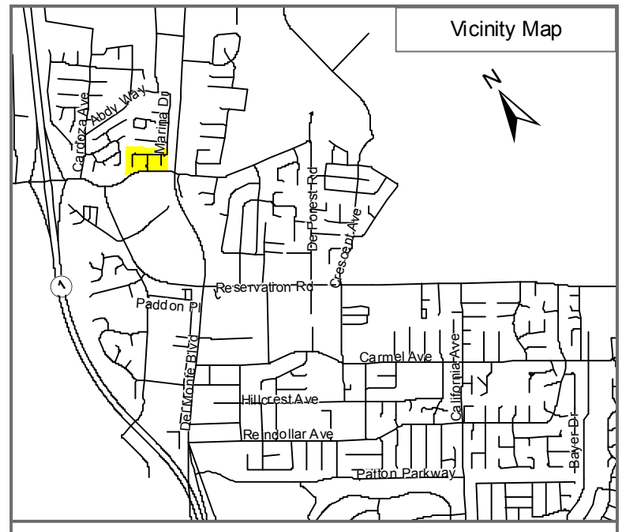
_____
Anita Sharp, Deputy City Clerk

Boundary and Landscaped Area Map

EXHIBIT A

Seabreeze
Landscape Maintenance District





Legend

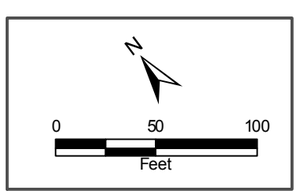
Seabreeze

- Boundary
- Landscaped Area **20,470 SQ FT**
- Parcels
- Percolation Lot
- Roads

Date: April 15th, 2009

Notes: The City of Marina assume no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates/modifications and may not be complete or appropriate for all purposes. The City of Marina and Monterey County GIS should be queried for the most current information. Parcel data is of mapping grade only and does not represent reliable locations or legal boundaries.

Sources: Monterey County GIS, City of Marina CDD
Map Projection: California State Plane Zone IV, NAD 83 (Feet)



January 22, 2020 Item No. **8f(3)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2020-, ORDERING THE CITY ENGINEER TO PREPARE AND TO FILE A REPORT RELATED TO MAINTENANCE OF THE MONTEREY BAY ESTATES LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2020-2021

REQUEST:
It is requested that the City Council consider:

1. Adopting Resolution No. 2020-, ordering the City Engineer to prepare and to file a report related to maintenance of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District for Fiscal Year 2020-2021

BACKGROUND:
At the regular meeting of October 3, 1989, the City Council adopted Resolution No. 1989-62, ordering the formation of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals.

The Landscaping and Lighting Act of 1972 requires an annual update report to be prepared which includes the costs to maintain the improvements of the Districts and what the proposed assessments will be to provide for that maintenance.

This first step in the annual update process is for the City Council to initiate the process by adopting a resolution ordering the City Engineer to prepare and file an Engineer's Report for the District.

ANALYSIS:
Funds must be provided to enable the District to continue operation during the 2020-2021 Fiscal Year. The Monterey Bay Estates Lighting and Landscape Maintenance Assessment District encompasses 162 lots, a percolation lot parcel and a park parcel as illustrated on **"EXHIBIT A"** Map.

After the initiation of the update process and preparation of the update report, the City Council will be requested to adopt a resolution of intention to set a Public Hearing. Lastly, a Public Hearing will be held at a subsequent City Council meeting where the Assessment District is approved and confirmed, resulting in the adoption of a resolution confirming the levy of assessment pursuant to the provisions of the Landscape and Lighting Act of 1972 of Part 2 of Division 15 of the Streets and Highways Code of the State of California.

FISCAL IMPACT:
For Fiscal Year 2019-2020, a total budget of $2,000 has been approved for the assessment engineering services needed for the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District.

CONCLUSION:
This request is submitted for City Council's approval.

Respectfully submitted,

_____
Edrie Delos Santos, P.E.
Senior Engineer, Engineering Division
City of Marina

REVIEWED/CONCUR:

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

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2020-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA ORDERING THE CITY ENGINEER TO PREPARE AND TO FILE A REPORT RELATED TO MAINTENANCE OF THE MONTEREY BAY ESTATES LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT FOR FISCAL YEAR 2020-2021

WHEREAS, at the regular meeting of October 3, 1989, the City Council adopted Resolution No. 1989-62, ordering the formation of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals, and;

WHEREAS, the Landscaping and Lighting Act of 1972 requires an annual update report to be prepared which includes the costs to maintain the improvements of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District and what the proposed assessments will be to provide for that maintenance, and;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that the City Council does order the City Engineer to prepare and to file a report related to maintenance of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District for Fiscal Year 2020-2021 in accordance with the provisions of the Landscaping and Lighting Act of 1972 (Pursuant to §22622 of the California Streets and Highway Code).

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 4th day of February 2020, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

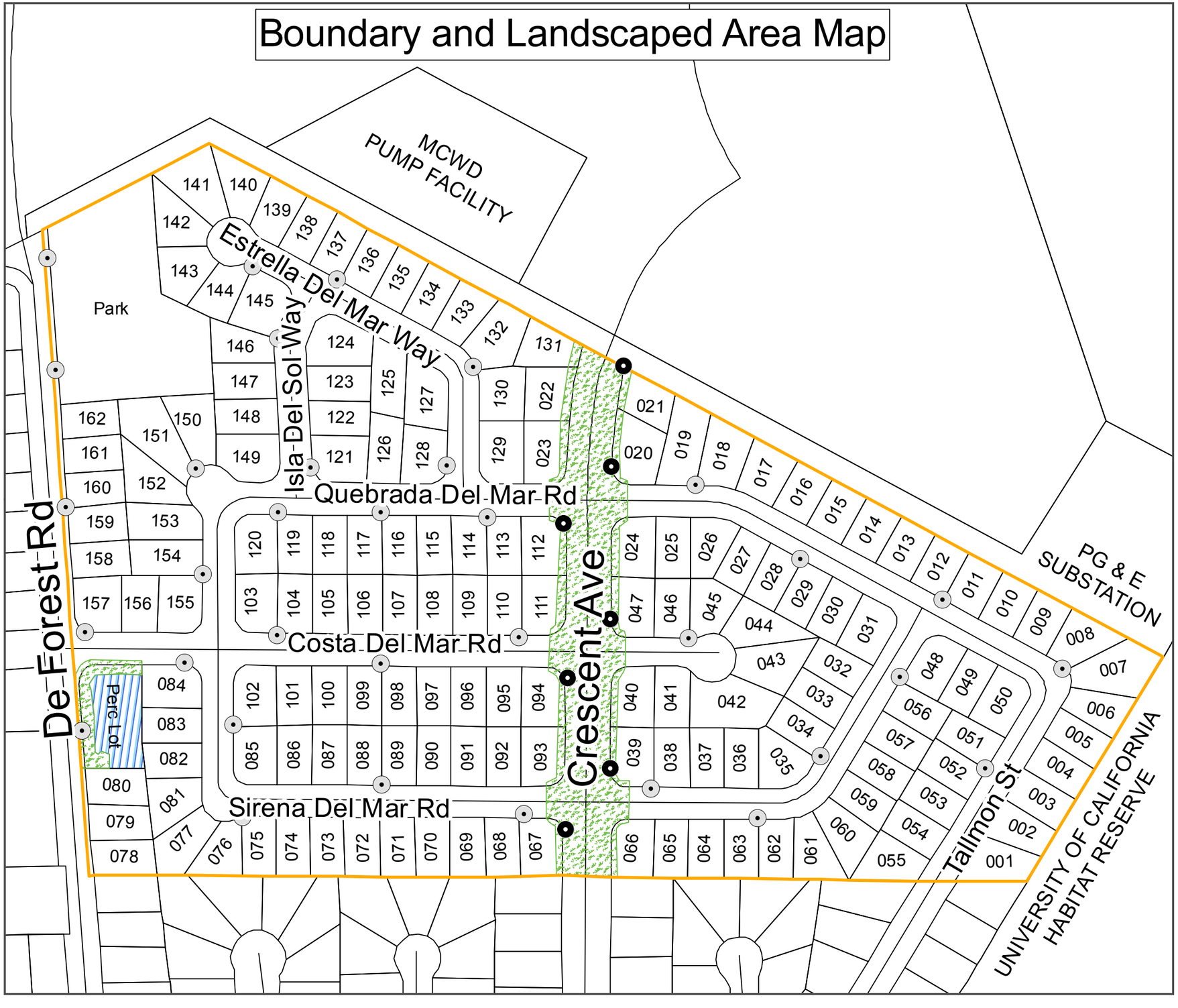
ATTEST:

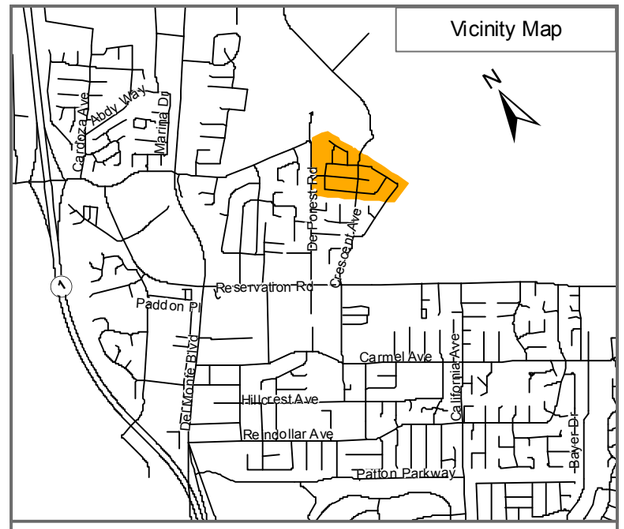
_____
Anita Sharp, Deputy City Clerk

Boundary and Landscaped Area Map

EXHIBIT A

Monterey Bay Estates
Lighting and Landscape
Maintenance District





Legend

Monterey Bay Estates

- Boundary
- Landscaped Area **2.14 Acres**
- Parcels
- Percolation Lot
- Roads

Maintained Street Lights

- Total 34 - 100W
- Total 7 - 200W

Date: April 15th, 2009

Notes: The City of Marina assume no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates/modifications and may not be complete or appropriate for all purposes. The City of Marina and Monterey County GIS should be queried for the most current information. Parcel data is of mapping grade only and does not represent reliable locations or legal boundaries.

Sources: Monterey County GIS, City of Marina CDD
Map Projection: California State Plane Zone IV, NAD 83 (Feet)

N

0 100 200
Feet

CITY OF MARINA

January 13, 2020 Item No. **8g(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

RECOMMENDATION TO CONSIDER ADOPTING RESOLUTION NO. 2020-, APPROVING A PUBLIC IMPROVEMENT AGREEMENT FOR SEA HAVEN PHASE 3A BETWEEN THE CITY OF MARINA AND THE CONTRACTING PARTIES OF 104 INVESTMENTS, LLC, LOCANS INVESTMENTS, LLC, WATHEN CASTANOS PETERSON HOMES, INC., WATHEN CASTANOS PETERSON COASTAL, LP, AND MARINA DEVELOPERS, INC., AND; AUTHORIZING CITY MANAGER TO EXECUTE THE PUBLIC IMPROVEMENT AGREEMENT ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

RECOMMENDATION:

It is recommended that the City Council:

1. Consider adopting Resolution No. 2020-, approving a Public Improvement Agreement for Sea Haven Phase 3A between the City of Marina and the Contracting Parties of 104 Investments, LLC, Locans Investments, LLC, Wathen Castanos Peterson Homes, Inc., Wathen Castanos Peterson Coastal, LP, and Marina Developers, Inc., and;

2. Consider authorizing the City Manager to execute the Public Improvement Agreement on behalf of the City subject to final review and approval by the City Attorney.

BACKGROUND:

At the regular meeting of March 21, 2006, the City Council adopted Resolution No. 2006-56, approving the Phase 1 Final Map for the Marina Heights Development Project Subdivision and subdivision improvement agreement. The Phase 1 final map and improvement plans were only for the major roadways (Arterials) and utilities for the Marina Heights Project.

At the regular meeting of September 6, 2006, the City Council adopted Resolution 2006-228, approving the Phase 2 Final Map for the Marina Heights Subdivision and the Subdivision Improvement Agreement. The Phase 2 final map and improvement plans are for the first 299 residential units in the Marina Heights Project.

At the regular meeting of August 7, 2019, the City Council adopted Resolution 2019-78 and 2019-81, approving the Phase 5A Subdivision Improvement Agreement and the Final Map for the Marina Heights (now Sea Haven) Subdivision.

ANALYSIS:

The developer contracting parties have submitted the Phase 3A Final Map and Improvement Plans for approval. The Public Improvement Agreement has also been submitted and will provide labor and materials and faithful performance bonds required for the recordation of the Phase 3A Final Map. It has been determined that the Tentative Map Conditions of Approval will be met with the inclusion of the Public Improvement Agreement. The Agreement has been found consistent with the conditions of the Development Agreement and previous Public Improvement Agreements. **("EXHIBIT A")**

The Phase 3A final map and improvement plans are for 160 residential lots in the Marina Heights Project. The Phase 3A final map and improvement plans include the specific neighborhood improvements such as parks, a club house and open space in the area of the 160 residential lots.

All required future phased final maps must meet all the appropriate conditions of approval and will be presented to City Council for consideration at a future date.

FISCAL IMPACT:

Should the City Council approve this request, the City requires the Developer to provide satisfactory evidence of their ability to complete the public improvements by the posting of labor and material and faithful performance subdivision improvement bonds in an amount of 100% of the City Engineer's estimate of the cost to perform the work.

For the construction for Phase 3A, the Developer will post a bond in the amount of Four Million Five Hundred Fifty-Five Thousand Four Hundred Thirteen Dollars and Sixty One cents ($4,555,413.61) for completion of the public improvements and a bond in the amount of Four Million Five Hundred Fifty-Five Thousand Four Hundred Thirteen Dollars and Sixty One cents ($4,555,413.61) to secure payment for labor and materials prior to the recording of the Phase 3A Final Map.

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____

Edrie Delos Santos, P.E.
Senior Engineer, Engineering Division
City of Marina

REVIEWED/CONCUR:

_____

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

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2020-

A RESOLUTION OF THE CITY OF MARINA APPROVING A PUBLIC IMPROVEMENT AGREEMENT FOR SEA HAVEN PHASE 3A BETWEEN THE CITY OF MARINA AND THE CONTRACTING PARTIES OF WATHEN CASTANOS PETERSON HOMES, INC., GRANTOR FRESNO CLOVIS INVESTMENTS, LLC, WATHEN CASTANOS PETERSON COASTAL, LP, AND MARINA DEVELOPERS, INC., AND; AUTHORIZING THE CITY MANAGER TO EXECUTE THE PUBLIC IMPROVEMENT AGREEMENT ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

WHEREAS, at the regular meeting of March 21, 2006, the City Council adopted Resolution No. 2006-56, approving the Phase 1 Final Map for the Marina Heights Development Project Subdivision and subdivision improvement agreement. The Phase 1 final map and improvement plans were only for the major roadways (Arterials) and utilities for the Marina Heights Project, and;

WHEREAS, at the regular meeting of September 6, 2006, the City Council adopted Resolution 2006-228, approving the Phase 2 Final Map for the Marina Heights Subdivision and the Subdivision Improvement Agreement. The Phase 2 final map and improvement plans are for the first 299 residential units in the Marina Heights Project, and;

WHEREAS, at the regular meeting of August 7, 2019, the City Council adopted Resolution 2019-78 and 2019-81, approving the Phase 5A Subdivision Improvement Agreement and the Final Map for the Marina Heights (now Sea Haven) Subdivision, and;

WHEREAS, the developer contracting parties have submitted the Phase 3A Final Map and Improvement Plans for approval. The Public Improvement Agreement has also been submitted and will provide labor and materials and faithful performance bonds required for the recordation of the Phase 3A Final Map. It has been determined that the Tentative Map Conditions of Approval will be met with the inclusion of the Public Improvement Agreement. The Agreement has been found consistent with the conditions of the Development Agreement and previous Public Improvement Agreements, and;

WHEREAS, the Phase 3A final map and improvement plans are for 160 residential lots in the Marina Heights Project. The Phase 3A final map and improvement plans include the specific neighborhood improvements such as parks, a club house and open space in the area of the 160 residential lots, and;

WHEREAS, all required future phased final maps must meet all the appropriate conditions of approval and will be presented to City Council for consideration at a future date, and;

WHEREAS, should the City Council approve this request, the City requires the Developer to provide satisfactory evidence of their ability to complete the public improvements by the posting of labor and material and faithful performance subdivision improvement bonds in an amount of 100% of the City Engineer's estimate of the cost to perform the work, and;

WHEREAS, for the construction for Phase 3A, the Developer will post a bond in the amount of Four Million Five Hundred Fifty-Five Thousand Four Hundred Thirteen Dollars and Sixty One cents ($4,555,413.61) for completion of the public improvements and a bond in the amount of Four Million Five Hundred Fifty-Five Thousand Four Hundred Thirteen Dollars and Sixty One cents ($4,555,413.61) to secure payment for labor and materials prior to the recording of the Phase 3A Final Map.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that:

1. Approve a Public Improvement Agreement for Sea Haven Phase 3A between the City of Marina and the Contracting Parties of Wathen Castanos Peterson Homes, Inc., Grantor Fresno Clovis Investments, LLC, Wathen Castanos Peterson Coastal, LP, and Marina Developers, Inc, and;

2. Authorize the City Manager to execute the Public Improvement Agreement on behalf of the City subject to final review and approval by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 4th day of February 2020, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

AGREEMENT FOR IMPROVEMENT OF STREETS, INSTALLATION OF STORM DRAINS AND OTHER PUBLIC WORKS FACILITIES
"Sea Haven"
– Phase 3a –

This Agreement for Improvement of Streets, Installation of Storm Drains and Other Public Works Facilities ("Agreement") is made and entered into this ___ day of November, 2019, by and between the City of Marina, herein called the "City," a municipal corporation, and 104 Investments, LLC, a California limited liability company, Locans Investments, LLC, a California limited liability company, Wathen Castanos Peterson Homes, Inc., a Delaware corporation, and Wathen Castanos Peterson Coastal, LP, a California limited partnership (collectively referred to herein as "Co-Owners") together with Marina Developers, Inc., a California corporation (referred to herein as the "Developer"). Co-Owners and Developer are collectively referred to herein as "Contracting Parties" and in the singular as a "Contracting Party."

WHEREAS, pursuant to the grant deed from Cypress Marina Heights LLC ("Cypress Marina Heights") dated April 13, 2019, as Document No. 2018015912, Co-Owners are now the owners of the land known as "Sea Haven Phase 3a" (the "Property"); and

WHEREAS, Developer is under contract to purchase the Property from Co-Owners and after such purchase will improve the Property according to this Agreement; and

WHEREAS, the City and Cypress Marina Heights previously entered into that certain Final Development Agreement dated as of March 3, 2004 (the "Development Agreement"), pursuant to which the City and Cypress Marina Heights, LLC agreed to certain matters with respect to the development, formerly known as Marina Heights and now known as Sea Haven, of 1,050 homes (the "Project") on certain real property, consisting of approximately two hundred forty-eight acres located between Imjin Road, Abrams Drive and 12th Street in the City (the "Project Site"); and

WHEREAS, the City and Cypress Marina Heights amended the Development Agreement once previously with that certain Implementation Agreement dated October 11, 2007 (the Development Agreement, as so previously amended by the Implementation Agreement being referred to herein as the "Amended Development Agreement"); and

WHEREAS, Cypress Marina Heights assigned, and Wathen Castanos Peterson Homes, Inc., assumed, portions of the rights and obligations of Cypress Marina Heights under the Amended Development Agreement between the City and Cypress Marina Heights; and

WHEREAS, Cypress Marina Heights remains obligated under the Amended Development Agreement for the balance of the Project not yet conveyed to third parties; and

WHEREAS, prior to its adoption of the Development Agreement, the City approved a Specific Plan for the Project Site, General Plan Amendments, a Specific Plan Zoning Ordinance and Map Amendments, a tentative Map and certified an EIR (collectively the "Project Approvals") subject to the Conditions of Approval attached to Resolution 2004-44 and compliance with Marina Municipal Code Section 16.16.100 requiring a subdivision improvement agreement and bonding prior to approval of the first Final Map; and

WHEREAS, consistent with the Project Approvals, the Developer, with the consent of the Co-Owners, is in the process of developing the Project on the Project Site; and

WHEREAS, on July 3, 2018, the City and Wathen Castanos Peterson Homes, Inc. entered into the First Amendment to the Development Agreement ("First Amendment") amending the terms of the Amended Development Agreement; and

WHEREAS, improvement plans entitled "Street Improvement Plans for Sea Haven Phase 3a," herein "Improvement Plans," have been submitted to the City for approval and acceptance which improvements are to include new storm drain system, curb, gutter, asphalt concrete pavement, street lights and electrical facilities, sidewalk, striping, traffic signs, and survey monuments, as shown on **Exhibit A,** herein the "Improvements;" and

WHEREAS, the Developer, with the consent of the Co-Owners, will subsequently submit for approval by the City and subsequent recording with the office of the Monterey County Recorder, a final map ("Final Map") for Sea Haven Phase 3a; and

WHEREAS, the City will not accept any of the Sea Haven Phase 3a Improvements to be constructed pursuant to this Agreement until all the conditions of this Agreement are satisfied in full; and

WHEREAS, the Co-Owners or Developer require certain utilities and public works facilities in order to service the Project under the minimum standards established by the City; and

WHEREAS, the City, by and through its City Council, has enacted certain Codes, Ordinances and Resolutions and certain Rules and Regulations have been promulgated concerning the subject matter of this Agreement; and

WHEREAS, the City has certain responsibilities for maintenance and operation of such Improvements, and public service facilities after acceptance by City, and for providing the necessary connecting system, and the City has agreed to discharge those responsibilities following its acceptance of the Improvements.

NOW THEREFORE, in consideration of the foregoing and in order to carry on the intent and purpose of said Codes, Ordinances, Resolutions, Rules and Regulations, it is agreed by and between the City and the Contracting Parties as follows:

SECTION 1

The recitals to this Agreement are hereby incorporated into the terms of this Agreement. All applicable Codes, Ordinances, Resolutions, Rules and Regulations and established policies of the City and the laws of the State of California and the United States of America concerning the subject matter of this Agreement are hereby referred to and incorporated herein to the same effect as if they were set out a length herein. Said Codes, Ordinances, Resolutions, Rules and Regulations include, but are not limited to, the following: The Municipal Code of the City of Marina, including the current Zoning Ordinance, and the currently adopted California Building Code and the Fort Ord Reuse Authority's (FORA) Master Resolution.

SECTION 2

The Contracting Parties agree:

a. To be jointly and severally liable to perform each and every provision required by the City to be performed by the Contracting Parties in each and every one of the applicable Codes, Ordinances, Resolutions, Rules and other Regulations and to comply with the foregoing and all applicable laws.

b. To grant to the City or other entities entitled thereto, from property owned by the Co-Owners or subsequently by the Developer, without charge and free and clear of monetary liens and encumbrances, any and all public, private, utility, drainage, construction or access easements and rights of way (herein "easements") in and to the Property necessary for the City, in order that the storm drain and street improvements to said real property may be extended; however, City shall not be obligated to accept any such easement, right-of-way or improvements thereon. At no cost to the City, City and Contracting Parties will work cooperatively with the owners of other real property to acquire all easements necessary to construct the Improvements. At no cost to the City, City agrees to support Contracting Parties in acquisition of easements necessary to construct the Improvements. City also agrees to issue Contracting Parties and/or Contracting Parties' contractors encroachment permits necessary to accomplish said work.

Prior to acceptance of the Improvements by the City, Contracting Parties jointly and severally agree to indemnify, defend with counsel of City's choice and hold the City and any of its officials, boards and commissions and members thereof, agents and employees, free and harmless from all suits, fees, claims, demands, causes of action, costs, losses, damages, liabilities and expenses (including without limitation reasonable attorney's fees) because of, or arising, or resulting directly or indirectly, from: (i) any damage done to any utility, public facility or other material or installation of the City on said real estate as a result of the Contracting Parties or any contractor or subcontractor of the Contracting Parties, or any employee of the foregoing, grading or working upon said real estate; or (ii) any act or omission of Contracting Parties or Contracting Parties' contractors, or subcontractors, or any employee of the foregoing in connection with the design, construction or other work performed by them in connection with this Agreement, including without limitation all claims relating to injury or death of any person or damage to any property, except for such claims, demands, causes of action liability, or loss arising out of the sole active negligence or intentional actions of the City or any of its officials, boards and commissions and members thereof, agents and employees. City shall not be responsible for the design or construction of the Improvements pursuant to the Improvement Plans, regardless of any negligent action or inaction taken by City in approving the Improvement Plans unless the particular improvement design was specifically required by City over written objection by Contracting Parties submitted to the City Engineer before construction and acceptance of the Improvements, which objection indicated that the particular improvement design was dangerous or defective and suggested an alternate safe and feasible design. Prior to acceptance, Contracting Parties shall remain obligated for routine maintenance. After acceptance, Contracting Parties shall remain obligated to eliminate any defect in design or dangerous condition caused by the design or construction defect, however, Contracting Parties shall not be responsible for routine maintenance. Provisions of this Section shall remain in full force and effect in accordance with California Code of Civil Procedure Sections 337.1 and 337.15 following acceptance by City of the Improvements. The Improvement security shall not be required to cover the provisions of this Section. Contracting Parties shall reimburse City for all costs and expenses (including but not limited to fees and charges of architects, engineers, attorneys, and other professionals, and court costs) incurred by City in enforcing the provisions of this Section

c. To construct and improve all Improvements described on the Engineer's Estimate referenced in Section 3 of this Agreement and the Improvement Plans submitted to the City in furtherance of this Agreement on file with the City. All construction and improvements shall be completed in accordance with all standards established in the applicable Codes, Ordinances, Resolutions, Rules and Regulations, all applicable laws and this Agreement, and in accordance with the grades, plans, and specifications approved by the City Engineer or his or her designee. Contracting Parties shall furnish two good and sufficient bonds, in an amount of 100% of the City Engineer's, or his or her designee's, estimated cost of the Improvements, guaranteeing Contracting Parties' performance of this Agreement: (1) a Payment Bond on a form provided by the City; and (2) a Faithful Performance Bond, both of which must be secured from a surety company admitted to do business in California. Each bond shall set forth a time period for performance by the Contracting Parties of their obligations and the terms and conditions on which the City may obtain the proceeds of the bond. Alternatively, the Contracting Parties may provide a cash deposit in an amount of 100% of the City Engineer's, or his or her designee's, estimated cost of the Improvements to guarantee Contracting Parties' performance of this Agreement.

The Faithful Performance Bond shall be in an amount not less than one hundred percent (100%) of the total estimated amount payable for the Improvements described in this agreement, and shall secure payment to City of any loss due to the default of the Contracting Parties or their contractors or their inability or refusal to perform this Agreement, and to guarantee or warranty the work done pursuant to this Agreement for a period of one year following acceptance thereof by City against any defective work or labor done or defective materials furnished. The performance bond shall by its terms remain in full force and effect for a period of not less than one year after completion of the Improvements and acceptance of the Improvements by the City, provided that after completion of the improvements and acceptance of the Improvements by the City, a separate warranty bond issued by a surety admitted to issue such bonds in California may substitute for the performance bond securing the warranty described above in the amount of ten percent (10%) of the total contract price of the Improvements (provided that amount of said bond shall not be less than One Thousand Dollars ($1,000)) to cover the one-year warranty period. Government Code §66499.7, and as it may hereafter be amended, extended, or otherwise modified, shall apply to a request for release, in whole or in part, of the Faithful Performance Bond.

The Payment Bond shall be in an amount not less than one hundred percent (100%) of the total estimated amount payable for the Improvements described in this Agreement. The Payment Bond shall secure the payment of those persons or entities to whom the Contracting Parties may become legally indebted for labor, materials, tools, equipment or services of any kind used or employed by the Contracting Parties' contractor(s) or subcontractor(s) in performing the work, or taxes or amounts to be withheld thereon. The Payment Bond shall provide that the surety will pay the following amounts should the Contracting Parties , or Contracting Parties' contractor(s) or subcontractor(s) fail to pay the same, plus reasonable attorneys' fees to be fixed by the court if suit is brought upon the bond: (1) amounts due to any person that has a lien right pursuant to Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the California Civil Code; (2) amounts due under the Unemployment Insurance Code with respect to work or labor performed for the improvements described in this Agreement; and (3) any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of the Contracting Parties their contractors and subcontractors pursuant to Section 13020 of the Unemployment Insurance Code with respect to the work and labor. The Payment Bond shall, by its terms, inure to the benefit of any person that has a lien right pursuant to Title 3 California Civil Code Section Part 6 of Division 4, commencing with Section 9000 so as to give a right of action to those persons or their assigns in any suit brought upon the bond. The Payment Bond may be released thirty-five days after the passage of time within which claims of lien are required to be recorded pursuant to California Civil Code Part 6 of Division 4 commencing with Section 8200,

but in no event shall such security be released prior to one hundred and twenty days after acceptance of the Improvements by the City Council. The amount to be released shall first be reduced by the total of all claims on which an action has been filed and notice thereof given in wiring to the City. City expressly may require the surety not to release the amount of security deemed necessary by City to assure payment of reasonable expenses and fees, including reasonable attorney's fees.

The Contracting Parties shall submit the following for both the surety that furnishes the Payment Bond and the surety that furnishes the Faithful Performance Bond: (1) a current printout from California Department of Insurances website (www.insurance.ca.gov) showing that the surety is admitted to do business in the State; or (2) a certificate from the Clerk of the County of Monterey that the surety's certificate of authority has not been surrendered, revoked, canceled, annulled, or suspended or in the event that it has, that renewed authority has been granted.

d. At all times during the term of this Agreement and until the Improvements constructed by Contracting Parties are accepted by City, Contracting Parties shall, at no cost to City obtain and maintain (a) a policy of general liability and property damage insurance in the minimum amount of Two Million Dollars ($2,000,000), combined single limit for both bodily injury and property damage; (b) workers' compensation insurance as required by law; and (c) broad form "Builder's Risk" property damage insurance limits of not less than 100% of the estimated value of the Improvements to be constructed by Contracting Parties pursuant to this Agreement (Builders Risk Insurance is not required when only mass grading and roadway-related improvements consisting of no structures are to be constructed).

All such policies shall provide that thirty (30) days written notice must be given in advance to City prior to termination, cancellation or modification. The insurance specified above shall: (a) name City as additional insured; (b) shall name the City as a loss payee; and (c) shall provide that City, although an additional insured or loss payee, may recover for any loss suffered by reason of the acts or omissions of Contracting Parties or Contracting Parties' contractors or their respective employees. Contracting Parties hereby waive, and Contracting Parties shall cause each of their respective contractors and subcontractors to waive, all rights to recover against City for any loss or damage arising from a cause covered by the insurance required to be carried pursuant to this Agreement, and will cause each insurer to waive all rights of subrogation against City in connection therewith. All policies shall be written on an "occurrence basis" and not on a "claims made" basis and shall be issued by insurance companies authorized to conduct business in California with a current A.M. Best rating of no less than A: VII. Prior to commencing any work pursuant this Agreement, Contracting Parties shall deliver to City the insurance company's certificate evidencing the required coverage, or if required by City a copy of the policies obtained.

e. Contracting Parties' obligations under this Agreement are personal obligations of the Contracting Parties notwithstanding a transfer of all or any part of the Property subject to this Agreement. Contracting Parties shall not be entitled to assign their obligations under this Agreement to any transferee of all or any part of the Property to any third party without the express prior written consent of the City. Notwithstanding the foregoing, specifically excluding single family residential dwelling units sold to third party end-users, Co-Owners may transfer, assign or sell in one transaction or a series of transactions all or a substantial portion or interest of the Co-Owners in the Property or the Project ("Bulk Sale") with prior written notice to the City, to any entity which controls, is controlled by or is under common control with the Co-Owners, without the need for the approval of the City provided that said assignee assumes, in full, the obligations of Co-Owners under this Agreement.

SECTION 3

An estimate of the cost for construction of the Improvements and performing land development work in connection with the Improvements according to the Improvement Plans has been made and has been approved by the City Engineer or his or her designee. That estimated amount is $4,555,413.61. The basis for the estimate is on file in the Office of the City Engineer and is incorporated into this Agreement by reference.

SECTION 4

Contracting Parties will commence construction of the Improvements required by this Agreement within six (6) months of the date of this Agreement, provided City has approved all of Contracting Parties' Public Improvement Plans. Contracting Parties shall complete such construction of the Improvements within two (2) years of the date of this Agreement, unless otherwise extended in writing by the City Engineer. Contracting Parties shall maintain such public works facilities and other improvements described in this Agreement, at Contracting Parties' sole cost and expense, at all times prior to acceptance by City in a manner which will preclude any hazard to life or health or damage to property.

SECTION 5

a) Default of a Contracting Party shall include, but not be limited to: (1) failure to timely complete the Improvements within two (2) years of the date of this Agreement, unless otherwise extended in writing by the City Engineer; (2)failure to timely cure after written notice any defect of the Improvements; (3) failure to perform substantial construction work for a period of sixty calendar days after commencement of the work; (4) insolvency, appointment of a receiver, or the filing of any petition in bankruptcy either voluntary or involuntary which the Contracting Party fail to discharge within thirty (30) days; (5) commencement of a foreclosure action affecting all or a portion of the Property, or any conveyance of all or a substantial portion of the Property in lieu or in avoidance of foreclosure; or (6) failure to perform any other obligation under this Agreement. Notwithstanding the foregoing, a Contracting Party shall not be in default under this Agreement if it cures any default within thirty (30) days' of City's written notice of such default; or, if the default may not reasonably be cured within such time period, if it commences to cure within thirty (30) days' and thereafter diligently proceeds to complete the cure.

b) City reserves to itself all remedies available to it at law or in equity for breach of a Contracting Party' obligations under this Agreement. City shall have the right, subject to this Section, to draw upon or utilize the appropriate security to mitigate City's damages in the event of default by a Contracting Party. The right of City to draw upon or utilize the security is additional to and not in lieu of any other remedy available to City. It is specifically recognized that the estimated costs and security amounts may not reflect the actual cost of construction or installation of the Improvements and, therefore, City's damages for a Contracting Party' default shall not exceed the cost of completing the Improvements. The sums provided by the security for the Improvements may be used by City for the completion of the Improvements in accordance with the Improvement Plans referenced herein.

c) In the event of a Contracting Party's' default under this Agreement, Contracting Parties authorize City to perform such obligation sixty (60) days after mailing written notice of default to Contracting Parties and to Contracting Parties' surety, and agrees to pay the entire cost of such performance by City. City may take over the work and prosecute the same to completion by contract or by any other method City may deem advisable, for the account and at the expense of Contracting Parties, and Contracting Parties' surety shall be liable to the City for any excess cost

or damages occasioned to the City thereby, including but not limited to fees and charges of architects, engineers, attorneys, other professionals and court costs. In such event City, without liability for doing so, may take possession of, and utilize in completing the work, such materials, appliances, plants and other property belonging to Contracting Parties as may be on the site of the work and necessary for performance of the work.

d) Failure of City to take an enforcement action with respect to a default, or to declare a breach, shall not be construed as a waiver of that default or breach or any subsequent default or breach of Contracting Parties.

SECTION 6

In addition to the other obligations of Contracting Parties set forth in this Agreement, Contracting Parties, subject to the approval of the City Engineer, shall:

1. Locate and properly dispose of any wells, septic tanks and underground fuel storage facilities.

2. Schedule the construction of improvements along existing public roads so that the work affecting vehicular traffic is undertaken with minimum interruption of traffic.

3. Obtain the approval of the City Engineer or his or her designee, for all work conducted within the public right-of-way.

4. Coordinate all construction work so that the existing residents and/or businesses have access to their properties.

5. Install all Improvements pursuant to the approved Improvement Plans.

6. Provide the City with electronic copies of the "As Built" Improvement Plans as an AutoCAD drawing file (DWG format, AutoCAD 2002 minimum or latest version).

7. Until the roads on the Property are open to the public, give good and adequate warning to the public of each and every dangerous condition on the existing public roads, and will take all reasonable actions to protect the public from such dangerous condition.

SECTION 7

Contracting Parties shall, at Contracting Parties' expense, obtain all necessary permits and licenses for the construction and installation of the Improvements, give all necessary notices and pay all fees and taxes required by law including, but not limited to, fees for inspection of all improvements by the City Engineer or his or her designee.

SECTION 8

Neither Contracting Parties nor any of Contracting Parties' agents, contractors or subcontractors are or shall be considered to be agents of City in connection with the performance of Contracting Parties' obligations under this Agreement.

SECTION 9

Nothing contained in this Agreement shall preclude City from expending monies pursuant to agreements concurrently or previously executed between the City and Wathen Castanos Peterson Homes, Inc., or from entering into agreements with other developers for the apportionment of costs of water and sewer mains, or other improvements, pursuant to the provisions of the City ordinance providing therefor, nor shall anything in this Agreement commit the City to any such apportionment.

SECTION 10

Any reimbursements due the Contracting Parties, unless specified otherwise in writing in this agreement, will expire ten (10) years after the date of execution of this agreement.

SECTION 11

Acceptance of the work, or any portion of the work on behalf of the City shall be made by the City Council upon recommendation of the City Engineer after final completion and inspection of all Improvements and, if such acceptance follows the dissolution of the Fort Ord Reuse Authority only after the inclusion of those portions of the Property for which a one-time FORA Basewide Community Facilities District fee has not been paid into a community facilities or other district formed by the City or another regional entity, in accordance with the provisions of Section 6 of the First Amendment. Such acceptance shall not constitute a waiver of defects by City.

SECTION 12

The provisions of this Agreement are severable. If any portion of this Agreement is held invalid by a court of competent jurisdiction, the remainder of the Agreement shall remain in full force and effect unless amended or modified by written agreement of the City and the Contracting Parties.

SECTION 13

In the event that suit or arbitration is brought to enforce the terms of this Agreement, the prevailing party shall be entitled to litigation costs and reasonable attorney's fees.

SECTION 14

This Agreement shall be interpreted in accordance with the laws of the State of California. Jurisdiction of all disputes of this Agreement shall be in the County of Monterey, State of California.

SECTION 15

Time is of the essence of this Agreement.

SECTION 16

This Agreement, the conditions, and the agreements referenced herein constitute the entire agreement of the parties with respect to the subject matter. All modifications, amendments or waivers of the terms of this Agreement must be in writing and signed by an authorized representative of the City and the Contracting Parties.

SECTION 17

In the event a schedule of performance is tolled, the time for commencement of construction or completion of the Improvements hereunder shall be extended for the same duration as applies to the schedule of performance. It is understood and agreed to by the Contracting Parties that they cannot, and will not, claim force majeure or request that the time for commencement of construction or completion of the Improvements be tolled the based on an economic downturn of any type. Any such extension may be granted without notice to Contracting Parties' surety and shall not affect the validity of this Agreement or release the surety on any security given for this Agreement.

IN WITNESS WHEREOF, City and has executed this Agreement as of the date first written above.

ATTEST: CITY OF MARINA

_____ _____

Anita Shepherd-Sharp
Deputy City Clerk

Layne Long
City Manager

APPROVED AS TO FORM:

_____

City Attorney

[Signatures Continue on Following Page]

IN WITNESS WHEREOF Contracting Parties have executed this agreement as of _____.

WATHEN CASTANOS PETERSON HOMES, INC.,
a Delaware Corporation

By: _____
Joshua E. Peterson, President

104 INVESTMENTS, LLC,
a California limited liability company

By :_____
Farid Assemi, Manager

LOCANS INVESTMENTS, LLC,
a California limited liability company

By: _____
Farid Assemi, President

WATHEN CASTANOS PETERSON COASTAL, LP,
a California limited partnership

By: Assemi Group, Inc. a California corporation

By: _____
Farid Assemi, President

By: _____
John A. Bezmalinovic, Secretary

MARINA DEVELOPERS, INC.,
a California corporation

By: _____
Joshua E. Peterson, President

NOTE: If Developer is a corporation, the complete legal name and corporate seal of the corporation and the corporate titles of the persons signing for the corporation shall appear above.

Per GC Sec. 40814; CC Sec. 1181

January 28, 2020 Item No. **8g(2)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

Honorable Chair and Members
of the Abrams B and Preston Park
Sustainable Community Non-Profit Corporation Boards

Abrams B NPC Meeting
of February 4, 2020

Preston Park Sustainable
Community NPC Meeting
of February 4, 2020

CITY COUNCIL, BOARD OF ABRAMS B NON-PROFIT, AND BOARD OF PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CONSIDER ADOPTING RESOLUTION NO. 2020- AND RESOLUTION NO. 2020- (NPC), APPROVING AMENDMENT NO. 1 TO AN AMENDED MANAGEMENT AGREEMENT BETWEEN CITY OF MARINA, CITY OF MARINA ABRAMS B NON-PROFIT CORPORATION, AND ALLIANCE COMMUNITIES INC., FOR ABRAMS B HOUSING AREA; AND RESOLUTION NO. 2020- AND RESOLUTION NO. 2020- (NPC) APPROVING AMENDMENT NO. 1 TO AN AMENDED MANAGEMENT AGREEMENT BETWEEN CITY OF MARINA, CITY OF MARINA PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT, AND ALLIANCE COMMUNITIES IN., FOR PRESTON PARK HOUSING AREA AUTHORIZING CITY MANAGER /EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 1 TO THE AMENDED MANAGEMENT AGREEMENTS ON BEHALF OF THE CITY AND THE NON-PROFIT CORPORATIONS SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY/NON-PROFIT CORPORATION LEGAL COUNSEL

REQUEST:

It is requested that the City Council, Board of Directors Abrams B Non-Profit Corporation, and Board of Directors Preston Park Sustainable Community Non-Profit Corporation consider:

(1) Adopting Resolution No. 2020- and Resolution No. 2020- (NPC), approving Amendment No. 1 to the Amended Management Agreement Between City of Marina, City of Marina Abrams B Non-Profit Corporation, and Alliance Communities Inc., for Abrams B Housing Area, and

(2) Authorizing City Manager/Executive Director to execute Amendment No. 1 to the Amended Management Agreement on Behalf of the City and the Non-Profit Corporation subject to final review and approval by the City Attorney/Non-Profit Corporation Legal Counsel.

(3) Adopting Resolution No. 2020- and Resolution No. 2020- (NPC), approving Amendment No. 1 to the Amended Management Agreement Between City of Marina, City of Marina Preston Park Sustainable Community Non-Profit Corporation, and Alliance Communities Inc., for Preston Park Housing Area, and

(4) Authorizing City Manager/Executive Director to execute Amendment No. 1 to the Amended Management Agreement on Behalf of the City and the Non-Profit Corporation subject to final review and approval by the City Attorney/Non-Profit Corporation Legal Counsel.

BACKGROUND:

The City is the owner of the Abrams B housing area and the Abrams B Non-Profit Corporation is the lessee of the property. In 2006, in connection with financing arrangement for Abrams B housing, the Non-Profit Corporation was required by the Federal National Mortgage Association ("Fannie Mae"), acting as the credit enhancer for the financing arrangement, to enter into a conditional assignment of the Management Agreement whereby in the event of a default in the financing arrangement the Management Agreement would be assigned to Fannie Mae. Any termination and all subsequent amendments to the Management Agreement are subject to the prior written approval of Fannie Mae. Fannie Mae approved the Management Agreement with Alliance Communities, Inc., and all amendments to date to the Management Agreement.

At a regular meeting of October 16, 2007, the City Council adopted Resolution No. 2007-249 and the Non-Profit Corporation Board adopted Resolution No. 2007-01 (NPC) approving the Management Agreement with Alliance Residential LLC (which became Alliance Communities Inc. in May 2009) for management of the Abrams housing area. The term of the Agreement was for three (3) years, from January 1, 2008 to December 31, 2011.

Between 2007 and 2019 the City has entered into annual extensions of this agreement.

The current Abrams B Management Agreement terminated on December 31, 2019. As proposed, the Amended Management Agreement would extend the term of the Management Agreement from January 1, 2020 to December 31, 2020 ("**EXHIBIT A**").

Additionally, the City of Marina purchased Preston Park from the Fort Ord Reuse Authority in September 2015 and approved Amendment No. 1 to the Management Agreement between the City of Marina and Alliance Communities Inc., for the Preston Park Housing Area. Amendment No. 1 extended the term of the Agreement from December 31, 2016 to December 31, 2017.

Between 2017 and 2019 the City has approved annual extensions of this agreement.

This agreement expired December 31, 2019. As proposed, the Amended Management Agreement would extend the term of the Preston Park Management Agreement to December 31, 2020 (**EXHIBIT B**).

ANALYSIS:

Staff is proposing that Amendment No. 1 to the Amended Management Agreements for both Abrams Park and Preston Park be approved which retroactively extend the term from January 1, 2020 to December 31, 2020 for both agreements.

In 2019, the Management Agreements received an in-depth review and update. As such, it is recommended that the Management Agreements receive a more thorough review again prior to the proposed December 31, 2020 expiration.

Staff will continue to work with Alliance to monitor the performance of the management of the property. The following is a list of performance indicators that will be considered:

- Revenue vs. expenses vs. budget performance
- Maintenance of the property
- Relationship/communication with residents
- Community appearance
- Capital improvement projects; status of current and recommended for the future
- Resident complaints
- Responses to service requests
- Suggestions from tenant's association

FISCAL IMPACT:

Should the City Council, Abrams B Non-Profit Corporation Board, and Preston Park Sustainable Community Non-Profit Corporation Board approve the request, the Amendment No. 1 to the Amended Management Agreements do not change the compensation to Alliance and rental revenue would continue to be collected on and after January 1, 2020 until December 31, 2020.

CONCLUSION:

This request is submitted for City Council and Non-Profit Corporation Boards consideration and possible action.

Respectfully submitted,

_____

Matt Mogensen
Assistant City Manager
City of Marina

REVIEWED/CONCUR:

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2020-
RESOLUTION NO. 2020- (NPC)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING AMENDMENT NO. 1 TO AN AMENDED MANAGEMENT AGREEMENT BETWEEN THE CITY OF MARINA, CITY OF MARINA ABRAMS B NON-PROFIT CORPORATION AND ALLIANCE COMMUNITIES INC., FOR ABRAMS B HOUSING AREA, AUTHORIZING CITY MANAGER TO EXECUTE THE AMENDMENT NO. 1 TO THE AMENDED MANAGEMENT AGREEMENT ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

WHEREAS, at a regular meeting of December 4, 2018, the City Council adopted Resolution No. 2018-08 and the Abrams B Non-Profit Corporation Board adopted Resolution No. 2018-143 (NPC) which approved an Amended Management Agreement. The Amended Management Agreement made changes that were cleanup or clarification in nature and did not change the Scope of Services or compensation to the management. This Amended Management Agreement established the term of the Agreement from January 1, 2019 to December 31, 2019; and,

WHEREAS, the current Abrams B Management Agreement terminated on December 31, 2019. As proposed, the Amended Management Agreement would extend the term of the Management Agreement from January 1, 2020 to December 31, 2020 ("**EXHIBIT A**"); and,

WHEREAS, pursuant to the Assignment Agreement, the Management Agreement may not be terminated without the prior written consent of the Federal National Mortgage Association ("Fannie Mae"); and,

WHEREAS, Amendment No. 1 to the Amended Management Agreement does not change the compensation to Alliance under the Management Agreement and rental revenue would continue to be collected on and after January 1, 2020 until December 31, 2020.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Marina does hereby:

1. Approve Amendment No. 1 to the Amended Management Agreement between the City of Marina, the City of Marina Abrams B Non-Profit Corporation and Alliance Communities Inc. for Abrams B Housing Area (Exhibit A) extending the term of the Management Agreement from January 1, 2020 to December 31, 2020; and,
2. Authorize the City Manager to execute Amendment No. 1 to the Amended Management Agreement for Abrams B on behalf of the City, subject to final review and approval by the City Attorney.

PASSED AND ADOPTED by the City Council at a regular meeting duly held on the 4th day of February 2020, by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

RESOLUTION NO. 2020-
RESOLUTION NO. 2020- (PPSC-NPC)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA AND THE BOARD OF DIRECTORS OF THE PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CORPORATION APPROVING AMENDMENT NO. 1 TO THE AMENDED MANAGEMENT AGREEMENT BETWEEN THE CITY OF MARINA AND ALLIANCE RESIDENTIAL COMPANY INC. FOR PRESTON PARK AND AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE AMENDED MANAGMENET AGREEMENT SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

WHEREAS, at a regular meeting of December 4, 2018, the City Council adopted Resolution No. 2018-144 and the Preston Park Sustainable Community Non-Profit Corporation Board adopted Resolution No. 2018-08 (NPC) which approved an Amended Management Agreement. The Amended Management Agreement made changes that were cleanup or clarification in nature and did not change the Scope of Services or compensation to the management. This Amended Management Agreement established the term of the Agreement from January 1, 2019 to December 31, 2019; and,

WHEREAS, the agreement expired December 31, 2019. As proposed, the Amended Management Agreement would extend the term of the Preston Park Management Agreement from January 1, 2020 to December 31, 2020 (**EXHIBIT B**); and,

WHEREAS, pursuant to the Assignment Agreement, the Management Agreement may not be terminated without the prior written consent of the Federal National Mortgage Association ("Fannie Mae"); and,

WHEREAS, Amendment No. 1 to the Amended Management Agreement does not change the compensation to Alliance under the Management Agreement and rental revenue would continue to be collected on and after January 1, 2020 until December 31, 2020.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Marina does hereby:

1. Approve Amendment No. 1 to the Amended Management Agreement between the City of Marina, the City of Marina Preston Park Sustainable Community Non-Profit Corporation Board for Preston Park Housing Area (Exhibit B) extending the term of the Management Agreement from January 1, 2020 to December 31, 2020; and,
2. Authorize the City Manager to execute Amendment No. 1 to the Amended Management Agreement for Preston Park Sustainable Community Non-Profit Corporation Board on behalf of the City, subject to final review and approval by the City Attorney.

PASSED AND ADOPTED by the City Council at a regular meeting duly held on the 4th day of February 2020, by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

AMENDMENT NO. 1
AMENDED MANAGEMENT AGREEMENT
FOR
ABRAMS PARK

THIS MANAGEMENT AGREEMENT ("Agreement") is made and entered into on January __, 2020, by and between the Abrams B Non-Profit Corporation, a California nonprofit public benefit corporation hereinafter referred to as "Abrams B Non-Profit Corporation," collectively referred to as "Owner," and Alliance Communities, Inc., a Delaware corporation, hereinafter referred to as "Operator, as follows:

RECITALS

1. On January 1, 2019, Owner, Operator and Agent entered into an Agreement for day to day property management services of the Abrams Park; and

2. Owner, Operator and Agent wish to extend the services contained in the Agreement; and

3. Only the numbered paragraphs of the Agreement which are being amended are set forth in this Amendment. Capitalized terms used but not defined in this First Amendment shall have the meanings given to them in the Agreement.

Terms & Conditions

The above recitals are true, correct and incorporated herein by this reference.

Now, therefore, the parties agree to enter into this First Amendment, and to amend the Agreement effective as of the date first written above as follows:

1. Section 2.1 of the Agreement is hereby amended and restated to read in its entirety as follows:

"2.1 TERM. The term of this Agreement shall commence on January 1, 2020, unless an earlier date is agreed to by City, the current operator and Operator, and shall continue to and include December 31, 2020 unless terminated as provided herein or extended in writing by mutual agreement thereto."

2. Integration. This First Amendment and the Agreement represent the entire agreement concerning this subject matter and supersedes prior negotiations or agreements. All prior agreements, understandings, representations, warranties, and negotiations between the parties about the subject matter of this First Amendment and the Agreement merge into this First Amendment and the Agreement.

3. Counterparts. This First Amendment may be executed in any number of counterparts and all of counterparts taken together shall be deemed to constitute one and the same instrument.

4. Authority. Each individual executing this Amendment represents and warrants that he or she is duly authorized to execute and deliver this Amendment and that this Amendment is binding in accordance with its terms.

Except as provided above, the Agreement is in all other respects in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date and year first written above.

OWNER:

CITY OF MARINA

By: _____
Name: Layne Long,
City Manager

Date: _____

CITY OF MARINA ABRAMS B NON-PROFIT CORPORATION

By: _____
Name: Layne Long,
Title: Executive Officer
Date:

Approved pursuant to City Council Resolution No. 2020-- and Abrams B Non-Profit Corporation Resolution No. 2020-

Attest:

By: _____
City Clerk

Approved as to Form

_____
City Attorney

OPERATOR:

ALLIANCE COMMUNITIES, INC.

By: _____
Name: Brad Cribbins
Title: Chief Operating Officer
Date: _____

AMENDMENT NO. 1
AMENDED MANAGEMENT AGREEMENT
FOR
PRESTON PARK

THIS MANAGEMENT AGREEMENT ("Agreement") is made and entered into on _____, by and between the Preston Park Sustainable Nonprofit Corporation, a California nonprofit public benefit corporation, ("Owner" or "City") and Alliance Communities, Inc., a Delaware corporation, ("Operator"), as follows:

RECITALS

1. On January 1, 2019, Owner, Operator and Agent entered into an Agreement for day to day property management services of the Preston Park; and

2. Owner, Operator and Agent wish to extend the services contained in the Agreement; and

3. Only the numbered paragraphs of the Agreement which are being amended are set forth in this Amendment. Capitalized terms used but not defined in this First Amendment shall have the meanings given to them in the Agreement.

Terms & Conditions

The above recitals are true, correct and incorporated herein by this reference.

Now, therefore, the parties agree to enter into this First Amendment, and to amend the Agreement effective as of the date first written above as follows:

1. Section 2.1 of the Agreement is hereby amended and restated to read in its entirety as follows:

"2.1 TERM. The term of this Agreement shall commence on January 1, 2020, unless an earlier date is agreed to by City, the current operator and Operator, and shall continue to and include December 31, 2020 unless terminated as provided herein or extended in writing by mutual agreement thereto."

2. Integration. This First Amendment and the Agreement represent the entire agreement concerning this subject matter and supersedes prior negotiations or agreements. All prior agreements, understandings, representations, warranties, and negotiations between the parties about the subject matter of this First Amendment and the Agreement merge into this First Amendment and the Agreement.

3. Counterparts. This First Amendment may be executed in any number of counterparts and all of counterparts taken together shall be deemed to constitute one and the same instrument.

4. Authority. Each individual executing this Amendment represents and warrants that he or she is duly authorized to execute and deliver this Amendment and that this Amendment is binding in accordance with its terms.

Except as provided above, the Agreement is in all other respects in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date and year first written above.

OWNER:

PRESTON PARK SUSTAINABLE COMMUNITY NONPROFIT CORPORATION

By: _____
Name: Layne Long,
Title: City Manager

Date: _____

Approved pursuant to City Council Resolution No. 2020- and Abrams B Non-Profit Corporation Resolution No. 2020-

By: _____
City Clerk

Approved as to Form

_____
City Attorney

OPERATOR:

ALLIANCE COMMUNITIES, INC.

By: _____
Name: Brad Cribbins
Title: Chief Operating Officer
Date: _____,

January 13, 2020 Item No. **8i(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

RECOMMENDATION TO CONSIDER ADOPTING RESOLUTION NO. 2020-, APPROVING THE PHASE 3A FINAL MAP FOR THE SEA HAVEN DEVELOPMENT PROJECT SUBDIVISION (FORMERLY MARINA HEIGHTS), AND AUTHORIZING THE CITY CLERK TO CERTIFY THE FINAL MAP ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

RECOMMENDATION:

It is recommended that the City Council:

1. Consider adopting Resolution No. 2020-, approving the Phase 3A Final Map for Sea Haven Development Project Subdivision and;

2. Consider authorizing the City Clerk to certify the Final Map on behalf of the City subject to final review and approval by the City Attorney.

BACKGROUND:

At the regular meeting of March 3, 2004, the City Council adopted Resolution No. 2004-44, approving the Tentative Subdivision Map for the Marina Heights Project.

At the regular meeting of March 21, 2006, the City Council adopted Resolution No. 2006-56, approving the Phase 1 Final Map for the Marina Heights Development Project Subdivision. The Phase 1 final map and improvement plans were only for the major roadways (Arterials) and utilities for the Marina Heights Project.

At the regular meeting of September 6, 2006, the City Council adopted Resolution 2006-228, approving the Phase 2 Final Map for the Marina Heights. The Phase 2 final map and improvement plans were for the first 299 residential units in the Marina Heights Project.

At the regular meeting of August 7, 2019, the City Council adopted Resolution 2019-81, approving the Phase 5A Final Map for the Marina Heights (now Sea Haven).

ANALYSIS:

The developers have submitted the Phase 3A subdivision map ("**EXHIBIT A**") to the City and the Marina Coast Water District for review and approval. Improvement plans have also been submitted to the City and the Marina Coast Water District for review and approval ("**EXHIBIT B**"- Cover Sheet Only). After review, staff has determined that the conditions of approval have been met for the Final Map and Improvement Plans for Phase 3A. Marina Coast Water District staff have also reviewed and approved the plans.

The Developer has also submitted a Public Improvement Agreement for Council consideration and will provide labor and materials and faithful performance bonds required for the recordation of the Phase 3A Final Map. The Public Improvement Agreement is a Tentative Map condition of Final Map approval and that it be accepted prior to or concurrent with the Final Map approval. It has been determined that all other Tentative Map Conditions of Approval have been met.

The Phase 3A final map and improvement plans are for 160 residential lots in the Marina Heights Project. The Phase 3A final map and improvement plans include the specific neighborhood improvements such as parks, a club house and open space in the area of the 160 residential lots.

All required future phased final maps must meet all the appropriate conditions of approval and will be presented to City Council for consideration at a future date.

FISCAL IMPACT:

Should the City Council approve this request, the Developer has provided payment to cover the costs associated with the production, review, and recording of the Final Map.

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____

Edrie Delos Santos, P.E.
Senior Engineer, Engineering Division
City of Marina

REVIEWED/CONCUR:

_____

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

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2020-

A RESOLUTION OF THE CITY OF MARINA APPROVING THE PHASE 3A FINAL MAP FOR THE SEA HAVEN DEVELOPMENT PROJECT SUBDIVISION (FORMERLY MARINA HEIGHTS), AND AUTHORIZING THE CITY CLERK TO CERTIFY THE FINAL MAP ON BEHALF OF THE CITY SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY

WHEREAS, at the regular meeting of March 3, 2004, the City Council adopted Resolution No. 2004-44, approving the Tentative Subdivision Map for the Marina Heights Project, and;

WHEREAS, at the regular meeting of March 21, 2006, the City Council adopted Resolution No. 2006-56, approving the Phase 1 Final Map for the Marina Heights Development Project Subdivision. The Phase 1 final map and improvement plans were only for the major roadways (Arterials) and utilities for the Marina Heights Project, and;

WHEREAS, at the regular meeting of September 6, 2006, the City Council adopted Resolution 2006-228, approving the Phase 2 Final Map for the Marina Heights. The Phase 2 final map and improvement plans were for the first 299 residential units in the Marina Heights Project, and;

WHEREAS, at the regular meeting of August 7, 2019, the City Council adopted Resolution 2019-81, approving the Phase 5A Final Map for the Marina Heights (now Sea Haven), and;

WHEREAS, the developers have submitted the Phase 3A subdivision map ("EXHIBIT A") to the City and the Marina Coast Water District for review and approval. Improvement plans have also been submitted to the City and the Marina Coast Water District for review and approval ("EXHIBIT B"- Cover Sheet Only). After review, staff has determined that the conditions of approval have been met for the Final Map and Improvement Plans for Phase 3A. Marina Coast Water District staff have also reviewed and approved the plans, and;

WHEREAS, The Developer has also submitted a Public Improvement Agreement for Council consideration and will provide labor and materials and faithful performance bonds required for the recordation of the Phase 3A Final Map. The Public Improvement Agreement is a Tentative Map condition of Final Map approval and that it be accepted prior to or concurrent with the Final Map approval. It has been determined that all other Tentative Map Conditions of Approval have been met, and;

WHEREAS, the Phase 3A final map and improvement plans are for 160 residential lots in the Marina Heights Project. The Phase 3A final map and improvement plans include the specific neighborhood improvements such as parks, a club house and open space in the area of the 160 residential lots, and;

WHEREAS, all required future phased final maps must meet all the appropriate conditions of approval and will be presented to City Council for consideration at a future date, and;

WHEREAS, should the City Council approve this request, the Developer has provided payment to cover the costs associated with the production, review, and recording of the Final Map.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that:

1. Approve the Phase 3A Final Map for Sea Haven Development Project Subdivision ("**EXHIBIT A**"), and;

2. Authorize the City Clerk to certify the Final Map on behalf of the City subject to final review and approval by the City Attorney.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 4th day of February 2020, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

OWNER'S STATEMENT

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF, OR HAVE SOME RIGHT, TITLE OR INTEREST IN AND TO THE REAL PROPERTY INCLUDED WITHIN THE SUBDIVISION SHOWN UPON THIS MAP, AND WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID PROPERTY, AND WE CONSENT TO PREPARATION AND RECORDATION OF SAID MAP AND SUBDIVISION AS SHOWN WITHIN THE SUBDIVISION BOUNDARY LINE.

WE HEREBY DEDICATE IN FEE FOR PUBLIC USE TO THE CITY OF MARINA PARCEL P3R1, BEING ARDO WAY, BARCROFT WAY, BIDWELL WAY, BONTE DRIVE, MINARET WAY, LASSEN WAY, PINOS WAY, RUSSELL WAY, TYNDALL WAY AND WELDON WAY, WITHIN THE SUBDIVISION FOR ROAD AND UTILITY PURPOSES, AND SUCH OFFER IS IRREVOCABLE; SUBJECT TO THE RESERVATION OF THE RIGHT TO MAINTAIN LANDSCAPING, IRRIGATION AND STORM DRAIN WITHIN PARCEL P3R1.

WE ALSO HEREBY CREATE PARCELS P3B1 AND P3B2 WHICH WILL REMAIN PRIVATE AND WILL BE TRANSFERRED TO THE HOME OWNER'S ASSOCIATION AT A FUTURE DATE.

WE ALSO HEREBY DEDICATE TO THE CITY OF MARINA, EMERGENCY VEHICLE ACCESS EASEMENTS OVER PARCELS P3A1, P3A2, P3A3, P3A4, P3A5 AND P3A6 SHOWN HEREON.

WE ALSO HEREBY DEDICATE TO THE CITY OF MARINA, PUBLIC TRAIL EASEMENTS FOR PEDESTRIAN ACCESS PURPOSES WITHIN THE SUBDIVISION, OVER PARCELS P3N1, P3N2, P3N3, P3N4, P3N5, P3N6, P3N7, P3N8, P3N9, P3N10, P3N11 AND P3N16 SHOWN HEREON.

WE ALSO HEREBY RELINQUISH ANY AND ALL RIGHTS OF INGRESS AND EGRESS TO VEHICULAR TRAFFIC (ABUTTER'S RIGHTS) ACROSS THE LINES AS SHOWN ON HEREON MAP AND DEPICTED AS . . . . . .

SUBDIVIDER SHALL DEFEND, INDEMNIFY, AND HOLD HARMLESS THE CITY, ITS CITY COUNCIL, PLANNING COMMISSION, AGENTS, OFFICERS AND EMPLOYEES FROM ANY CLAIM, ACTION OR PROCEEDING AGAINST THE CITY OR ITS CITY COUNCIL, PLANNING COMMISSION, AGENTS OFFICERS OR EMPLOYEES, TO ATTACK, SET ASIDE, VOID OR ANNUL AN APPROVAL OF THE CITY, ITS CITY COUNCIL, PLANNING COMMISSION, OR OTHER BOARD, ADVISORY AGENCY OR LEGISLATIVE BODY CONCERNING THIS SUBDIVISION. CITY WILL PROMPTLY NOTIFY THE SUBDIVIDER OF ANY CLAIM, ACTION OR PROCEEDING AGAINST IT AND WILL COOPERATE FULLY IN THE DEFENSE. THIS CONDITION IS IMPOSED PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 66474.9.

WATHEN CASTANOS PETERSON HOMES, INC., A DELAWARE CORPORATION

BY_____
JOSHUA E. PETERSON, PRESIDENT

104 INVESTMENTS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY_____
FARID ASSEMI, MANAGER

LOCANS INVESTMENTS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY_____
FARID ASSEMI, PRESIDENT

WATHEN CASTANOS PETERSON COASTAL, LP, A CALIFORNIA LIMITED PARTNERSHIP
BY: ASSEMI GROUP, INC. A CALIFORNIA CORPORATION

BY_____
FARID ASSEMI, PRESIDENT

BY_____
JOHN A. BEZMALINOVIC, SECRETARY

CITY ENGINEER & SURVEYOR'S STATEMENT

I, BRIAN McMINN, CITY ENGINEER AND SURVEYOR OF THE CITY OF MARINA, HEREBY STATE THAT I HAVE EXAMINED THIS MAP AND AM SATISFIED THAT IT IS TECHNICALLY CORRECT; THAT THE SUBDIVISION SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF, AS APPROVED BY THE CITY COUNCIL OF THE CITY OF MARINA ON THE 16TH DAY OF SEPTEMBER, 2003, THAT ALL OF THE PROVISIONS OF THE "CALIFORNIA SUBDIVISION MAP ACT", AS AMENDED, AND THE CITY OF MARINA SUBDIVISION ORDINANCE, TITLE 16 OF THE MARINA MUNICIPAL CODE HAVE BEEN COMPLIED WITH.

_____ _____
BRIAN McMINN DATE
PE 64143
PLS 8116 EXPIRES _____

CITY ENGINEER AND SURVEYOR, CITY OF MARINA

NOTARY ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____, 2019, BEFORE ME,_____, PERSONALLY

APPEARED _____ WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: _____

NOTARY ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____, 2019, BEFORE ME,_____, PERSONALLY

APPEARED _____ WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: _____

NOTARY ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____, 2019, BEFORE ME,_____, PERSONALLY

APPEARED _____ WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE: _____

SURVEYOR'S STATEMENT

I, DAVID T. EDSON, HEREBY STATE THAT THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF WATHEN CASTANOS MARINA EA, LLC IN JUNE 2019. I HEREBY STATE THAT ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR THAT THEY WILL BE SET IN THOSE POSITIONS BEFORE SEPTEMBER 31, 2020, AND THAT THE MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP. THE SOILS REPORT, PREPARED BY QUANTUM GEOTECHNICAL INC. OF SAN LUIS OBISPO, CALIFORNIA, PROJECT No. C038.05A AND DATED JUNE 12, 2019 IS ON FILE WITH THE CITY OF MARINA'S PUBLIC WORKS DEPARTMENT.

_____
DAVID T. EDSON
LS 4974

_____
DATE

LICENSED LAND SURVEYOR
DAVID T. EDSON
No. 4974
STATE OF CALIFORNIA

COUNTY RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2019 AT ____M, IN

VOLUME ____ OF CITIES AND TOWNS, AT PAGE ____, AT THE REQUEST OF CENTRAL COAST SURVEYORS.

COUNTY RECORDER _____

DEPUTY_____

SERIAL NO. _____ FEE _____

TRACT NO. _____

MARINA HEIGHTS PHASE 3A

A SUBDIVISION OF PARCEL 4 AS SHOWN ON "TRACT No. 1465, MARINA HEIGHTS PHASE 1", FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 29, EXCEPTING THEREFROM ALL THAT PORTION OF LAND SHOWN ON "TRACT No. 1478, MARINA HEIGHTS PHASE 2" FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 42 OFFICIAL RECORDS OF MONTEREY COUNTY, CALIFORNIA

CITY OF MARINA COUNTY OF MONTEREY STATE OF CALIFORNIA

B Y

CENTRAL COAST SURVEYORS
5 HARRIS COURT, SUITE N-11 MONTEREY, CALIFORNIA 93940
Phone: (831) 394-4930
Fax: (831) 394-4931

JOB No. 15-91 NOVEMBER 2019

PREPARER: DRZ

PLANNING COMMISSION STATEMENT

I, FRED AEGERTER, COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR, CITY OF MARINA, HEREBY STATE THAT I HAVE EXAMINED THIS MAP; THAT THE SUBDIVISION SHOWN HEREON IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERATIONS THEREOF AS APPROVED BY THE CITY COUNCIL OF THE CITY OF MARINA ON SEPTEMBER 16, 2003; THAT ALL OF THE PROVISIONS OF THE "CALIFORNIA SUBDIVISION MAP ACT", AS AMENDED, AND THE CITY OF MARINA SUBDIVISION ORDINANCE, TITLE 16 OF THE MARINA MUNICIPAL CODE, HAVE BEEN COMPLIED WITH.

_____
FRED AEGERTER, AICP
COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR
CITY OF MARINA

CITY CLERK'S STATEMENT

I, ANITA SHARP, DEPUTY CITY CLERK OF THE CITY OF MARINA, HEREBY CERTIFY THAT THE CITY COUNCIL OF SAID CITY OF MARINA APPROVED THE HEREIN MAP ON THE _____ DAY OF _____, 2019 AND ACCEPTS ON BEHALF OF THE PUBLIC, IN FEE, SUBJECT TO IMPROVEMENTS, THOSE PORTIONS OF SAID LANDS DESIGNATED ON SAID MAP BY RESOLUTION NO. _____ AND ACCEPTS ON BEHALF OF THE PUBLIC ALL PARCELS OFFERED FOR DEDICATION, IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION, AND ACCEPTS ALL PUBLIC EASEMENTS OFFERED FOR DEDICATION.

BY _____
ANITA SHEPHERD-SHARP
DEPUTY CITY CLERK OF MARINA

DEDICATION CERTIFICATE

THE CITY OF MARINA SHALL, AS REQUIRED BY CALIFORNIA GOVERNMENT CODE SECTION 66477.5 IN ITS PRESENT FORM OR AS IT MAY FROM TIME TO TIME BE AMENDED, RECONVEY PARCEL P5R1 IN FEE FOR PUBLIC USE, TO THE SUBDIVIDER NAMED BELOW, THEIR SUCCESSORS, HEIRS OR ASSIGNEES, IF THE CITY COUNCIL OF THE CITY OF MARINA SHOULD DETERMINE THAT THE SAME PUBLIC PURPOSE FOR WHICH SAID PARCELS WERE DEDICATED NO LONGER EXISTS OR THAT SAID PARCELS OR ANY PORTION THEREOF IS NOT NEEDED FOR PUBLIC UTILITIES, EXCEPT FOR ALL OR ANY PORTIONS OF THE PROPERTY THAT IS STILL REQUIRED FOR THAT SAME PUBLIC PURPOSE OR FOR PUBLIC UTILITIES.

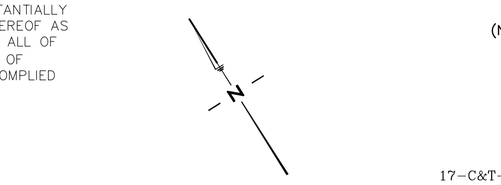
SUBDIVIDERS:

WATHEN CASTANOS PETERSON COASTAL, L.P.
1446 TOLLHOUSE RD. SUITE 103
CLOVIS, CA 93611

WATHEN CASTANOS PETERSON HOMES, INC.
1446 TOLLHOUSE RD. SUITE 103
CLOVIS, CA 93611

104 INVESTMENTS, LLC
10210 GREENBELT ROAD
LANHAM, MD 20706

LOCANS INVESTMENTS, LLC
1396 W. HERNDON AVENUE, SUITE 101
FRESNO, CA 93711



14-C&T-26
TRACT No. 891
THORNTON SUBDIVISION No. 2

17-C&T-50
TRACT No. 1167
EASTBRIDGE ESTATES

FOUND STANDARD CENTERLINE MONUMENT "RCE 20941"

"MARINA WATER DISTRICT"

(N 32°18'09" E 902.43')R1

(N 32°18'36" E 1,315.87')R1

(N 32°18'09" E 29.92')R1

TIE: (N 32°18'09" E 67.00')R1

PARCEL 6
23-C&T-29

PARCEL 7
23-C&T-29

(Δ=0°10'18" R=170.50' L=0.51')R1

(S 57°41'51" E 527.35')R1
(430.00')R1

(97.35')R1

(S 45°41'08" W 191.21')R1

(Δ=46°23'09" R=229.50' L=185.80')R1

(S 74°10'00" W 167.63')R1

(S 22°56'46"(R) E 60.00')R1

(S 28°16'42" E 485.16')R1

(Δ=34°26'59" R=295.00' L=177.37')R1

(S 3°28'41" W 129.84')R1

(N 67°24'05" E 503.66')R1

(S 61°19'29" W 274.23')R1

(Δ=37°27'22" R=291.00' L=190.24')R1

(Δ=46°06'00" R=179.00' L=144.02')R1

(Δ=13°03'15" R=35.00' L=7.97')R1

(N 87°36'47" W 1012.44')R1

ABRAMS DRIVE

(Δ=55°31'17" R=740.00' L=717.08')R2

(Δ=61°25'59" R=740.00' L=793.43')R1

19-SUR-131

FOUND 1" IRON PIPE "LS 5992"

CARMEL AVENUE

RESERVATION ROAD

CALIFORNIA AVE

PHASE 3A

MARINA HEIGHTS DRIVE

STATE HIGHWAY 1

IMJIN PARKWAY

VICINITY MAP
(NOT TO SCALE)

LEGEND:

(R) DENOTES A RADIAL

R1 DENOTES DATA PER 23-C&T-29

R2 DENOTES DATA PER 23-C&T-42

● DENOTES A FOUND STANDARD CENTERLINE MONUMENT STAMPED "LS 5321" PER 23-C&T-29 EXCEPT AS SHOWN

PHASE 3A REMAINDER
(A PORTION OF PARCEL 4 REMAINDER)
78.98 Acres

TABLE OF COURSES

	ANGLE	RADIUS	LENGTH	
C1	21°58'20"	119.50'	45.83'	R1
C2	79°49'33"	3.50'	4.88'	R1
C3	14°54'39"	429.50'	111.77'	R1
C4	22°30'47"	271.00'	106.48'	R1
C5	30°51'18"	75.50'	40.66'	R2
C6	7°22'17"	175.50'	22.58'	R2
C7	46°58'43"	175.50'	143.90'	R2
C8	7°38'42"	885.00'	118.09'	R2
C9	1°40'37"	374.50'	10.96'	R2

	BEARING	DISTANCE	
L1	N 75°55'00" E	63.81'	R1
L2	S 48°03'42" W	72.14'	R1
L3	N 53°18'06" E	14.60'	R1
L4	S 43°46'50" W	45.90'	R1
L5	S 2°19'10" E	94.71'	R1
L6	N 45°39'48" W	165.00'	R2
L7	N 83°26'48" E	20.63'	R2
L8	N 44°12'36" W(R)	30.00'	R2
L9	S 57°41'51" E	30.00'	R1
L10	N 32°18'09" E	30.00'	R1

TABLE OF RADIALS

	BEARING	DISTANCE
A1	N 13°54'43" W	170.50'
A2	N 57°23'45" W	295.00'
A3	N 30°52'07" E	119.50'
A4	N 51°31'56" W	35.00'
A5	N 38°28'41" W	35.00'
A6	S 31°40'23" W	75.50'
A7	S 25°24'04" W	1,460.00'
A8	N 72°29'41" E	40.00'
A9	N 9°02'51" E	65.00'
A10	S 36°24'30" W	1,557.50'

8-C&T-23
TRACT No. 46561
RIDGEVIEW TERRACE No. 2
COURT
CONCORD
CONSTITUTION ST.

9-C&T-40
TRACT No. 561
RIDGEVIEW TERRACE No. 3
9-C&T-40
KELLI COURT

12-C&T-7
TRACT No. 692
SUNRISE TERRACE
SUNRISE PLACE

7-C&T-65
TRACT No. 411
RIDGEVIEW TERRACE
BAYER DR.

FOUND 3¼" BRASS DISK "AP-45 FOMR BLM 1968"

BASIS OF BEARINGS
S 57°42'54" E 7,583.47'

17-PAR-5

56 57 58 62 23A 24A 25A 26A 27A 28A 29A "B" "A"

S 57°42'54" E 2,275.12'(R1)
1,106.95'
1,168.17'
144.80'
55'

S 44°20'12" W 131.84'

N 0°49'05" E(R) 100.00'

S 53°08'04" E(R)

S 53°31'55" E(R)

(N 32°17'06" E 777.99')R1

(Δ=3°49'40" R=1,874.00' L=125.20')R1

2-OL-11
LOCKE-PADDON
2nd SUBDIVISION

AREA TO BE SUBDIVIDED

CALIFORNIA AVENUE

23-SUR-92

(N 28°27'26" E 862.27')R1

PHASE 3A REMAINDER
(A PORTION OF PARCEL 4 REMAINDER)
78.98 Acres

Δ=22°14'59" R=344.50' L=133.78' (R2)

(S 21°37'37" E(R))

(Δ=8°35'09" R=1,155.50' L=173.15')R2

(N 31°00'46" E(R))

(Δ=5°54'42" R=740.00' L=76.35')R2

(Δ=22°12'42" R=1260.00' L=488.46')R1

A PORTION OF "MARINA HEIGHTS PHASE 2" 23-C&T-42

(N 36°50'04" W 35.00')R1

(Δ=6°17'18" R=1,225.00' L=134.45')R1

(Δ=15°18'36" R=1,057.50' L=282.57')R1

(S 59°27'14" W 189.47')R1

(S 39°14'44" W 17.50')R1

(Δ=26°45'20" R=1,040.00' L=485.65')R1

(Δ=8°13'56" 149.43')R2

(Δ=18°31'24" L=336.22')R2

(S 59°27'14" W 239.74')R2

(N 77°30'36" W 17.38')R1

Δ=11°35'55" L=295.56'

Δ=12°54'40" L=328.99'

(Δ=24°30'35" R=1,460.00' L=624.55')R1

(N 53°00'01" W 69.36')R1

(Δ=10°47'13" R=40.00' L=7.53')R1

MARINA HEIGHTS DRIVE

(Δ=23°37'46" R=1557.50' L=642.33')R1

(Δ=74°14'03" R=65.00' L=84.22')R1

(N 77°13'16" W 123.06')R1

(Δ=15°40'42" R=442.50' L=121.09')R1

(N 61°32'34" W 47.90')R1

NOTE: SEE SHEET 3 FOR MONUMENTS ALONG MARINA HEIGHTS DRIVE.

TRACT NO. _____

MARINA HEIGHTS PHASE 3A

A SUBDIVISION OF PARCEL 4 AS SHOWN ON "TRACT No. 1465, MARINA HEIGHTS PHASE 1", FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 29, EXCEPTING THEREFROM ALL THAT PORTION OF LAND SHOWN ON "TRACT No. 1478, MARINA HEIGHTS PHASE 2" FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 42, A TOTAL OF 111.62 ACRES OFFICIAL RECORDS OF MONTEREY COUNTY, CALIFORNIA

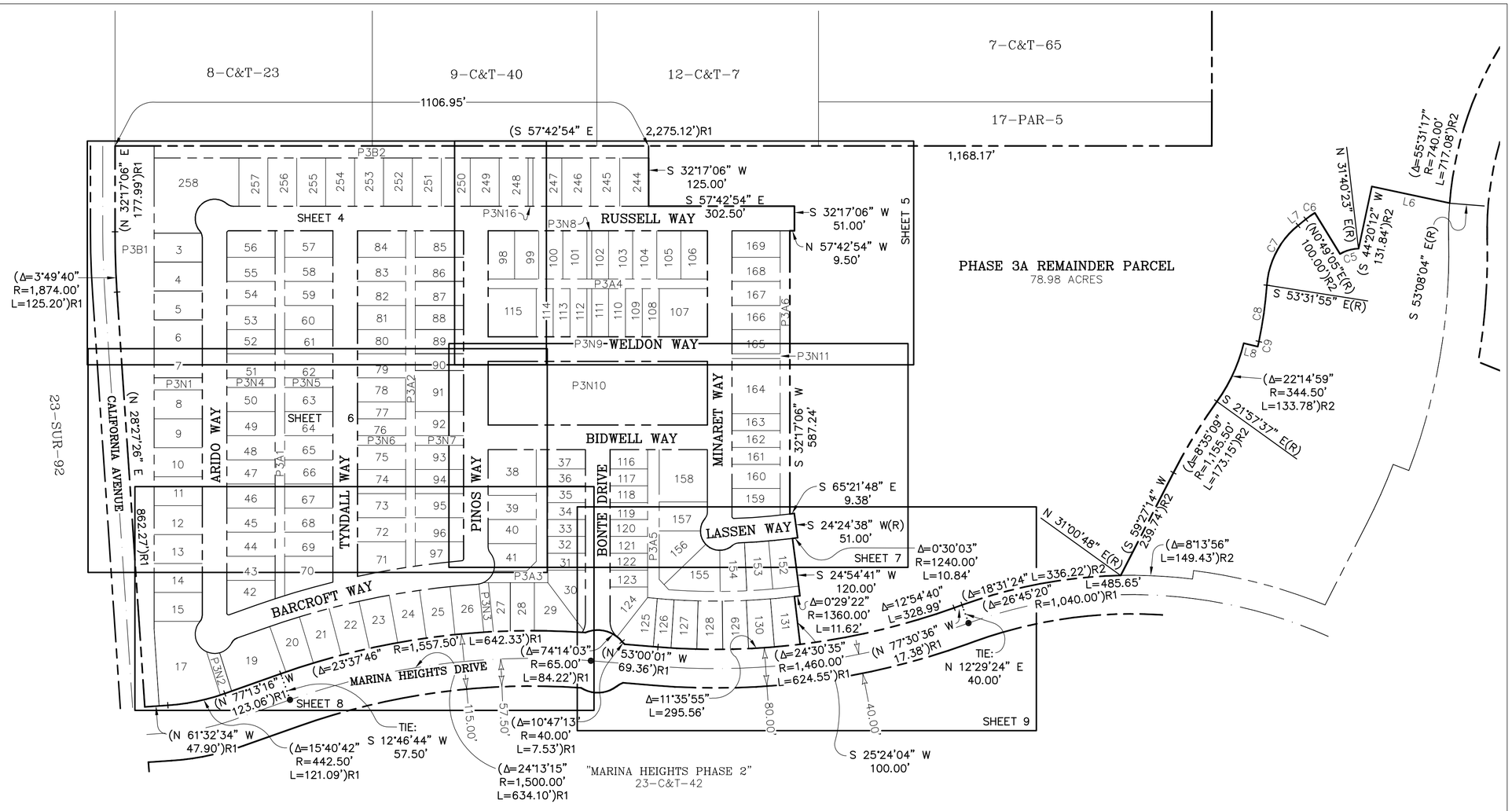
CITY OF MARINA COUNTY OF MONTEREY STATE OF CALIFORNIA

BY

CENTRAL COAST SURVEYORS
5 HARRIS COURT, SUITE N-11 MONTEREY, CALIFORNIA 93940
Phone: (831) 394-4930
Fax: (831) 394-4931

SCALE: 1" = 150' JOB No. 15-91 NOVEMBER 2019
PREPARER: DRZ

SHEET 2 OF 9



LEGEND:

(R) DENOTES A RADIAL

R1 DENOTES DATA PER 23-C&T-29

R2 DENOTES DATA PER 23-C&T-42

● DENOTES A FOUND STANDARD CENTERLINE MONUMENT STAMPED "LS 5321" PER 23-C&T-29

TABLE OF COURSES

	ANGLE	RADIUS	LENGTH	
C5	30°51'18"	75.50'	40.66'	R2
C6	7°22'17"	175.50'	22.58'	R2
C7	46°58'41"	175.50'	143.90'	R2
C8	7°38'42"	885.00'	118.09'	R2
C9	1°40'37"	374.50'	10.96'	R2

	BEARING	DISTANCE	
L6	N 45°39'48" W	165.00'	R2
L7	S 83°26'48" W	20.63'	R2
L8	N 44°12'36" W(R)	30.00'	R2

BASIS OF BEARINGS

THE BEARING OF SOUTH 57°42'54" EAST BETWEEN TWO FOUND MONUMENTS AS SHOWN OF THE MAP FILED IN VOLUME 19 OF SURVEYS AT PAGE 1, AS FOUND MONUMENTED AND SHOWN ON SHEET 2, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch = 150 ft.

TRACT NO. _____

MARINA HEIGHTS PHASE 3A

A SUBDIVISION OF PARCEL 4 AS SHOWN ON "TRACT No. 1465, MARINA HEIGHTS PHASE 1", FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 29, EXCEPTING THEREFROM ALL THAT PORTION OF LAND SHOWN ON "TRACT No. 1478, MARINA HEIGHTS PHASE 2" FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 42, A TOTAL OF 111.62 ACRES OFFICIAL RECORDS OF MONTEREY COUNTY, CALIFORNIA

CITY OF MARINA COUNTY OF MONTEREY STATE OF CALIFORNIA

BY

CENTRAL COAST SURVEYORS

5 HARRIS COURT, SUITE N-11 MONTEREY, CALIFORNIA 93940

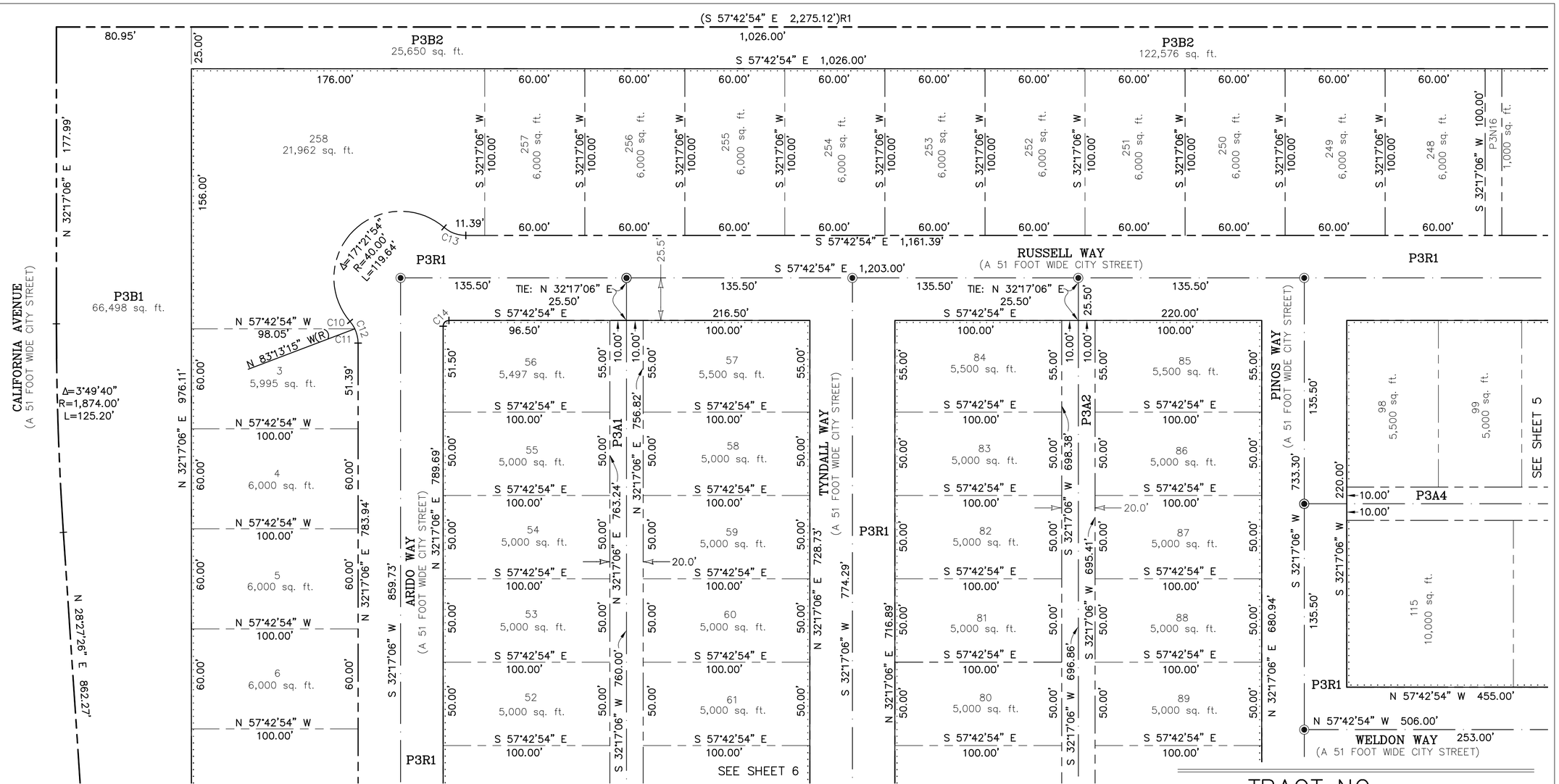
Phone: (831) 394-4930

Fax: (831) 394-4931

JOB No. 15-91 NOVEMBER 2019

PREPARER: DRZ

SHEET 3 OF 9



LEGEND:

- EASEMENT LINE
- ABUTTERS RIGHTS RELINQUISHED
- SET STANDARD CENTERLINE MONUMENT, STAMPED "LS 4974" UNLESS OTHERWISE NOTED
- (R) RADIAL
- R1 DENOTES DATA PER 23-C&T-29
- PROPERTY LINE

TABLE OF COURSES

	ANGLE	RADIUS	LENGTH
C10	15°10'36"	20.00'	5.30'
C11	25°30'21"	20.00'	8.90'
C12	40°40'57"	20.00'	14.20'
C13	40°40'57"	20.00'	14.20'
C14	90°00'00"	3.50'	5.50'

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

TRACT NO. _____

MARINA HEIGHTS PHASE 3A

A SUBDIVISION OF PARCEL 4 AS SHOWN ON "TRACT No. 1465, MARINA HEIGHTS PHASE 1", FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 29, EXCEPTING THEREFROM ALL THAT PORTION OF LAND SHOWN ON "TRACT No. 1478, MARINA HEIGHTS PHASE 2" FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 42, A TOTAL OF 111.62 ACRES OFFICIAL RECORDS OF MONTEREY COUNTY, CALIFORNIA

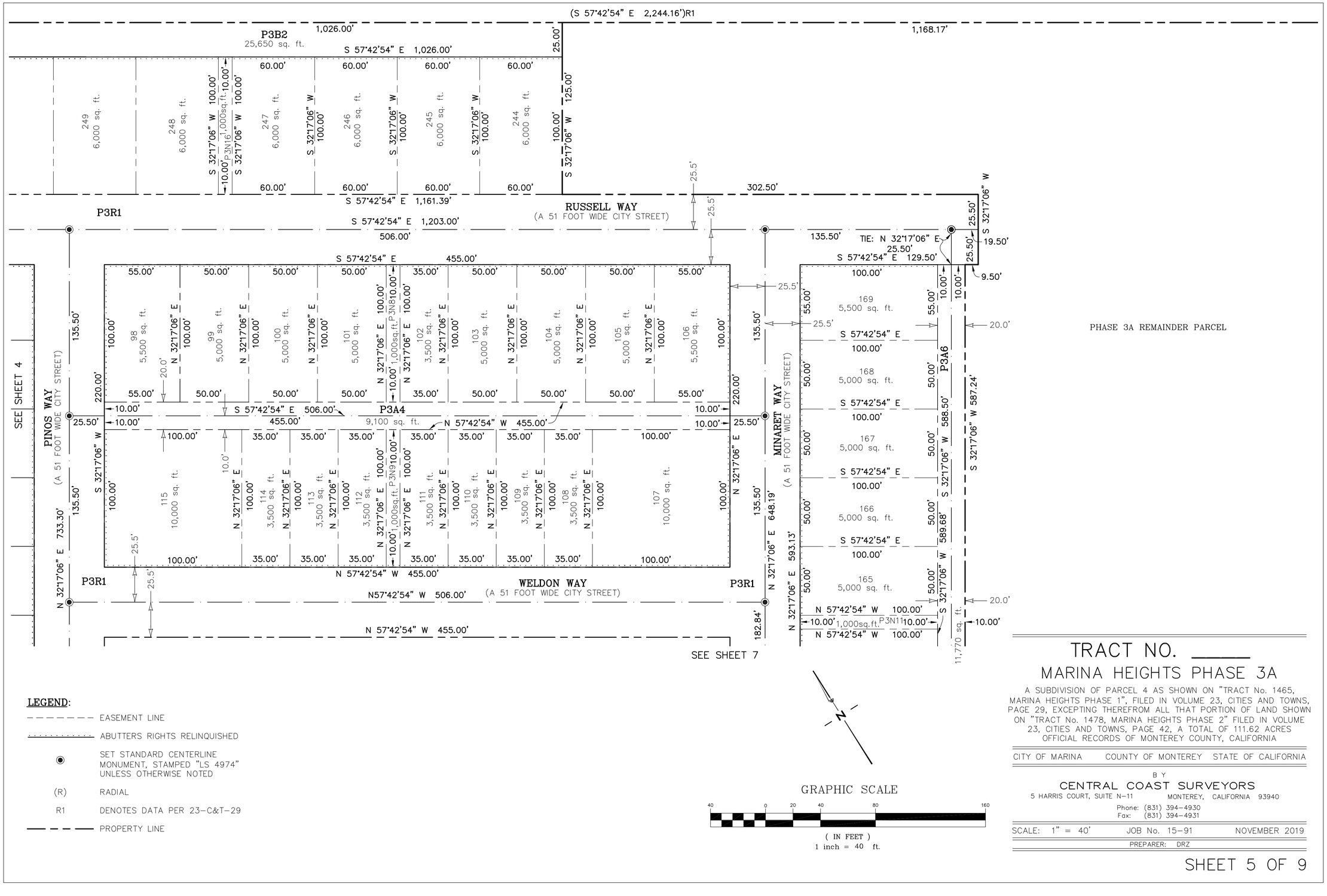
CITY OF MARINA COUNTY OF MONTEREY STATE OF CALIFORNIA

BY
CENTRAL COAST SURVEYORS
5 HARRIS COURT, SUITE N-11 MONTEREY, CALIFORNIA 93940
Phone: (831) 394-4930
Fax: (831) 394-4931

SCALE: 1" = 40' JOB No. 15-91 NOVEMBER 2019

PREPARER: DRZ

SHEET 4 OF 9



PHASE 3A REMAINDER PARCEL

LEGEND:

- EASEMENT LINE
- ABUTTERS RIGHTS RELINQUISHED
- SET STANDARD CENTERLINE MONUMENT, STAMPED "LS 4974" UNLESS OTHERWISE NOTED
- (R) RADIAL
- R1 DENOTES DATA PER 23-C&T-29
- PROPERTY LINE

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

TRACT NO. _____

MARINA HEIGHTS PHASE 3A

A SUBDIVISION OF PARCEL 4 AS SHOWN ON "TRACT No. 1465, MARINA HEIGHTS PHASE 1", FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 29, EXCEPTING THEREFROM ALL THAT PORTION OF LAND SHOWN ON "TRACT No. 1478, MARINA HEIGHTS PHASE 2" FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 42, A TOTAL OF 111.62 ACRES OFFICIAL RECORDS OF MONTEREY COUNTY, CALIFORNIA

CITY OF MARINA COUNTY OF MONTEREY STATE OF CALIFORNIA

BY

CENTRAL COAST SURVEYORS

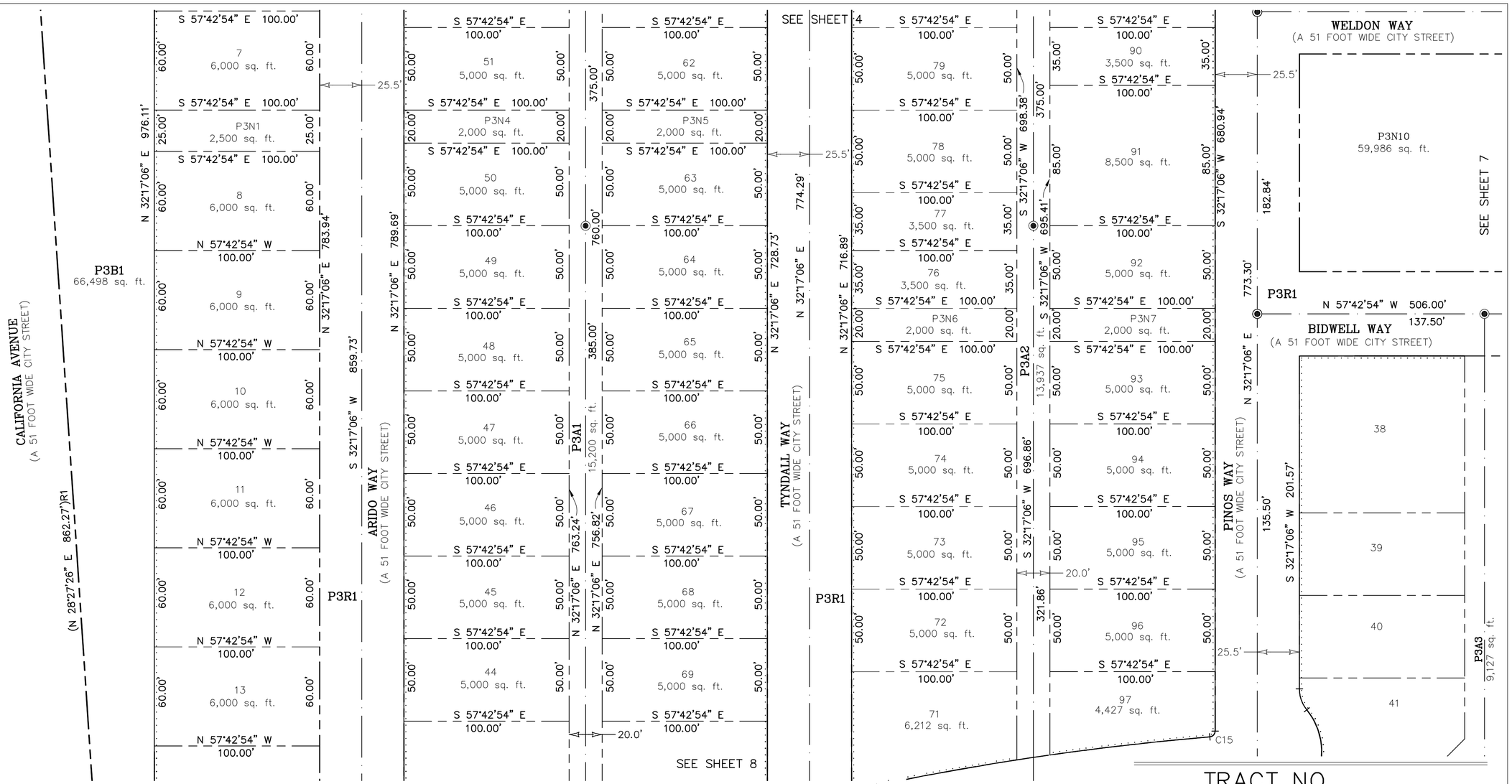
5 HARRIS COURT, SUITE N-11 MONTEREY, CALIFORNIA 93940

Phone: (831) 394-4930
Fax: (831) 394-4931

SCALE: 1" = 40' JOB No. 15-91 NOVEMBER 2019

PREPARER: DRZ

SHEET 5 OF 9



LEGEND:

- EASEMENT LINE
- ABUTTERS RIGHTS RELINQUISHED
- SET STANDARD CENTERLINE MONUMENT, STAMPED "LS 4974" UNLESS OTHERWISE NOTED
- (R) RADIAL
- R1 DENOTES DATA PER 23-C&T-29
- PROPERTY LINE

TABLE OF COURSES

	ANGLE	RADIUS	LENGTH
C15	85°09'46"	3.50'	5.20'

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

TRACT NO. _____

MARINA HEIGHTS PHASE 3A

A SUBDIVISION OF PARCEL 4 AS SHOWN ON "TRACT No. 1465, MARINA HEIGHTS PHASE 1", FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 29, EXCEPTING THEREFROM ALL THAT PORTION OF LAND SHOWN ON "TRACT No. 1478, MARINA HEIGHTS PHASE 2" FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 42, A TOTAL OF 111.62 ACRES OFFICIAL RECORDS OF MONTEREY COUNTY, CALIFORNIA

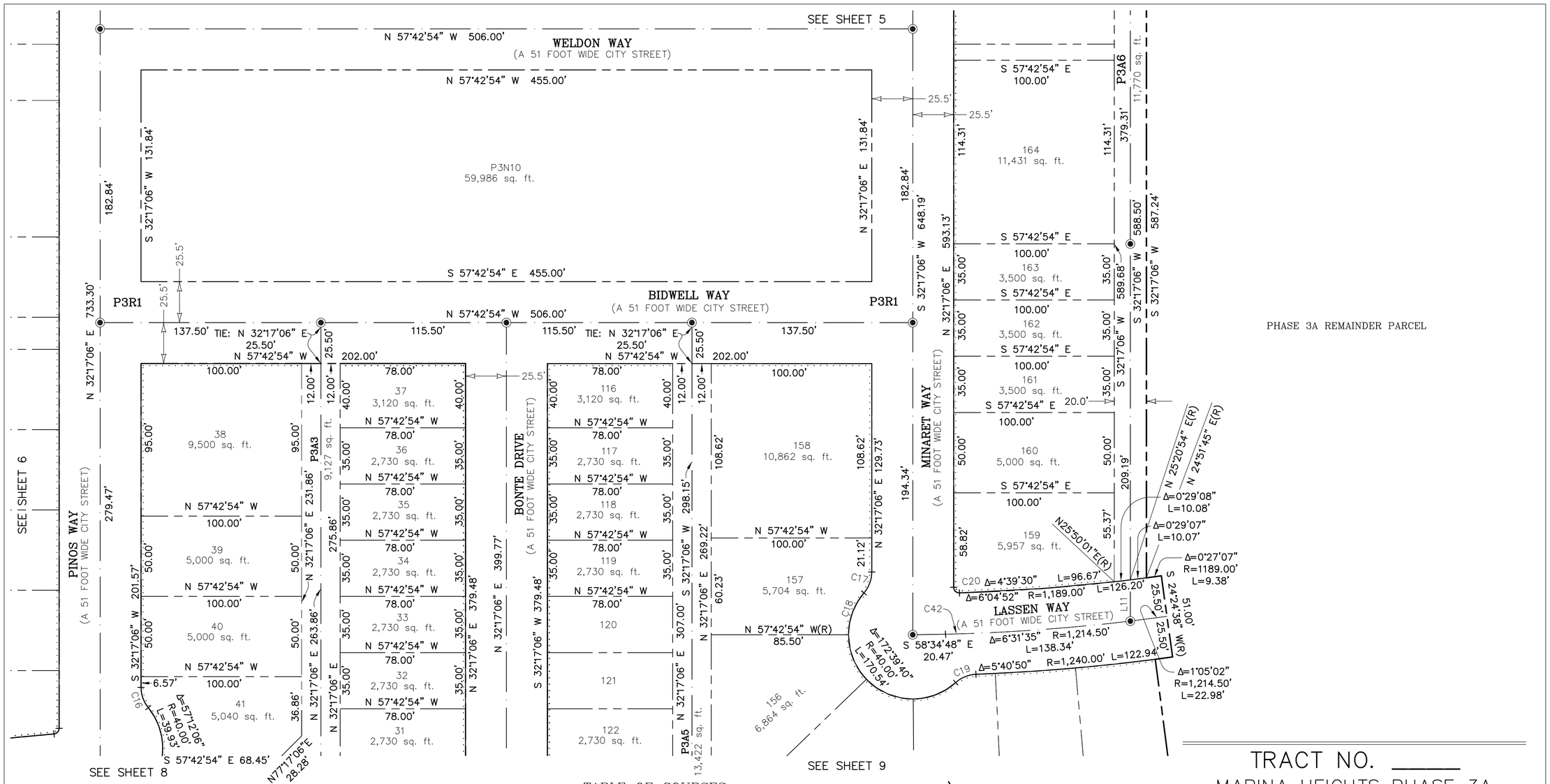
CITY OF MARINA COUNTY OF MONTEREY STATE OF CALIFORNIA

BY
CENTRAL COAST SURVEYORS
5 HARRIS COURT, SUITE N-11 MONTEREY, CALIFORNIA 93940
Phone: (831) 394-4930
Fax: (831) 394-4931

SCALE: 1" = 40' JOB No. 15-91 NOVEMBER 2019

PREPARER: DRZ

SHEET 6 OF 9



LEGEND:

- EASEMENT LINE
- ABUTTERS RIGHTS RELINQUISHED
- SET STANDARD CENTERLINE MONUMENT, STAMPED "LS 4974" UNLESS OTHERWISE NOTED
- (R) RADIAL
- PROPERTY LINE

TABLE OF COURSES

	ANGLE	RADIUS	LENGTH
C16	39°12'15"	20.00'	13.68'
C17	40°40'57"	20.00'	14.20'
C18	40°40'57"	40.00'	28.40'
C19	39°47'06"	20.00'	13.89'
C20	91°47'36"	3.50'	5.61'
C42	5°26'33"	1,214.50'	115.36'

	BEARING	DISTANCE
L11	N 32°17'06" E	25.68'

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

TRACT NO. _____
MARINA HEIGHTS PHASE 3A

A SUBDIVISION OF PARCEL 4 AS SHOWN ON "TRACT No. 1465, MARINA HEIGHTS PHASE 1", FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 29, EXCEPTING THEREFROM ALL THAT PORTION OF LAND SHOWN ON "TRACT No. 1478, MARINA HEIGHTS PHASE 2" FILED IN VOLUME 23, CITIES AND TOWNS, PAGE 42, A TOTAL OF 111.62 ACRES OFFICIAL RECORDS OF MONTEREY COUNTY, CALIFORNIA

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SCALE: 1" = 40' JOB No. 15-91 NOVEMBER 2019
PREPARER: DRZ

SHEET 7 OF 9


SEE SHEET 6
SEE SHEET 6
SEE SHEET 9
P3B1
64,498 sq. ft.
(N 32°17'06" E 976.11')R1
ARIDO WAY
(A 51 FOOT WIDE CITY STREET)
TYNDALL WAY
(A 51 FOOT WIDE CITY STREET)
PINOS WAY
(A 51 FOOT WIDE CITY STREET)
BONTE DRIVE
P3R1
P3A1
P3A2
P3A3
BARCROFT WAY
(A 51 FOOT WIDE CITY STREET)
MARINA HEIGHTS DRIVE
PARCEL "A" SHOWN ON 23-C&T-29
CALIFORNIA AVENUE
NOTE: THE CENTER OF THE 40.00' RADIUS ARC LIES S 32°17'06" W, 2.43' OF THIS CENTERLINE MONUMENT
FOUND STANDARD CENTERLINE MONUMENT STAMPED "LS 5321" PER 23-C&T-29
11
12
6,000 sq. ft.
13
6,000 sq. ft.
14
6,000 sq. ft.
15
5,983 sq. ft.
17
17,994 sq. ft.
46
5,000 sq. ft.
45
5,000 sq. ft.
44
5,000 sq. ft.
43
5,000 sq. ft.
42
5,544 sq. ft.
67
5,000 sq. ft.
68
5,000 sq. ft.
0.11 acres
69
5,000 sq. ft.
70
6,723 sq. ft.
19
11,314 sq. ft.
20
6,229 sq. ft.
21
6,193 sq. ft.
22
6,193 sq. ft.
23
6,193 sq. ft.
24
6,193 sq. ft.
25
6,193 sq. ft.
26
6,002 sq. ft.
73
5,000 sq. ft.
72
5,000 sq. ft.
71
6,212 sq. ft.
95
5,000 sq. ft.
96
5,000 sq. ft.
97
4,427 sq. ft.
39
5,000 sq. ft.
40
5,000 sq. ft.
41
5,040 sq. ft.
29
6,647 sq. ft.
30
6,035 sq. ft.
31
2,730 sq. ft.
32
2,730 sq. ft.
33
2,730 sq. ft.
34
2,730 sq. ft.
35
2,730 sq. ft.
15,200 sq. ft.
2,179 sq. ft.
P3N2
2,038 sq. ft.
P3N3
4,053 sq. ft.
4,991 sq. ft.
9,127 sq. ft.
(S 28°27'26" W 160.68')R1
N 28°27'26" E(R)
(N 61°32'34" W 47.90')R1
(Δ=15°40'42" R=442.50' L=121.09')R1
N 14°02'29" E(R)
(N 77°13'16" W 123.06')R1
TIE: N 32°17'06" E 26.80'
TIE: N 32°17'06" E 25.78'
TIE: S 12°46'44" W 51.50'
N 32°17'06" E 783.94'
S 32°17'06" W 859.73'
N 32°17'06" E 789.69'
N 32°17'06" E 763.24'
N 32°17'06" E 760.00'
N 32°17'06" E 756.82'
N 32°17'06" E 728.73'
N 32°17'06" E 774.29'
N 32°17'06" E 716.89'
S 32°17'06" W 698.38'
S 32°17'06" W 695.41'
S 32°17'06" W 680.94'
S 32°17'06" W 201.57'
N 32°17'06" E 231.86'
N 32°17'06" E 275.86'
N 32°17'06" E 289.36'
N 32°17'06" E 107.00'
25.5'
20.0'
25.5'
20.0'
25.5'
25.0'
S 57°42'54" E 100.00'
N 57°42'54" W 100.00'
S 57°42'54" E(R)
N 57°42'54" W 78.00'
S 57°42'54" E 107.50'
S 57°42'54" E 133.82'
S 57°42'54" E 68.45'
N 77°17'06" E 28.28'
S 57°42'54" E 100.00'
N 77°13'16" E 101.20'
N 77°13'16" W 60.38'
N 77°13'16" W 60.17'
S 77°13'16" E 101.20'
N 14°08'50" E(R)
S 18°20'08" W(R)
S 20°05'29" W(R)
S 23°50'09" W(R)
S 24°10'50" W(R)
N 14°51'06" E(R)
S 13°11'53" W(R)
N 12°46'44" E 100.00'
N 17°36'45" E(R) 100.00'
N 19°49'11" E(R) 100.00'
N 22°01'36" E(R) 100.00'
N 24°14'02" E(R) 100.00'
N 26°26'28" E(R) 100.00'
S 28°38'56" W(R)
S 29°23'07" W(R)
S 32°30'39" W(R)
N 31°45'56" W(R)
S 36°24'20" W(R)
N 23°58'25" W(R=39.75')
S 36°10'01" W(R=1,557.50')
N 56°31'05" E(R)
N 26°26'28" E 100.35'
N 26°26'28" E 102.17'
N 32°17'06" E 100.27'
N 32°17'06" E 99.66'
N 30°40'17" E(R)
S 4°37'06" E 123.22'
S 14°41'20" W 94.25'
S 14°41'20" W 83.37'
S 13°10'22" W(R)
S 31°09'29" E(R)
N 32°17'06" E 385.00'
N 14°51'06" E(R)
N 77°17'06" E 25.78'
N 77°13'16" W 60.17'
N 32°17'06" E 1,708.50'
N 32°17'06" E 1,683.00'
N 32°17'06" E 1,657.50'
S 32°17'06" W 1,708.50'
S 32°17'06" W 1,683.00'
S 32°17'06" W 1,657.50'
R=1,708.50'
R=1,683.00'
R=1,657.50'
R=1,557.50'
R=1,708.50'
R=1,683.00'
R=1,557.50'
L=642.33')R1
L=450.59'
L=219.36'
L=450.59'
L=642.33')R1
L=165.69'
L=140.77'
L=136.35'
L=103.89'
L=97.43'
L=101.72'
L=138.04'
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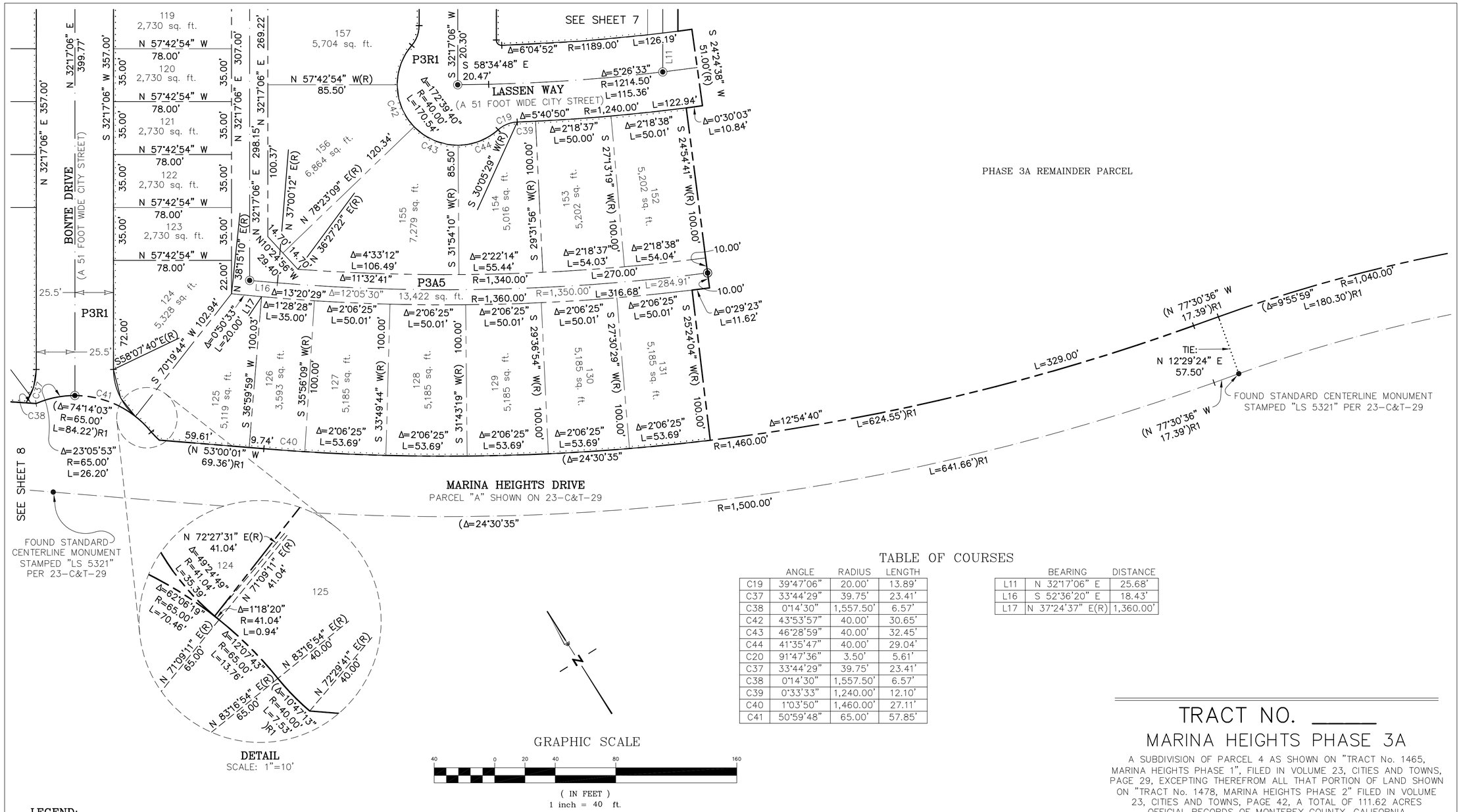


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	ANGLE	RADIUS	LENGTH
C19	39°47'06"	20.00'	13.89'
C37	33°44'29"	39.75'	23.41'
C38	0°14'30"	1,557.50'	6.57'
C42	43°53'57"	40.00'	30.65'
C43	46°28'59"	40.00'	32.45'
C44	41°35'47"	40.00'	29.04'
C20	91°47'36"	3.50'	5.61'
C37	33°44'29"	39.75'	23.41'
C38	0°14'30"	1,557.50'	6.57'
C39	0°33'33"	1,240.00'	12.10'
C40	1°03'50"	1,460.00'	27.11'
C41	50°59'48"	65.00'	57.85'

	BEARING	DISTANCE
L11	N 32°17'06" E	25.68'
L16	S 52°36'20" E	18.43'
L17	N 37°24'37" E(R)	1,360.00'

LEGEND:

- EASEMENT LINE
- ABUTTERS RIGHTS RELINQUISHED
- SET STANDARD CENTERLINE MONUMENT, STAMPED "LS 4974" UNLESS OTHERWISE NOTED
- (R) RADIAL
- R1 DENOTES DATA PER 23-C&T-29
- PROPERTY LINE

TRACT NO. _____

MARINA HEIGHTS PHASE 3A

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CITY OF MARINA COUNTY OF MONTEREY STATE OF CALIFORNIA

BY

CENTRAL COAST SURVEYORS

5 HARRIS COURT, SUITE N-11 MONTEREY, CALIFORNIA 93940

Phone: (831) 394-4930
Fax: (831) 394-4931

SCALE: 1" = 40' JOB No. 15-91 NOVEMBER 2019

PREPARER: DRZ

SHEET 9 OF 9

EXHIBIT B TO STAFF REPORT

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
APPROX	APPROXIMATELY
ARCH	ARCHITECTURAL
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BC	BEGIN CURVE
BLDG	BUILDING
BOW	BACK OF SIDEWALK
CB	CATCH BASIN
CIP	CAST IRON PIPE
CL	CLASS
CL	CENTERLINE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
C,	CONC CONCRETE
COR	CORNER
CP	CONCRETE PIPE
CR	CURB RETURN
C&G	CURB AND GUTTER
DEPT	DEPARTMENT
DI	DROP INLET
DIA,	Ø DIAMETER
DW	DOMESTIC WATER
DWG	DRAWING
DWY	DRIVEWAY
E	EAST
EC	END CURVE
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
EW	EACH WAY
EX,	EXIST EXISTING
FC,	FOC FACE OF CURB
FD	FOUND
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR
FG	FINISH GROUND
FH	FIRE HYDRANT
FL	FLOW LINE
FP	FINISH PAVEMENT
FW	FIRE WATER
G	GAS
GALV	GALVANIZED
GB	GRADE BREAK
GR	GRATE
GRD	GRADE
HP	HIGH POINT
WV	WATER VALVE
HT	HEIGHT
HWY	HIGHWAY
ID	INSIDE DIAMETER
INV	INVERT ELEVATION
IRR	IRRIGATION
JT	JOINT
LAT	LATERAL
LF	LINEAL FEET
MAX	MAXIMUM
M.E.	MATCH EXISTING
MECH	MECHANICAL
MH	MANHOLE
MIN	MINIMUM
N	NORTH
NIC	NOT INCLUDED IN CONTRACT
NO., #	NUMBER
NTS	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
O.G.	ORIGINAL GROUND
PCC	PORTLAND CONCRETE CEMENT
PIV	POST INDICATOR VALVE
POC	POINT OF CONNECTION, POINT ON CURVE
PVC	POLY VINYL CHLORIDE
PVMT	PAVEMENT
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
REINF	REINFORCED
R/W, R.O.W	RIGHT OF WAY
RWD	REDWOOD
S	SOUTH
SD	STORM DRAIN
SPECS.	SPECIFICATIONS
SQ	SQUARE
SS	SANITARY SEWER
STD	STANDARD
SW	SIDEWALK
T,	TELE TELEPHONE, COMMUNICATION
TC	TOP OF CURB
TEMP	TEMPORARY
TB	TOP OF BANK
TOE	TOE OF SLOPE
THK	THICK
TW	TOP OF WALL
TYP	U.N.O. TYPICAL UNLESS NOTED OTHERWISE
UTIL	UTILITY
W	WEST
W/	WITH

SHEET INDEX

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C1.2 GENERAL NOTES
C1.3 GENERAL NOTES

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C3.2 OVERALL GRADING PLAN
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C5.8 STREET PLAN & PROFILE: "PINOS WAY"
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UTILITY PLAN AND PROFILE

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C7.19 UTILITY PLAN & PROFILE: "SS "1", "2" & "3"
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C7.21 UTILITY STRUCTURE INFORMATION

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C8.4 MARINA COAST WATER DISTRICT STANDARD PLANS
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C8.6 MARINA COAST WATER DISTRICT STANDARD PLANS
C8.7 CITY OF MARINA STANDARD PLANS
C8.8 CITY OF MARINA STANDARD PLANS
C8.9 STORM TECH INFILTRATION CHAMBER CONSTRUCTION DETAILS

THE SEA HAVEN PROJECT IS ENROLLED IN AN ACTIVE GENERAL CONSTRUCTION PERMIT (WDID# (3 27C331735). THE PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND QSP UPDATES SHALL GOVERN ALL LAND DISTURBING ACTIVITIES. THIS PLAN SHALL BE USED AS REFERENCE ONLY. PLEASE REFER TO THE SWPPP FOR MORE INFORMATION.

IMPROVEMENT PLANS

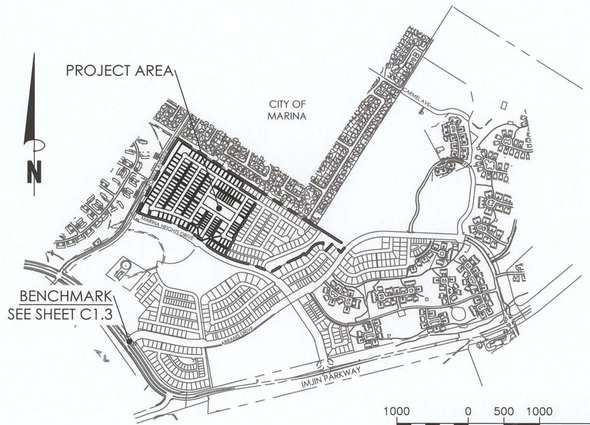
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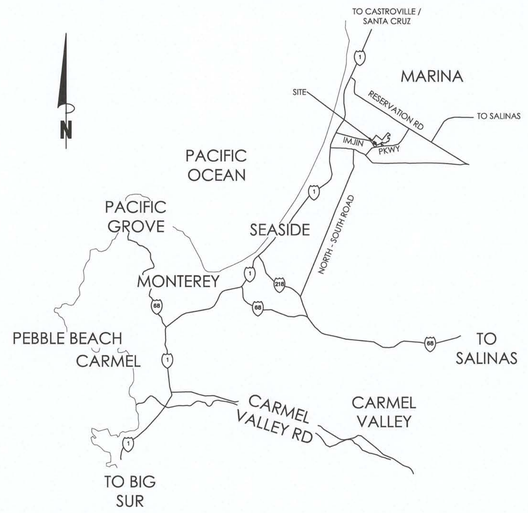
PRESERVE & RESIDENCES

SEA HAVEN

Monterey Bay

SEA HAVEN
PHASE 3A
CITY OF MARINA - STATE OF CALIFORNIA





APPROVED FOR CONSTRUCTION

12/10/19
BRIAN McMINN, P.E. 64143 (EXP 12-31-20) DATE
CITY ENGINEER

APPROVED FOR CONSTRUCTION

12/11/19
MICHAEL WEGLEY, P.E. DATE
DISTRICT ENGINEER

CONSULTANT'S SIGNATURE BLOCK:

THE FOLLOWING PLANS HAVE BEEN REVIEWED FOR CONSISTENCY WITH THE CITY OF MARINA'S STANDARDS, THE PROJECT'S TENTATIVE MAP, AND THE APPROVED PROJECT CONDITIONS WITH THE EXCEPTION OF THOSE REQUIREMENTS WAIVED, REVIEWED AND/OR MODIFIED BY THE CITY OR OTHER CONSULTANTS. REVIEW OF THESE PLANS DOES NOT RELEASE THE DEVELOPER OR THEIR ENGINEER OF THE RESPONSIBILITY FOR CORRECTION OF MISTAKES, ERRORS, OR OMISSIONS CONTAINED THEREIN.

CSG CONSULTANTS
BY:
TITLE: SR ENGR DATE: 12/17/19

LEGEND

EXISTING	NEW
	CURB AND GUTTER
	CURB
	EDGE OF PAVEMENT
10 00 — 11 00	ROAD LAYOUT LINE
140	CONTOUR (MAJOR)
	CONTOUR (MINOR)
	GRADING LIMITS
	PROPERTY LINE
	RIGHT OF WAY
	EASEMENT
	BUILDING
W	WATER (AS NOTED)
RW	RECYCLED WATER
JT	JOINT TRENCH
SD	STORM DRAIN
SS	SANITARY SEWER
EXT	GROUND WATER EXTRACTION PIPELINE
	DIRT ROAD / PATH
	PAVEMENT STRIPING
X	FENCE
	RETAINING WALL
	SAWCUT
	BUILDING PAD LIMIT

STORM DRAIN MANHOLE	SD
STORM DRAIN INLET	▪
SANITARY SEWER MANHOLE	SS
WATER METER	▪
FIRE HYDRANT	
MONITORING WELL	
EXTRACTION WELL	
SIGN	
TREE (AND DESC)	18" K. / 18" K.
REMOVE TREE	
SPOT ELEVATION	×40.00
CONTROL POINT	CP
DRIVEWAYS	

LOT NUMBER	354
UNIT TYPE	A B C D
LUMINAIRE (LIGHT STD.)	
STORM DRAIN MANHOLE	SD
STORM DRAIN CATCH BASIN	▪
FLARED END SECTION	
SANITARY SEWER MANHOLE	SS
SANITARY SEWER CLEANOUT	•
WATER METER	▪
FIRE HYDRANT	
GATE VALVE	
AIR RELEASE VALVE	
BLOW OFF VALVE	
CROSS	
TEE	
SIGN	
SPOT ELEVATION	TC 40.50
KEY NOTE	20 3
SD STRUCTURE DESIGNATION	M-22
SS STRUCTURE DESIGNATION	11.23
SURVEY CENTERLINE MONUMENT	

UNDERGROUND SERVICE ALERT (USA)
THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT (800) 642-2444 AT LEAST 48 HOURS PRIOR TO EXCAVATION TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES. EXCAVATION IS DEFINED AS BEING 12" OR MORE IN DEPTH BELOW EXISTING GRADE.

811

REVISIONS

REVISION X	REVISION SUMMARY	DESIGN BY	DESIGN DATE	SHEETS AFFECTED	APPROVED BY	APPROVED DATE

WARNING
ORDNANCE AND EXPLOSIVES WASTE MAY BE PRESENT
(SEE SHEET C1.3)

BY	DESCRIPTION	DATE	REV.

C3 ENGINEERING INCORPORATED
Civil Engineering Land Development Stormwater Control
126 Bonifacio Place, Suite C, Monterey, CA 93940
Phone: (831) 647-1192 Fax (831) 647-1194
mail@C3engineering.net

REGISTERED PROFESSIONAL ENGINEER
JENNIFER P. RUSHING
No. 67625
EXP. 06-30-21
CIVIL
STATE OF CALIFORNIA

COVER SHEET

SEA HAVEN - PHASE 3A
MARINA, CA

SCALE:	AS NOTED
DATE:	12/02/2019
DESIGN BY:	JPR
DRAWN BY:	JPR
CHECKED BY:	
SHEET NUMBER:	C1.1
OF 66 SHEETS	
PROJECT#	118147

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Drawing file: Z:\Projects\118147 WCH-Sea Haven Phase 3\Dwg\118147 Ph 3A SHEETS-Cover Sheets.dwg
Plotted: Dec 02, 2019 - 4:04pm

TRANSPORTATION AGENCY FOR MONTEREY COUNTY
www.tamcmonterey.org

HIGHLIGHTS

January 22, 2020

TAMC Board Elects New Officers & Executive Committee Members

The Board of Directors of the Transportation Agency for Monterey County elected the following members to serve as their officers and members of the Executive Committee:

- Chair, Supervisor Luis Alejo, District 1
- 1st Vice Chair, Councilmember Ed Smith, City of Monterey
- 2nd Vice Chair, Supervisor Mary Adams, District 5
- Past Chair, Mayor Pro Tem Robert Huitt, City of Pacific Grove
- County Representative, Supervisor Chris Lopez, District 3
- City Presentative, Mayor Mike LeBarre, City of King

Their terms begin upon their election through the next election of officers at the beginning of the January 27, 2021 Board meeting.

18th Annual Transportation Excellence Awards

The Transportation Agency presented their 18th Annual Transportation Excellence Awards to honor community members, programs and projects that make a significant contribution to improve transportation in Monterey County. This year's recipients include a traffic engineer, members of the Gonzales Public Works Department, an interactive traveling safety exhibit and an innovative mobility training center.

Here are the individuals, programs and projects award recipients:

Andrea Renny, *Traffic Engineer, City of Monterey* was recognized for her leadership and management skills which led to successful outcomes for two high profile projects in the city, the "North Fremont Pedestrian and Bicycle Access and Safety Project" and the "Citywide Traffic Signal Adaptive System Project" on Lighthouse Avenue.

The Measure X funded North Fremont Street project was the first major infrastructure improvements along North Fremont Street in over 50 years. The project installed the State of California's first signalized median bicycle lanes. While this feature is the most that garners attention, the project was much more than that. It also included long overdue stormwater, lighting, signal and ADA improvements.

The Adaptive Traffic Control Systems is technology for improving traffic conditions by better synchronizing and controlling traffic signals. As a result of this system, the City experiences reduced congestion and travel time along Lighthouse Avenue and Del Monte Avenue.

Both projects were met with challenges, and through it all, Andrea was able to organize large community involvement every step of the way. As a result, she was to provide solutions that balanced the needs of the community and access for people of all abilities.

Gonzales Public Works Department, for their pilot safety program at the 5th Street Bridge in Gonzales. The bridge is the main freeway interchange in the city; and it is congested during the morning from residents driving to work and children walking to the Gonzales Middle School and Gonzales High School.

Staff members arrive at the bridge at 7:00 a.m. to set-up the traffic signs and other traffic control devices to direct traffic until 8:00 a.m. when school starts to move the traffic queues through both on/off ramps while juggling the pedestrian movements.

As a result of their work, motorists have learned to be more intentional approaching the on/off ramps and the morning delay has decreased significantly from more than 20 minutes to cross the bridge, to less than 5 minutes. The program has also increased the safety of the students who are more mindful using the crosswalks at the on/off ramp; and an unintended consequence are the personal connections public works staff is making with the children they see each day.

My Town Exhibit is a free traveling museum created by My Museum, CSU-Monterey Bay, First 5 Monterey County and Hijos del Sol which features, a neighborhood playscape with characteristics found in healthy, vibrant communities. The interactive exhibit provides a unique educational opportunity for young children and their families a way to learn about street safety through fun and play. The admission-free My Town Pop-up Children's Museum will return this to Salinas, followed by an exhibit in South County later this year to bring the experience to more families. Any communities interested in hosting future exhibits of the traveling museum can contact lauren@mymuseum.org.

Congress Avenue Rehabilitation Project, which improved road infrastructure and formal pedestrian facilities along a section of Congress Avenue Congress Avenue from

Sunset to David Avenue. This section of Congress Avenue serves as one of the main arterials in the city and provides access to schools, entry and exit gates to Pebble Beach and the City's beloved Lynn "Rip" Van Winkle Open Space Park.

Improvements included: road reconstruction, ADA ramps, a concrete pedestrian pathway, a sidewalk, curb and gutter, and various stormwater infrastructure improvements. Prior to these improvements, pedestrians traveling on this section of Congress Avenue would walk on an informal pathway comprised of decomposed granite and natural debris. Now the newly constructed pathway creates a seamless pedestrian network for young children and families that allows for increased accessibility and facilitates improved pedestrian visibility and safety.

Monterey Salinas Transit Mobility Center, for their innovative mobility travel training center. Since it opened in February 2019, the center has served more than 7,300 people a month, providing a one-stop facility to host all of MST's Mobility programs and services.

The center's design includes an indoor training room for individuals to learn how to safely and independently travel using the MST bus system. The room features a simulated street environment with two mock-up buses where individuals can experience the boarding process, a working traffic signal light with a crosswalk that includes an ADA complaint safety truncated dome surface, a variety of street surfaces to test individual mobility, two bus benches, and a bus stop flag pole.

In addition, the training room incorporates a system map display that features MST's RealTime bus arrival information that riders can access through the use of the Transit app, by text, or by phone. Use of the uniquely designed training room also allows MST to work closely with a variety of community to provide sensitivity training to its employees and promote bus travel safety to the community.

River Road & Arroyo Seco Road Pavement Rehabilitation Projects, project team for the reconstruction of approximately 5 miles of roadway along the Monterey County Wine Corridor that stretches from the City of Greenfield into the City of Salinas.

Both are mainly two-lane rural roads with minimal shoulders surrounded by agricultural lands; with sections classified as a "major collector" connecting a combination of 5,000 agricultural traffic/tourists/commuters each day to Highway 68 and Highway 101.

Just as they had in a previous project on River Road, the County of Monterey utilized a pavement reconstruction technique that involved recycling the existing pavement for both projects. By utilizing this process, they reduced the emission of greenhouse gases, costs and the damage to the nearby road network due to the amount of trucking to the jobsite on these Measure X and SB 1 funded projects.

DATE: JANUARY 23, 2020

TO: MARINA CITY COUNCIL

FROM: RECREATION & CULTURAL SERVICES COMMISSION INTERVIEW PANEL

SUBJECT: RECOMMENDATION FOR APPOINTMENTS

We, the undersigned members of the Recreation & Cultural Services Commission Interview Panel, hereby make the following recommendation to the City Council for consideration to fill two (2) seats based on interviews conducted on: January 15, 2020 and January 23, 2020.

TWO APPOINTMENTS, TERM EXPIRING FEBRUARY 2022

1. Jeff Uchida
2. Elizabeth Lyman

Bruce C. Delgado
Mayor

1/23/20
Date

Gail Morton
Mayor Pro-Tem
Recreation & Cultural Services Commission Liaison

1/23/2020
Date

INTERVIEW EVALUATION FORM
RECREATION & CULTURAL SERVICES COMMISSION

APPLICANT

Name: Jeffrey Uchida

Date: January 15, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST REC. & COMMUNITY SERVICES COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Knowledge in the field of recreation & community services (10 pts)	Understanding local municipal recreation programs and community services (10 pts)	Attendance or participation at past or current Recreation & Community Services Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? work and direction we're going Enjoy it
2. What do you see as the role of a Recreation & Community Services Commission member? Be part of different groups →
3. What is your perception of the City's future and how can you facilitate it? City wi/ expansion and housing and moped →
4. Do you have ideas for improvement to current recreation services offered or additional programs to add? Marina Vista ~~Fe~~ field upgrade
5. Why are you the best choice for this position? Good team builder. Coming up w/ ideas

Comments:

Qualified: ( ) yes ( ) no

Recommended for further consideration by City Council ( ) yes ( ) no

Evaluated by:

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	8	10	7	8	10	43
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	6	7	5	8	7	36

Grand Total 79

2) esp. sports/recreation for U.S., Checklist for everyone using
& MOUSD fields to fill gaps

3) new parks and swim gym we will be a community where kids
can stay instead of having to travel out of City to recreate.
Re-establishing Pony Baseball Nanny & Valet Mothers?

4) MOUSD maintience agreement to improve
Many members field maintenance

INTERVIEW EVALUATION FORM
RECREATION & CULTURAL SERVICES COMMISSION

APPLICANT

Name: Jeffrey Uchida Date: January 15, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST REC. & COMMUNITY SERVICES COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Knowledge in the field of recreation & community services (10 pts)	Understanding local municipal recreation programs and community services (10 pts)	Attendance or participation at past or current Recreation & Community Services Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? Continue work & direction going; enjoy
2. What do you see as the role of a Recreation & Community Services Commission member? Role is to be a liaison/sharing ideas between
3. What is your perception of the City's future and how can you facilitate it? part & different groups
4. Do you have ideas for improvement to current recreation services offered or additional programs to add?
5. Why are you the best choice for this position?

Good @ team building & have good ideas - 3. Expansion of facilities = asset for city;
Comments: Re-establish Pony Baseball
4. Marina Vista - get field up & going; coordinate w/ MVCSD; add softball field.

Qualified: (✓) yes ( ) no

Recommended for further consideration by City Council (✓) yes ( ) no

Evaluated by: Gail Morton, Mayor Pro Tem

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
Sec. B	Question 1	Question 2	Question 3	Question 4	Question 5	Total Points for Section B

Grand Total _____

City of Marina

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DEC 23 2019

BY: _____

City of Marina
211 HILLCREST AVENUE
MARINA, CA 93933
831- 884-1278; FAX 831- 384-9148
www.ci.marina.ca.us

Office Use Only

Received On: _____
Interview Date: 1/15/20
Registered Voter: Yes
☐ Approved ☐ Denied
Application Valid Thru
_____

CANDIDATE FOR PUBLIC SERVICE APPOINTMENT

Committee/Commission Applying for: Rec + Culture

Section A - General Information

Name (last, first, middle): UCHIDA, JEFFREY H.

Home Address (address, city): _____

Home Phone: _____ Business Phone: _____ Fax Number: _____

E-Mail: _____

Employer: RETIRED Address: _____

Section B - Residency

Length of Residency in the City of Marina: 9 (yrs.) Length of Residency in Monterey County 61 (yrs.)

Are you a registered voter in Marina? ✓ yes _____ no

Section C - Questionnaire

How many hours can you devote to the Commission / Committee per month? AS NEEDED (hrs.)

**Please include years or period of membership or service below.*
If additional space needed, please feel free to attach additional pages to application.

1) Educational Background: MPUSD - ELEM + SECONDARY ED. MPC - AA., CAL POLY SLO B.S./TEACHING CREDENTIAL, SAN JOSE ST UNIV. - ADMIN CREDENTIAL

2) Occupational Experience: 37 YRS IN TEACHING, 10 YRS AS A MIDDLE SCHOOL A.P AND HIGH SCHOOL AP

3) Professional or technical organization memberships: RETIRED

4) Civic or Community experience, group memberships, or previous service appointments:
JAPANESE AMERICAN CITIZEN LEAGUE PRESIDENT
CURRENT Rec/CULT. COM

5) Experience and or knowledge pertaining to the area of interest:
MANY YRS INVOLVED IN SCHOOL ACTIVITY.
SPORTS AND RECREATION INTERESTS

I hereby place my signature below which constitutes that the information on this form are true and correct.

Signature

12-23-19
Date

211 Hillcrest Avenue
Marina, California 93933
(831) 884-1278 (831) 384-9148 (fax)

INTERVIEW EVALUATION FORM
RECREATION & CULTURAL SERVICES COMMISSION

APPLICANT

Name: Elizabeth Lyman

Date: January 23, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST REC. & COMMUNITY SERVICES COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Knowledge in the field of recreation & community services (10 pts)	Understanding local municipal recreation programs and community services (10 pts)	Attendance or participation at past or current Recreation & Community Services Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? New resident Sea Haven. family in PG. want to make this home.
2. What do you see as the role of a Recreation & Community Services Commission member? Good handle on rec. Not much →
3. What is your perception of the City's future and how can you facilitate it? Expensive + bright. potential for cultural →
4. Do you have ideas for improvement to current recreation services offered or additional programs to add?
5. Why are you the best choice for this position? History in govt. pvt sector. Corp world and create 2 cult + rec programs. Wimes of CRIAS pops working budget issues.

Comments: 28 moves taught about varied community. Know how to lead + 8 conscious people. Not going anywhere.

Qualified: (X) yes ( ) no

Recommended for further consideration by City Council (X) yes ( ) no

Evaluated by: RD

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	5	5	9	9	5	33
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	7	7	~~7~~ 7	8	8	37

Grand Total 70

7

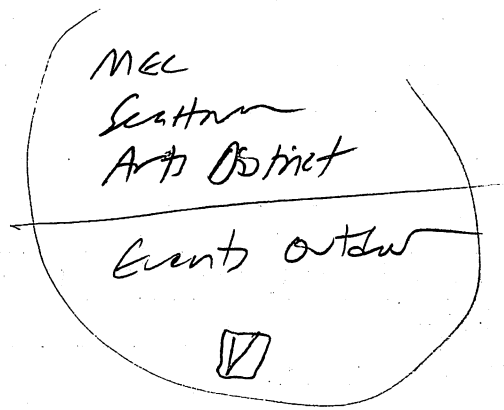
1) Arts + culture

2) on culture side Need as much cult as rec. especially for seathwn

3) development Need to meet needs

4) Middle piece is missing for multicultural and young adults to pre-retired adults (20-65 yrs old)

5)



INTERVIEW EVALUATION FORM
RECREATION & CULTURAL SERVICES COMMISSION

APPLICANT

Name: Elizabeth Lyman

Date: January 15, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST REC. & COMMUNITY SERVICES COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Knowledge in the field of recreation & community services (10 pts)	Understanding local municipal recreation programs and community services (10 pts)	Attendance or participation at past or current Recreation & Community Services Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? Permanent residence Marina/Sea Haven Enrich cultural activities
2. What do you see as the role of a Recreation & Community Services Commission member? Bearer of cultural influences. How to build opportunity
3. What is your perception of the City's future and how can you facilitate it?
4. Do you have ideas for improvement to current recreation services offered or additional programs to add? more concerts
5. Why are you the best choice for this position?

Comments: Already possess strengths re Recreation & Senior programs - missing the middle section 20 to 65. Marina on cusp of growth & potential Lots of this demographic moving Sea Haven. Draw out & Showcase variety of cultures here in Marina.

Qualified: (✓) yes ( ) no

Recommended for further consideration by City Council (✓) yes ( ) no

Evaluated by: Gail Morton, Mayor Pro Tem History priv. / gov't / public sector;

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
Sec. B	Question 1	Question 2	Question 3	Question 4	Question 5	Total Points for Section B

Grand Total _____

Ron City of Charleston Division of Cultural Affairs.

City of Marina

RECEIVED
SEP 12 2019
BY: _____

City of Marina
211 HILLCREST AVENUE
MARINA, CA 93933
831- 884-1278; FAX 831- 384-9148
www.ci.marina.ca.us

Office Use Only
Received On: _____
Interview Date: 1/23/20
Registered Voter: Yes
☐ Approved ☐ Denied
Application Valid Thru
_____

CANDIDATE FOR PUBLIC SERVICE APPOINTMENT

Committee/Commission Applying for: Recreation + Cultural Services

Section A - General Information

Name (last, first, middle): Lyman, Elizabeth Ann

Home Address (address, city): _____, Marina, CA 93933

Home Phone: 831- _____ ~~Business~~ CELL Phone: _____ Fax Number: _____

E-Mail: _____

Employer: _____ Address: _____

Section B - Residency

Length of Residency in the City of Marina: 1 (yrs.) Length of Residency in Monterey County 1 (yrs.)

Are you a registered voter in Marina? ✓ yes _____ no

Section C - Questionnaire

How many hours can you devote to the Commission / Committee per month? as needed (hrs.)

**Please include years or period of membership or service below.*
If additional space needed, please feel free to attach additional pages to application.

1) Educational Background: Please see attached documents for this information

2) Occupational Experience:

3) Professional or technical organization memberships:

4) Civic or Community experience, group memberships, or previous service appointments: Please see attached documents

5) Experience and or knowledge pertaining to the area of interest:

I hereby place my signature below which constitutes that the information on this form are true and correct.

Elizabeth A. Lyman
Signature

9/9/19
Date

211 Hillcrest Avenue
Marina, California 93933
(831) 884-1278 (831) 384-9148 (fax)

Liz Lyman

Liz Lyman is the former Head of Corporate Communications and Corporate Social Responsibility, Bank of Tokyo-Mitsubishi UF (MUFG), for the Americas, headquartered in New York. In this new position for the bank, Liz created a robust community presence and established strong relationships with local and international non-profit groups. Along with her global staff, Liz developed guidelines for funding, organizational structure, outreach, sustainability, and diversity and inclusion for community organizations which are still the model across the MUFG worldwide footprint. In partnership with the bank's Head of Human Relations, Liz established the first diversity and inclusion program, a comprehensive set of guidelines for managing a diverse corporate enterprise. For her work in this area, she received the B'nai B'rith Award for Excellence and her New York team was also recognized for its accomplishments with five consecutive awards for community support and engagement by MUFG.

Her varied background includes strong experience in the performing arts. She was a member of the renowned professional choral group Woodley Ensemble and was a guest artist with Tallis Scholars. In addition, Liz has sung with the Charleston Bach Soloists and Charleston Renaissance Ensemble in South Carolina, and the Washington Bach Consort, in Washington, DC. Her arts experience extends beyond performance to management, and she has served as the Executive Director of the Washington Bach Consort and the Theater Chamber Players of the Kennedy Center. She was the Director of Public Relations for the Choral Arts Society of Washington and the Director of Public Relations and Programs for the City of Charleston Office of Cultural Affairs where she managed operations for the Piccolo Spoleto Festival. During her 12 years with the Department of Agriculture, Liz managed the non-profit grants program designed to assist non-profits working in food security and hunger prevention.

She currently sits on the Board of Directors of the Orpheus Chamber Orchestra and is chair of the Tours and Concerts Committee.

Liz holds a BA in English (cum laude) from Upsala College and Masters Degrees in both Human Relations and International Relations from Webster University (summa cum laude). She is also a graduate of the Cambridge University, England Choral Scholars Seminar where she was a guest artist with the Cambridge Singers.

Liz is married to Captain Mel Lyman, USN (ret), a former nuclear submarine commander, and they have one son, Christopher, who is a systems engineer with the Monterey Bay Aquarium in Monterey, California.

ELIZABETH ANN LYMAN

Marina, CA 93933

831-

CAREER PROFILE

Highly accomplished professional with experience leading corporate responsibility and communications initiatives within non-profit, government, and private sector organizations and companies; demonstrated success creating consistent messaging for diverse groups. Lifetime performing arts professional and administrator.

- Corporate Social Responsibility (CSR)
- Corporate Communications
- Mentoring
- Community Engagement
- Executive Communication Management
- Team Leadership/Development
- Arts and culture advocacy
- Public Relations
- Crisis Communications

Independent Consultant for CSR and Communications Activities 2016 to date
First Data Corporation and Orpheus Chamber Orchestra, New York, NY and Let's Go Boys and Girls, (STEM program), Annapolis, MD

MITSUBISHI UFJ FINANCIAL GROUP, (formerly Bank of Tokyo-Mitsubishi UFJ), New York, NY 2010 – January 2016
Managing Director, Head of Corporate Social Responsibility and Communications
(2010 – 2016)

- Skillfully led global activities for the bank as a member of the senior leadership team in both the Americas and across the company in corporate social responsibility (CSR) and communications, after establishing both of these functions in London, Singapore, and throughout the Americas.
- Established strong relationships with local and global non-profit organizations; served as a consultant for boards of directors in developing successful relationships with corporate donors.
- Had direct and measurable success on profits as a result of successful CSR partnerships.
- Led cross-functional teams including all areas of the bank to create a robust and effective corporate social responsibility profile for the bank
- Elevated corporate social responsibility as a strategic priority for the bank's leadership across the global bank platform.
- Spearheaded the first CSR program outside of Tokyo, and managed the foundation in its endeavors, resulting in the program being named "CSR Program of the Year" every year since its inception in 2010;
- Received the Diverse Minds Award from B'nai B'rith for achievements in diversity and inclusion (2014).
- Awarded the National Humanitarian Award from the American Humane Association for relief work following 2011 earthquake and tsunami in Japan (2014).
- Led a team of 20 multinational employees
- Created and co-managed the bank's Americas diversity and inclusion program; was the featured speaker at 2 United Nations conferences on diversity and inclusion

UNION BANK, San Francisco, CA 2007 – 2010
Director of Executive Communications and CEO Corporate Social Responsibility

- Planned, organized, and directed overall executive communication and corporate social responsibility strategies for the CEO and other senior leaders, implementing a proactive communications program to enhance the reputation and visibility of the company.
- Trained, mentored, and coached team members, providing performance feedback to promote professional growth and development.
- Promoted in 2010 to establish communications and corporate social responsibility functions at the bank's headquarters for the Americas in New York

Performing Arts Experience

ADMINISTRATIVE and COMMUNITY:

Executive Director:
Washington Bach Consort
Theater Chamber Players of the Kennedy Center
Contemporary Music Forum
Virginia Choral Society
Woodley Ensemble

Director of Public Relations:

Choral Arts Society (Washington, DC)

Board Member:
Orpheus Chamber Orchestra – Head of Tours and Concerts
Royal Scottish National Orchestra, American Board
Turtle Bay Music School, Vice Chair (past)
Washington National Opera Corporate Board (past)
Washington DC Arts Council (past)
Marine Mammal Center, Sausalito (past)
American Humane Association (past)

Other:
Emcee for United Nations Choral Concert celebrating the organization's anniversary
Director of Programs and Public Relations, City of Charleston (SC), Office of Cultural Affairs
Outreach Director, Office of Cultural Affairs, Charleston, SC
Staff Member, Dance Department, The Juilliard School

PERFORMANCE EXPERIENCE:

Professional:
Washington Bach Consort
Woodley Ensemble (Grammy nominated)
Charleston (SC) Renaissance Ensemble
Spoleto Festival Orchestra
Professional choirs of:

- *Christ Church, Georgetown, Washington, DC*
- *St. Paul's Church, Washington, DC*
- *Cathedral of Saints Luke and Paul, Charleston, SC*
- *First Scots Presbyterian Church*
- *Cathedral Singers, Grace Cathedral, San Francisco, CA*

Cambridge Choral Symposium Member (Cambridge, England)
Guest artist: Tallis Scholars, Cambridge Singers
Director, Holy Loch Singers (Scotland)- Winner of the Ambassador's Award
Ash String Quartet (Woodstock, NY)

OTHER COMMUNITY:

Vice Chair, Citizens Advisory Group, Washington, DC
Chair, Residential Management Committee, Citizens Advisory Group, Washington, DC
Vice Chair, Cathedral West Condominium Association

EDUCATION & CREDENTIALS

Webster University, St. Louis, MO
M.A. in Management & Human Relations (Summa cum Laude)
M.A. in International Relations (Summa cum Laude)

Upsala College, East Orange, NJ
B.A. in English & Political Science (Cum Laude)

Naval Officer Candidate School, Newport, RI
Distinguished Naval Graduate & Regimental Commander

Cambridge University, Cambridge, England
Post Graduate Study in Choral Music

INTERVIEW EVALUATION FORM
RECREATION & CULTURAL SERVICES COMMISSION

APPLICANT

Name: Darlena Ridler

Date: January 23, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST REC. & COMMUNITY SERVICES COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Knowledge in the field of recreation & community services (10 pts)	Understanding local municipal recreation programs and community services (10 pts)	Attendance or participation at past or current Recreation & Community Services Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1.	Why did you apply for this commission? Want to support rec. Big parks exciting time. GJT soon!
2.	What do you see as the role of a Recreation & Community Services Commission member? Citizen input to what city is doing.
3.	What is your perception of the City's future and how can you facilitate it?
4.	Do you have ideas for improvement to current recreation services offered or additional programs to add?
5.	Why are you the best choice for this position? Willing to be chair. Has admin work. Niche. Style as chair is helpful.
Comments:	
Qualified:	(X) yes ( ) no
Recommended for further consideration by City Council	( ) yes (X) no
Evaluated by:	BD

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	10	10	8	9	10	47
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	7	7	7	8	7	36

Grand Total 83

1) water city, pool, ball fields. Aquatic center & a big draw
w/ ocean cold Walking park = FORTMAC will be amazing.
Commission geared up for it.

2) don't repeat mistakes. Such as one pool.

3) Big park future Aquatic Cent— will make citizens feel belong.
Make sure we stay on track. Don't hold up projects
on our timely r. Help Join— GST PARK

4) Megan great acquisition. More staff. More training
to manage kids + develop kids into good citizens

5)

1/7m 1
0.5m 2
AA # 3.m
MEC # 2m
2m (3)

INTERVIEW EVALUATION FORM
RECREATION & CULTURAL SERVICES COMMISSION

APPLICANT

Name: Darlena Ridler

Date: January 15, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST REC. & COMMUNITY SERVICES COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Knowledge in the field of recreation & community services (10 pts)	Understanding local municipal recreation programs and community services (10 pts)	Attendance or participation at past or current Recreation & Community Services Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? What to see realization of PLAN for Parks, if necessary more meetings.
2. What do you see as the role of a Recreation & Community Services Commission member? Fulfillment of Parks Plan & Aquatic
3. What is your perception of the City's future and how can you facilitate it? Train our Center people in conflict resolution.
4. Do you have ideas for improvement to current recreation services offered or additional programs to add? Sophisticated training for working w/ children especially high risk
5. Why are you the best choice for this position? Committed to community. Knowledge of Senior Center, highest priority over Aquatic/MEC/Gloria Jim But don't stop the priority. Wants Aquatic Center! Walking park - amazingly good. Want rec to continue to support it.

Comments: Position is to give citizen input to city's govt.

Qualified: (√) yes ( ) no

Recommended for further consideration by City Council (√) yes ( ) no

Evaluated by: Gail Norton, Mayor Pro Tem

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
Sec. B	Question 1	Question 2	Question 3	Question 4	Question 5	Total Points for Section B

Grand Total _____

Will keep staff on track.

"Recreation makes citizens feel like they belong."

Need more staff + more sophisticated training for our @ risk child population.

People do not want to be chair & she is happy to do the administrative work.

Balance of formal/or informal meeting conduct.

Need chair cultural events person. Heard she is doing good work.

City of Marina

Received 12/26/19 (T28)

City of Marina
211 HILLCREST AVENUE
MARINA, CA 93933
831- 884-1278; FAX 831- 384-9148
www.ci.marina.ca.us

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Interview Date: 1/23/20
Registered Voter: Yes
☐ Approved ☐ Denied
Application Valid Thru
_____

CANDIDATE FOR PUBLIC SERVICE APPOINTMENT

Committee/Commission Applying for: Recreation & Cultural Services Commission

Section A - General Information

Name (last, first, middle): Ridler, Darlena

Home Address (address, city): _____, Marina, CA 93933

Home Phone: _____ Business Phone: _____ Fax Number: _____

E-Mail: _____

Employer: Retired DoD Employee Address: _____

Section B - Residency

Length of Residency in the City of Marina: 27 (yrs.) Length of Residency in Monterey County 28 (yrs.)

Are you a registered voter in Marina? ✓ yes _____ no

Section C - Questionnaire

How many hours can you devote to the Commission / Committee per month? 10-15 (hrs.)

**Please include years or period of membership or service below.*
If additional space needed, please feel free to attach additional pages to application.

1) Educational Background: BS degree from Towson University, MD

2) Occupational Experience: 35 year career in finance & information technology services within DoD as Budget Analyst, Management Analyst, Program Analyst

3) Professional or technical organization memberships: Rotary of Marina

4) Civic or Community experience, group memberships, or previous service appointments: Past Rotary President, Rotary Treasurer, Currently serving on Rec Commission since 2002

5) Experience and or knowledge pertaining to the area of interest: From my time on the Rec Commission I have learned a lot about programs/ctees like ours can provide & how they creat a sense of belong amoung residence.

I hereby place my signature below which constitutes that the information on this form are true and correct.

Darlena Reiller
Signature

12-24-19
Date

211 Hillcrest Avenue
Marina, California 93933
(831) 884-1278 (831) 384-9148 (fax)

Agenda Item: **8m(2)**
City Council Meeting of
February 4, 2020

DATE: JANUARY 15, 2020

TO: MARINA CITY COUNCIL

FROM: PUBLIC WORKS COMMISSION INTERVIEW PANEL

SUBJECT: RECOMMENDATION FOR APPOINTMENT

We, the undersigned members of the Public Works Commission Interview Panel, hereby make the following recommendation to the City Council for consideration to fill one (1) of three seats based on interviews conducted on: January 15, 2020

ONE APPOINTMENT, TERM EXPIRING FEBRUARY 2022

1. Mike Owen

Bruce C. Delgado
Mayor

1/15/20
Date

Lisa Berkley
Council Member
Public Works Commission Liaison

1/15/20
Date

INTERVIEW EVALUATION FORM
PUBLIC WORKS COMMISSION

APPLICANT

Name: Michael Owen

Date: January 15, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	PARTICIPATION IN CITY EVENTS OR MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of City Operations (10 pts)	Understanding local municipal ordinances (10 pts)	Attendance or participation at past or current City Services & Improvement Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

✓ 1.	Why did you apply for this commission? advance personal goals
✓ 2.	What do you see as the role of a Public Works Commission member? Read staff reports and use experience to improve
3.	What is your perception of the City's future and how can you facilitate it? City doing well to raise funds, and show
✓ 4.	Do you have ideas for improvement to services offered or to enhance the overall appearance of Marina? Bringing dolphins back.
5.	Why are you the best choice for this position? Long tenured. Has understanding how different City
Comments:	groups can be involved in projects and coordinate to no ~~surprises~~ surprises
Qualified:	(X) yes ( ) no
Recommended for further consideration by City Council	(X) yes ( ) no
Evaluated by:	BD

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	10	10	8	8	10	~~45~~ 46
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	7	7	9	9	8	40

Grand Total 86

2) products
3) Their benefits. such as taxes.
4) Dolphins at Fiji in RA's. Improve the removal permit process by focusing on tree Committee under community development

2

INTERVIEW EVALUATION FORM
PUBLIC WORKS COMMISSION

APPLICANT

Name: Michael Owen

Date: January 15, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	PARTICIPATION IN CITY EVENTS OR MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of City Operations (10 pts)	Understanding local municipal ordinances (10 pts)	Attendance or participation at past or current City Services & Improvement Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? Advance goals - bringing dolphins back to the city / contribute to the city
2. What do you see as the role of a Public Works Commission member? ① do Homework w/ staff report ② use experience to improve resolution research ③ make city more accessible thru technology. ④ protect trees / environment ⑤ Benefits of City services are showing. Hope to see growth of depts.
3. What is your perception of the City's future and how can you facilitate it?
4. Do you have ideas for improvement to services offered or to enhance the over all appearance of Marina? dolphins / focus PWC on ~~effective~~ city's directive - not on tree Removal Process (See attached sheet)
5. Why are you the best choice for this position? have been around for a long time + has perspective & community + how they can play in working in the city; how to get things done smoothly. good relationship w/ staff

Comments:

Qualified: (X) yes ( ) no

Recommended for further consideration by City Council (X) yes ( ) no

Evaluated by:

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
Sec. B	Question 1	Question 2	Question 3	Question 4	Question 5	Total Points for Section B

Grand Total _____

~~Recommended~~

Recommend Mike Owen for Public Works Commission

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DEC 19 2019

BY:_____

City of Marina

City of Marina
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Interview Date: 1/15/20
Registered Voter: Yes
☐ Approved ☐ Denied
Application Valid Thru
_____

CANDIDATE FOR PUBLIC SERVICE APPOINTMENT

Committee/Commission Applying for: PUBLIC WORKS

Section A - General Information

Name (last, first, middle): OWEN, MICHAEL MILES
Home Address (address, city): 3249 ESTRELLA DEL MAR WAY, MARINA
Home Phone: 831-883-1008 Business Phone: _____ Fax Number: _____
E-Mail: MOO.OWEN58 @ GMAIL.COM
Employer: RETIRED Address: _____

Section B - Residency

Length of Residency in the City of Marina: 34 (yrs.) Length of Residency in Monterey County 32 (yrs.)
Are you a registered voter in Marina? V yes _____ no

Section C - Questionnaire

How many hours can you devote to the Commission / Committee per month? 10 (hrs.)

**Please include years or period of membership or service below.*
If additional space needed, please feel free to attach additional pages to application.

1) Educational Background: MA'S

2) Occupational Experience: RETIRED 2010 - EDUC + COUNSELING

3) Professional or technical organization memberships: FOOL, MIM, MARINA TREE + GARDEN CLUB, CHAMBER OF COMMERCE

4) Civic or Community experience, group memberships, or previous service appointments:
TREE COMMITTEE SINCE 1990
PUBLIC WORKS COMMISSION SINCE 2012 ?
VARIOUS POLITICAL CAMPAIGNS SINCE 1992

5) Experience and or knowledge pertaining to the area of interest:
ON THE JOB EXPERIENCE AS PUBLIC WORKS COMMISSIONER SINCE 2012 AND TREE COMMITTEE ASPECTS SINCE 1990

I hereby place my signature below which constitutes that the information on this form are true and correct.

Michael M Owen
Signature

20 Dec 2019
Date

211 Hillcrest Avenue
Marina, California 93933
(831) 884-1278 (831) 384-9148 (fax)

DATE: JANUARY 21, 2020

TO: MARINA CITY COUNCIL

FROM: PLANNING COMMISSION INTERVIEW PANEL

SUBJECT: RECOMMENDATION FOR APPOINTMENTS

We, the undersigned members of the Planning Commission Interview Panel, hereby make the following recommendation to the City Council for consideration to fill three (3) seats based on the interview conducted on Tuesday, January 21, 2020.

THREE APPOINTMENTS, TERM EXPIRING FEBRUARY 2022

1. David Burnett
2. Nancy Amadeo
3. David Bielsker

Bruce C. Delgado
Mayor

1/21/20
Date

Adam Urrutia
Council Member
Planning Commission Liaison

1/21/2020
Date

INTERVIEW EVALUATION FORM
PLANNING COMMISSION

APPLICANT

Name: David Burnett

Date: January 21, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST PLANNING COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of planning and zoning (10 pts)	Understanding local municipal planning or development ordinances (10 pts)	Attendance or participation at past or current Planning Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

complete survey + procedures review or open houses.

1. Why did you apply for this commission? Knowledge of city procedures, events in city, ordinances, city staff. Improve process
2. What do you see as the role of a Planning Commissioner? Represent community. Advise council
3. What is your perception of the City's future and how can you facilitate it? Positive outlook, concerned with economics, housing costs. Put council priorities into practice
4. What is your understanding of the City's General Plan and its function? Constitution/vision of city. Layout vision of city, collection of plans
5. Why are you the best choice for this position? Unique perspective. Longest time on commission. Familiarity with process, understanding development universe.

Comments:

Qualified: (✓) yes ( ) no

Recommended for further consideration by City Council (✓) yes ( ) no

Evaluated by: Adam Urquhart

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	10	10	10	10	10	50
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	9	8	8	9	10	44

Grand Total 94

INTERVIEW EVALUATION FORM
PLANNING COMMISSION

85

APPLICANT

Name: David Burnett

Date: January 21, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST PLANNING COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of planning and zoning (10 pts)	Understanding local municipal planning or development ordinances (10 pts)	Attendance or participation at past or current Planning Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission?	bcuz bcuz of knowledge of staff, issues, ordinance,
2. What do you see as the role of a Planning Commissioner?	
3. What is your perception of the City's future and how can you facilitate it?	View issues as relate to GP Constitution of City, vision for City, CC & drafts GP, into a Collection of where to develop where to beautify, habitat restrat
4. What is your understanding of the City's General Plan and its function?	
5. Why are you the best choice for this position?	Unique perspective, long tenure,
Comments:	added commission time a plus familiarize w/ developers and City process,
Qualified: (X) yes ( ) no	
Recommended for further consideration by City Council ( ) yes ( ) no	
Evaluated by: BD	

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	10	10	7	8	10	45
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	10	8	8	7	7	40

Grand Total 85

1. probably last term. Want to complete some commission policies. more transparent, responsive + improve process of public + permittees coming by commission.

2. serve w/ others (not lone ranger) to develop community response to community issues. Not to set policy but develop policy

3. Good future. Concerned w/ natl. economics + housing correction Short term natl. economics bode well for city.

Cannabis + retail taxes should be increasing.

PC should help to implement ~~retreat~~ CC retreat direction

RECEIVED

City of Marina

DEC 20 2019

BY:_____

City of Marina
211 HILLCREST AVENUE
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Received On:_____
Interview Date: 1/21/20
Registered Voter: Yes
☐ Approved ☐ Denied
Application Valid Thru
_____

CANDIDATE FOR PUBLIC SERVICE APPOINTMENT

Committee/Commission Applying for: PLANNING COMMISSIONER

Section A - General Information

Name (last, first, middle): BURNETT, DAVID

Home Address (address, city): [redacted]

Home Phone: _____ Business Phone: _____ Fax Number: _____

E-Mail: [redacted]

Employer: N/A Address: _____

Section B - Residency

Length of Residency in the City of Marina: 24 (yrs.) Length of Residency in Monterey County 24 (yrs.)

Are you a registered voter in Marina? X yes ____ no

Section C - Questionnaire

How many hours can you devote to the Commission / Committee per month? 3 (hrs.)

**Please include years or period of membership or service below.*
If additional space needed, please feel free to attach additional pages to application.

1) Educational Background: B.S. INFORMATION SCIENCE

2) Occupational Experience: SERVED AS SENIOR PROGRAMMER/ANALYST; DATABASE ADMINISTRATOR; GIS ANALYAST;

3) Professional or technical organization memberships: ACM

4) Civic or Community experience, group memberships, or previous service appointments: Served As Planning Commissioner 2001-2004; 2010- present

5) Experience and or knowledge pertaining to the area of interest: Worked As Analyst To County of Santa Cruz Planning and Information Services Department

I hereby place my signature below which constitutes that the information on this form are true and correct.

Signature

12/20/19
Date

211 Hillcrest Avenue
Marina, California 93933
(831) 884-1278 (831) 384-9148 (fax)

INTERVIEW EVALUATION FORM
PLANNING COMMISSION

APPLICANT
Name: Nancy Amadeo

Date: January 21, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST PLANNING COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of planning and zoning (10 pts)	Understanding local municipal planning or development ordinances (10 pts)	Attendance or participation at past or current Planning Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? First love is planning. Wanted to transition from council to PC.
2. What do you see as the role of a Planning Commissioner? Work on issues related to land use. Examine issues. Ensure compliance
3. What is your perception of the City's future and how can you facilitate it? City well positioned. Joby example. Planning will have
4. What is your understanding of the City's General Plan and its function? Needs to be updated. It's "general". Road map.
5. Why are you the best choice for this position? Served on PC. Understand role relative to council.

Comments:

Qualified: (✓) yes ( ) no

Recommended for further consideration by City Council (✓) yes ( ) no

Evaluated by: Adam Urrutia

w/ documents. Recommend to Council. Help w/ participation.

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	10	10	10	10	10	50
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	~~8~~ 10	10	9	7	9	45

Grand Total 95

7

85

INTERVIEW EVALUATION FORM
PLANNING COMMISSION

APPLICANT

Name: Nancy Amadeo

Date: January 21, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST PLANNING COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of planning and zoning (10 pts)	Understanding local municipal planning or development ordinances (10 pts)	Attendance or participation at past or current Planning Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1.	Why did you apply for this commission? 1st love Planning Ready to serve again.
2.	What do you see as the role of a Planning Commissioner? work on issues of land use zoning GP
3.	What is your perception of the City's future and how can you facilitate it? future will be what City wants.
4.	What is your understanding of the City's General Plan and its function? Road map, w/ details sometimes
5.	Why are you the best choice for this position? Original, qualified as past PC for 6 yrs work with Dev AND Council!
Comments:	
Qualified:	(X) yes ( ) no
Recommended for further consideration by City Council	( ) yes ( ) no
Evaluated by:	BD

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	10	10	7	7	10	44
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	7	10	7	7	10	41

Grand Total 85

2) Development projects. Make sure compliant w/ other docs. Recommend changes where needed.

3. Joby aviation is great for city + developing airport. Approval of Runway brings great opportunity + new revenues that will be coming

4) Traveling Ohio → D.C., touchdown in Thunderstorm. Took detour

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DEC 13 2019

BY:_____

City of Marina

City of Marina
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Interview Date: 1/21/20
Registered Voter: Yes
☐ Approved ☐ Denied
Application Valid Thru
_____

CANDIDATE FOR PUBLIC SERVICE APPOINTMENT

Committee/Commission Applying for: Planning Commission

Section A - General Information

Name (last, first, middle): Amadeo Nancy Lynn

Home Address (address, city): _____

Home Phone: 831- Business Phone: (cell) 831- Number: —

E-Mail: _____

Employer: retired Address: _____

Section B - Residency

Length of Residency in the City of Marina: 32 (yrs.) Length of Residency in Monterey County 32 (yrs.)

Are you a registered voter in Marina? X yes ____ no

Section C - Questionnaire

How many hours can you devote to the Commission / Committee per month? 10-12 (hrs.)

**Please include years or period of membership or service below.*
If additional space needed, please feel free to attach additional pages to application.

1) Educational Background: HS graduate 10 units college

2) Occupational Experience: In home childcare provider x 23 years

3) Professional or technical organization memberships: none

4) Civic or Community experience, group memberships, or previous service appointments: 3½ years Planning Commission 9/2005 - 4/2008 Appointed City Council 4/2008/12/2008 Public Works Commission 1/2010 - 12/2010 Elected City Council 1/2011 - 12/2018 Rotary, Marina Youth Arts, Marina in Motion, AMP, CHS, NSVMAB

5) Experience and or knowledge pertaining to the area of interest: While serving on PC & City Council attended annual League Conferences and leadership conferences acquiring knowledge in the fields of Planning, development, finance.

I hereby place my signature below which constitutes that the information on this form are true and correct.

Nancy A. Amadeo
Signature

12/18/19
Date

211 Hillcrest Avenue
Marina, California 93933
(831) 884-1278 (831) 384-9148 (fax)

INTERVIEW EVALUATION FORM
PLANNING COMMISSION

APPLICANT
Name: ~~Maryanne Jensen~~ David Bielsker

Date: January 21, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST PLANNING COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of planning and zoning (10 pts)	Understanding local municipal planning or development ordinances (10 pts)	Attendance or participation at past or current Planning Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? Get involved on how city is operated. Want to make a difference. Concern about SB50
2. What do you see as the role of a Planning Commissioner? Buffer btwn citizens and council. Filter projects before council.
3. What is your perception of the City's future and how can you facilitate it? Move forward with DTSP. Be worry of density reqs.
4. What is your understanding of the City's General Plan and its function? Vision for city how public wants to see community. PC has to be aware of specific plans that goes on Gen Plan
5. Why are you the best choice for this position? Love the job. Not most vocal, but may be best read. Constantly learning. Would like to stay on for another term. Best experience was 2/4 Watson hearing.

Comments:

Qualified: (✓) yes ( ) no

Recommended for further consideration by City Council (✓) yes ( ) no

Evaluated by: Adam Wrinton

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	9	7	10	10	10	46
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	9	7	7	8	8	39

Grand Total 85

83

INTERVIEW EVALUATION FORM
PLANNING COMMISSION

APPLICANT
Name: David Bielsker

Date: January 21, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST PLANNING COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of planning and zoning (10 pts)	Understanding local municipal planning or development ordinances (10 pts)	Attendance or participation at past or current Planning Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? Something new. Want to learn City vision
2. What do you see as the role of a Planning Commissioner? Buffer bet CC + ~~cit~~ citizens. Need all
3. What is your perception of the City's future and how can you facilitate it? moving into DT revit plan. Don't agree w/ all
4. What is your understanding of the City's General Plan and its function? Vision for ~~the~~ the city. Lot of things
5. Why are you the best choice for this position? Best read, not most vocal. Love the job.

No perfect candidate

Comments:

Qualified: (X) yes ( ) no

Recommended for further consideration by City Council ( ) yes ( ) no

Evaluated by: JD

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	8	10	6	9	10	45
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	7	8	7	8	8	38

Grand Total 83

1) more entities than expected. Want to make difference
The state making small towns difficult to operate
SB 50 a problem

2) the fluff so Council only has to consider best ideas.
Limited # of hearings will likely ~~be~~ roll into PC.

3) of it's Residential density builds will cause problems.
New Jobs jobs - have no housing

4) to make it happen.. Specific plans or Fort Ord exempts itself
from CP. Special ~~Ord~~ exemptions must be done cautiously
e.g. Sea Haven locked in place many years ago w/
Missing sheds

RECEIVED

DEC 20 2019

BY:_____

City of Marina

City of Marina
211 HILLCREST AVENUE
MARINA, CA 93933
831- 884-1278; FAX 831- 384-9148
www.ci.marina.ca.us

Office Use Only

Received On:_____
Interview Date: 1/21/20
Registered Voter: Yes
☐ Approved ☐ Denied
Application Valid Thru
_____

CANDIDATE FOR PUBLIC SERVICE APPOINTMENT

Committee/Commission Applying for: PLANNING COMMISSION

Section A - General Information

Name (last, first, middle): BIELSKER, DAVID ALAN

Home Address (address, city): MARINA CA 93933

Home Phone: 831 Business Phone: _____ Fax Number: _____

E-Mail: _____

Employer: MST Address: 19 UPPER RAGDALE MONTEREY

Section B - Residency

Length of Residency in the City of Marina: 7 (yrs.) Length of Residency in Monterey County 7 (yrs.)

Are you a registered voter in Marina? ✓ yes _____ no

Section C - Questionnaire

How many hours can you devote to the Commission / Committee per month? 40 (hrs.)

**Please include years or period of membership or service below.*
If additional space needed, please feel free to attach additional pages to application.

1) Educational Background: ORANGE COAST COLLEGE COSTA MESA CA
BUSINESS MANAGEMENT

2) Occupational Experience: TRANSPORTATION PLANNER & SCHEDULER
SINCE 1998. REVIEW CITY LAND USE PROJECTS
INTERFACING PUBLIC TRANSIT

3) Professional or technical organization memberships: NONE

4) Civic or Community experience, group memberships, or previous service appointments: MARINA PLANNING COMMISSION FEB 2016 TO PRESENT
DESIGN REVIEW BOARD FEB 2019 TO PRESENT

5) Experience and or knowledge pertaining to the area of interest: PLAN BUS / TRANSIT SERVICES FOR MONTEREY COUNTY. WORKED AS ADA COMPLIANCE OFFICER & TITLE VI COORDINATOR LONG BEACH TRANSIT 1998-2012 EXTENSIVE EXPERIENCE ANALYZING CENSUS TRACK DATA 1998-Present

I hereby place my signature below which constitutes that the information on this form are true and correct.

Dale A. Rhine
Signature

12/19/19
Date

211 Hillcrest Avenue
Marina, California 93933
(831) 884-1278 (831) 384-9148 (fax)

David Bielsker

[redacted]rina, CA 93933
(831) [redacted] Email: [redacted]

December 19, 2019

Anita Shepard-Sharp, Deputy City Clerk
City of Marina
211 Hillcrest Avenue
Marina, CA 92933

Dear Ms. Shepard-Sharp;

Please have this letter serve as my request to be re-appointed for a new term on the Planning Commission for the City of Marina.

Having been a resident of the Marina since 2013, I have a great interest in playing an active role in maintaining the integrity of our community, while at the same time encouraging properly planned growth.

In my current position of Planner / Scheduler at MST, I am responsible for the development, scheduling and monitoring, review and revision of bus services in Monterey County. At my previous position at Long Beach Transit, I served as the backup ADA compliance officer, and was directly responsible for Title VI compliance of the bus system. I reviewed all city land use projects that intersected with public transit within the City of Long Beach. I also have extensive experience in analyzing census track data.

Serving on the Commission for the last 4 years has proven to be a great challenge, with increasingly difficult issues facing our city and its development, particularly related to water and housing, and housing density.

I believe my background will enable me to continue to provide a unique perspective to the cases that will come before the commission.

Sincerely;

David Bielsker

INTERVIEW EVALUATION FORM
PLANNING COMMISSION

APPLICANT
Name: ~~David Bielsker~~ Maryanne Jensen Date: January 21, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST PLANNING COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of planning and zoning (10 pts)	Understanding local municipal planning or development ordinances (10 pts)	Attendance or participation at past or current Planning Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1.	Why did you apply for this commission? New to Marina. Local govt background. Inside look at planning comm. Mission/vision
2.	What do you see as the role of a Planning Commissioner? Give citizen view of planning. Act as liason between public/council/staff
3.	What is your perception of the City's future and how can you facilitate it? So much potential. Would like pride in having input on
4.	What is your understanding of the City's General Plan and its function? Vision for future to keep growth viable and sust
5.	Why are you the best choice for this position? Local govt background. Desire to take active role
Comments:	
Qualified:	(✓) yes ( ) no
Recommended for further consideration by City Council	( ) yes (✓) no
Evaluated by:	Adam Urrutia

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	4	0	3	7	0	14
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	5	5	4	6	6	26

Grand Total 40

63

INTERVIEW EVALUATION FORM
PLANNING COMMISSION

APPLICANT
Name: Maryanne Jensen

Date: January 21, 2020

SECTION A

RESIDENCY IN CITY/COUNTY	COMMUNITY & CIVIC INVOLVEMENT	EDUCATIONAL EXPERIENCE	PROFESSIONAL EXPERIENCE	ATTENDANCE OR PARTICIPATION AT PAST PLANNING COMMISSION MEETINGS
Knowledge of area (10 pts)	Participation in City commissions and/or civic organizations (10 pts)	Application to field of planning and zoning (10 pts)	Understanding local municipal planning or development ordinances (10 pts)	Attendance or participation at past or current Planning Commission Meetings (10 pts)

SECTION B – QUESTIONS (10 points each)

1. Why did you apply for this commission? New to area. Vested community interest. Great potential.
2. What do you see as the role of a Planning Commissioner? Liasion bet public + city. Resident rep. input
3. What is your perception of the City's future and how can you facilitate it? Lot of potential. Walkable for tourism + rec opportunities. →
4. What is your understanding of the City's General Plan and its function?
5. Why are you the best choice for this position?
   Maybe not. But fresh pair eyes

Comments: 25 yrs of finance experience + city experience. Blueprint for city resource allocation and governance.

Qualified: (X) yes ( ) no

Recommended for further consideration by City Council (X) yes ( ) no

Evaluated by: BD.

SECTION C - SCORING

Sec. A	Residency / Knowledge of Area	Involvement / Participation	Education Experience	Profession Experience	Attendance / Participation in meetings	Total Points for Section A
	5	5	7	10	5	32
Sec. B	**Question 1**	**Question 2**	**Question 3**	**Question 4**	**Question 5**	**Total Points for Section B**
	6	6	7	6	6	31

Grand Total 63

Vision/Mission Statement resonates as does Downtown Vit. Plan

3. City in right direction not willy nilly w/ grant fresh pair of eyes. Want to learn how to implement.

RECEIVED

DEC 28 2019

BY: _____

City of Marina

City of Marina
211 HILLCREST AVENUE
MARINA, CA 93933
831- 884-1278; FAX 831- 384-9148
www.ci.marina.ca.us

Office Use Only

Received On: _____
Interview Date: 1/21/20
Registered Voter: Yes
☐ Approved ☐ Denied
Application Valid Thru
_____

CANDIDATE FOR PUBLIC SERVICE APPOINTMENT

Committee/Commission Applying for: Planning

Section A - General Information

Name (last, first, middle): Jensen, Maryanne

Home Address (address, city): _____

Home Phone: [redacted] Business Phone: _____ Fax Number: _____

E-Mail: _____

Employer: retired Address: _____

Section B - Residency

Length of Residency in the City of Marina: 5 (yrs.) Length of Residency in Monterey County 5 (yrs.)

Are you a registered voter in Marina? X yes ____ no

Section C - Questionnaire

How many hours can you devote to the Commission / Committee per month? as many as needed! (hrs.)

**Please include years or period of membership or service below.*
If additional space needed, please feel free to attach additional pages to application.

1) Educational Background: BS in Environmental Studies

2) Occupational Experience: 25 years @ the City of Mountain View in the Finance Dept. — Payroll, Revenue, Investments, Budget Analysis

3) Professional or technical organization memberships: _____

4) Civic or Community experience, group memberships, or previous service appointments:
LLS - Team in Training Volunteer – coach/mentor/fundraiser 10yrs
Habitat for Humanity Global Village builds - 6yrs
Fuller House - Global Village Builds 2yrs

5) Experience and or knowledge pertaining to the area of interest:
I have 25+ years of governmental employment. I have worked closely with many of the departments within City government. While a new resident, I have a keen interest in Marina's future to ensure it grows into a self-sustaining, vibrant community

I hereby place my signature below which constitutes that the information on this form are true and correct.

Signature

12/26/19
Date

211 Hillcrest Avenue
Marina, California 93933
(831) 884-1278 (831) 384-9148 (fax)

January 31, 2020 Item No: **8m(4)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

CITY COUNCIL TO CONSIDER APPOINTING CITY MANAGER TO SERVE AS AN ALTERNATE ON THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY SERVICE AUTHORITY FOR FREEWAYS EMERGENCIES AND MONTEREY COUNTY REGIONAL DEVELOPMENT IMPACT FEE JOINT POWERS AGENCY

REQUEST:
It is requested that the City Council consider:

1. Appointing City Manager to Serve as an Alternate on the Transportation Agency for Monterey County Service Authority for Freeways Emergencies and Monterey County Regional Development Impact Fee Joint Powers Agency.

BACKGROUND:
The Transportation Agency for Monterey County has asked that the Marina City Council appoint a city staff member to serve as a second alternate on the Transportation Agency for Monterey County Service Authority for Freeways Emergencies and Monterey County Regional Development Impact Fee Joint Powers Agency.

Currently, Mayor Bruce Delgado serves as the primary member with Council Member Frank O'Connell serve as an alternate

CONCLUSION:
This request is submitted for City Council consideration of appointing City Manager Layne Long to serve as the second alternate for Transportation Agency for Monterey County Service Authority for Freeways Emergencies and Monterey County Regional Development Impact Fee Joint Powers Agency.

Respectfully submitted,

_____

Layne Long
City Manager
City of Marina

February 4, 2020 Item No: **11a**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 4, 2020

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2020-, RECEIVING PRESENTATION AND APPROVING THE FINAL SEASIDE & MARINA SAFE WALKING & BIKING TO SCHOOLS: COMPLETE STREETS PLAN

REQUEST:
It is requested that the City Council consider Adopting Resolution No. 2020-, receiving a presentation and approving the final Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan.

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) 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 was funded by a Caltrans Sustainable Communities program grant.

The study identified barriers to safe, convenient transportation and guides 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 did the following to promote statewide transportation goals:

- Gathered collision, student residence, parent perception, and form of transportation data;
- Identified needs and barriers to walking, bicycling, and carpooling;
- Developed a prioritized list of infrastructure and non-infrastructure recommendations; and
- Developed 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 administrative staff at Marina Vista Elementary School, Crumpton Elementary School and Monterey Peninsula Unified School District 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 plan recommendations and pop-up results. The Commission also provided comments that were incorporated in the final plan.

At the regular meeting of November 5, 2019, the City Council adopted Resolution No. 2019-119, receiving a presentation on the plan recommendations and pop-up results. The City Council also provided comments that were incorporated in the final plan.

ANALYSIS:

The Seaside & Marina Safe Walking & Biking to School: Complete Streets 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 goal of the plan 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. Establishing goals for collision reduction and student mode shift is a requirement of the Caltrans active transportation planning process. The plan establishes the following goals for the City of Marina:

- 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.

The recommendations included in the plan include all five public schools in the City of Marina. Recommendations were established based on community input from public meetings, 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.

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.

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 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 has been adjusted on curb extensions that have been installed at Carmelo Circle and Lynscott Drive as part of the current street resurfacing project.

Adoption of the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan is required for future grant applications and allows for identified improvement to be programmed in the City's Capital Improvement Program.

FISCAL IMPACT:

There is no fiscal impact to receiving the presentation and approving the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan. The plan was 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 and/or local funds approved by City Council.

CONCLUSION:

This request is submitted to the City Council for consideration and possible action

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

RESOLUTION NO. 2020-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA RECEIVING PRESENTATION AND APPROVING THE SEASIDE & MARINA SAFE WALKING & BIKING TO SCHOOLS: COMPLETE STREETS PLAN

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 was funded by a Caltrans Sustainable Communities program grant; and

WHEREAS, the study identified barriers to safe, convenient transportation and guides 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 did the following to promote statewide transportation goals: Gathered collision, student residence, parent perception, and form of transportation data; Identified needs and barriers to walking, bicycling, and carpooling; Developed a prioritized list of infrastructure and non-infrastructure recommendations; and Developed 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, adoption of the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan is required for future grant applications and allows for identified improvement to be programmed in the City's Capital Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Marina does hereby receive a presentation and approves the final Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Marina, duly held on the 4th day of February 2020 by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk



Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan

Funding provided by:

Caltrans

Measure X Excellent Transportation

In partnership with:

TAMC Transportation Agency for Monterey County

County of Monterey Health Department

Rebuilding California SB1

City of Marina

Monterey Peninsula Unified School District

City of Seaside California

Ecology Action Helping people act now.

Acknowledgements

Transportation Agency for Monterey County

TAMC Staff
Debbie Hale, Executive Director
Todd Muck, Deputy Executive Director
Ariana Green, Senior Transportation Planner
Stefania Castillo, Transportation Planner

TAMC Board of Directors
Luis Alejo, District 1
John Phillips, District 2
Chris Lopez, District 3
Jane Parker, District 4
Mary Adams, District 5
Dave Potter, Carmel-by-the-Sea
Alison Kerr, City of Del Rey Oaks
Maria Orozco, City of Gonzales
Angela Untalon, City of Greenfield
Michael LeBarre, City of King
Bruce Delgado, City of Marina
Ed Smith, City of Monterey
Robert Huitt, City of Pacific Grove
Scott Davis, City of Salinas
Gregory Hawthorne, City of Sand City
Ian Oglesby, City of Seaside
Alejandro Chavez, City of Soledad
Maura Twomey, Association of Monterey Bay Area Governments
Aileen Loe, Caltrans District 5
Trina Coffman-Gomez, City of Watsonville
Richard Stedman, Monterey Bay Area Resources District
William Sabo, Monterey Regional Airport
Carl Sedoryk, Monterey-Salinas Transit
Eduardo Ochoa, California State University Monterey Bay

Project Funding Partner

California Department of Transportation
Orchid Monroy-Ochoa, Associate Transportation Planner, Caltrans District 5

Partner Agencies

City of Seaside
Rick Reidl, Public Works Director/City Engineer
Scott Ottmar, Interim City Engineer
Leslie Llantero, Assistant Engineer

City of Marina
Brian McMinn, Public Works Director/City Engineer

Monterey County Health Department
Carmen Gil, MPA, Health in All Policies Manager
Angélica Chávez, Ed.M., Chronic Disease Prevention Coordinator
Ana Vargas, Chronic Disease Prevention Specialist II

Monterey Peninsula Unified School District
PK Diffenbaugh, Superintendent
Marci McFadden, Chief of Communication and Engagement

Ecology Action
Amelia Conlen, Planner
Gino Garcia, Assistant Planner

Project Stakeholders

City of Seaside City Council
City of Marina City Council
City of Seaside Traffic Advisory Committee
City of Seaside Planning Commission
City of Marina Public Works Commission
Monterey Peninsula Unified School District Board of Directors
TAMC Bicycle and Pedestrian Technical Advisory Committee

Consultant Team

Brett Hondorp, Alta Planning + Design
Lola Torney, Alta Planning + Design
Marisa Lee, Alta Planning + Design
Ben Frazier, Alta Planning + Design

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Executive Summary

The Seaside and Marina Safe Walking & Biking to School: Complete Streets Plan provides recommendations to improve safety at the 15 public schools of the Monterey Peninsula Unified School District located in the cities of Seaside and Marina. The Plan includes a prioritized list of infrastructure improvements and program recommendations to encourage more active transportation trips to school and improve the safety of children while walking and biking. This Plan will be used to pursue grant funding and as a resource for the Cities of Seaside and Marina and the Monterey Peninsula Unified School District as they implement street, sidewalk, bike lane, and parking lot projects in the future.

This Plan is a high-level planning document, and further engineering study is needed before many of the recommendations can be constructed. Projects will be implemented over time as funding becomes available.

Organization of the Plan

This Plan is organized to meet state guidelines for Safe Routes to Schools Plans:

Chapter 1: Introduction

The first chapter provides information on Complete Streets and Safe Routes to Schools, sets goals for Plan implementation, and explains the community engagement activities used to develop this Plan.

Chapter 2: Existing Conditions

This chapter outlines the current conditions in the cities of Seaside and Marina, including demographic information, mode split characteristics, and collision data. This chapter also describes this Plan's consistency with other planning documents and current projects and programs related to Safe Routes to Schools.

Chapter 3: School-Level Recommendations and Profiles

This chapter contains specific infrastructure and program recommendations for each school site, descriptions of current conditions for biking and walking, observations from the school walk audit, and other data related to each school site.









Chapter 4: Citywide Recommendations

This chapter contains infrastructure recommendations that serve multiple schools or address larger corridor-wide issues.

Chapter 5: Non-Infrastructure Recommendations

Programmatic changes are also important for improving safety and encouraging more walking and cycling. This chapter contains recommendations that address the other components of Safe Routes to Schools: education, encouragement, enforcement, and evaluation.

Chapter 6: Safe Streets Demonstrations

The planning process included two safe streets demonstrations, which allowed the community to experience some of the Plan's recommendations on a temporary basis. This chapter contains information on the Seaside and Marina events and the survey data collected from the community.

Chapter 7: Implementation

The final chapter discusses funding sources that the Cities of Seaside and Marina can use to finance the recommended projects and the methods each jurisdiction will use to report on the Plan's progress to the community and to maintain existing and future bicycle and pedestrian infrastructure.

Plan Goals

The Cities of Seaside and Marina have set the following goals to reduce collisions and increase cycling and walking trips by implementing projects and programs from the Complete Streets Plan.

City of Seaside:

- The majority of students arrive at school via active transportation or carpooling.
- Severe injuries and fatal collisions for bicyclists and pedestrians are eliminated.

City of Marina:

- 50% of students arrive at school via active transportation or carpooling.
- Severe injuries and fatal collisions for bicyclists and pedestrians are eliminated.

Recommended Projects & Prioritization

This Plan includes 206 infrastructure recommendations for city roadways and school district properties. Recommendations for each school site were developed on the basis of community input on the challenges of walking, bicycling, and driving to school, and observations from walk audits that were held at each site.

Projects are listed as short, medium, or long term according to the estimated time span for implementation. These estimates are based on the cost and complexity of each project.

Implementation & Funding

The projects in this Plan will be implemented over time as funding becomes available. Leveraging local funds with additional grant funding will be critical for implementation. There is also the opportunity for the Cities of Seaside and Marina to implement bicycle and pedestrian improvements as part of their street and road improvements.

There are three main funding sources the Cities of Seaside and Marina can use to implement the active transportation improvements in this Plan: Measure X funds in the Pedestrian and Bike Safety and Mobility category, State Active Transportation Program funds, and California Senate Bill 1 funds.

Chapter 1: Introduction

The Seaside and Marina Safe Walking & Biking to School: Complete Streets Plan provides recommendations for improving safety at the 15 public schools of the Monterey Peninsula Unified School District located in the cities of Seaside and Marina. The Plan includes a prioritized list of infrastructure improvements and program recommendations to encourage more active transportation trips to school and improve the safety of children who are walking and biking.

What are Complete Streets?

Complete streets are roadways designed to safely and comfortably accommodate all users, including drivers, bicyclists, pedestrians, and transit riders. Complete streets also accommodate users of all ages and abilities and expand transportation options by making all modes of travel convenient and safe. This framework can be used to improve the options for students and families traveling to and from school.

Benefits of Safe Routes to Schools

The simple act of traveling to school can have a tremendous positive impact on the health of individuals and communities. Seaside and Marina face challenges with traffic around schools, youth obesity rates, and collisions involving youths who are walking or bicycling. More carpooling and active transportation trips will provide the following benefits:

- Healthier students: Walking or riding a bike, scooter, or skateboard to school is good exercise, improves fitness, and has been demonstrated to improve academic performance.
- Safer Students: Shifting trips to carpooling, walking, and biking reduces traffic congestion, increases safety, and improves air quality around schools.
- Lower transportation costs: Carpooling, walking, and biking provide a low- or no-cost alternative to driving alone. Driving a newer sedan costs an average of $8,849 annually.[1]
- Cleaner Air and Environment: Transportation is the largest source of greenhouse gas emissions in California.[2] Shifting car trips to walking and biking helps our planet.



Complete Streets

1. AAA Newsroom: https://newsroom.aaa.com/auto/your-driving-costs/.
2. California Air Resources Board: https://ww2.arb.ca.gov/ghg-inventory-data.

The Six E's

This Plan's recommendations are grouped into the Six E's of Safe Routes to Schools, as defined by the Safe Routes Partnership. The Six E's are a nationally recognized framework for increasing walking and biking to schools.

- Engineering: creating physical improvements to streets and neighborhoods that improve traffic flow near schools and make walking and biking safer, more comfortable, and more convenient.
- Education: providing students and families with the skills to get to school safely and informing them on the wide range of transportation choices.
- Encouragement: using events, activities, and programs to raise awareness and build support for safe and healthy transportation such as walking and biking.
- Enforcement: partnering with local law enforcement to deter unsafe behaviors and encourage safe traffic speeds and behaviors.
- Evaluation: assessing which approaches to Safe Routes to Schools are more or less successful.
- Equity: ensuring that Safe Routes to School initiatives benefit everyone, with particular attention to low-income students, students of color, students with disabilities, and other transportation disadvantaged populations.



The Six E's:

1. Engineering
2. Education
3. Encouragement
4. Enforcement
5. Evaluation
6. Equity

Mode-Shift and Collision-Reduction Goals

The Cities of Seaside and Marina have set the following goals to reduce bicycle and pedestrian collisions and increase the number of students who bike, walk, or carpool to school by implementing these recommendations.

City of Seaside

- The majority of students arrive at school via active transportation or carpooling.
- Severe injuries and fatal collisions are eliminated for bicyclists and pedestrians.

City of Marina

- 50% of students arrive at school via active transportation or carpooling.
- Severe injuries and fatal collisions are eliminated for bicyclists and pedestrians.



Community Participation Process

Input from the community was the basis of this Plan's recommendations. The following methods were used to learn from school communities and surrounding neighborhoods about their biggest barriers to active transportation. Feedback was then used to develop the list of recommendations.

Community Meetings

Two community meetings covering all Seaside and Marina schools were held in fall 2018 at Martin Luther King Jr. Elementary in Seaside and Crumpton Elementary in Marina. Parents, school and district staff, elected officials, and City staff participated to learn about barriers to biking and walking, traffic safety issues around schools, and ideas for future projects. Bilingual outreach materials were used to promote the meetings, and Spanish translation was offered at each meeting. Dinner and childcare were provided using local funds to let parents and guardians attend and participate in the meetings.

School Walk Audits

Following the community meetings, "walk audits" were held at each of the 15 schools to observe conditions during the morning drop-off period. School principals, parents, community members, and City staff observed the existing infrastructure around the schools, traffic circulation patterns, and the behavior of pedestrians, bicyclists, and drivers. Following the audit, the group came together to report their observations, record any barriers to safe walking and cycling, and start the discussion of possible infrastructure improvements.



School Walk Audits

Parent Surveys

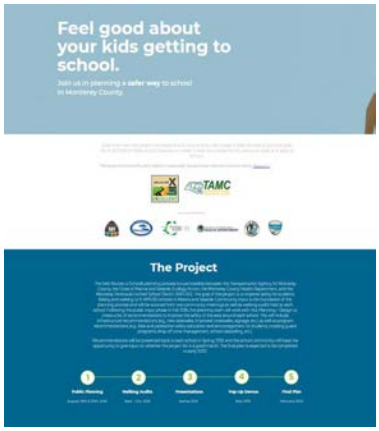
Bilingual paper surveys from the National Center for Safe Routes to School were distributed to parents at each school. These surveys collected data on how students get to school now, how far they live from school, and the barriers that prevent parents from allowing their children to walk or bike. Full survey results can be found in Appendix 2.

Student Travel Mode Surveys

Teachers at each school were asked to conduct student travel mode surveys developed by the National Center for Safe Routes to Schools. These surveys ask students to report how they got to school over a two-day period. Full survey results can be found in Appendix 2.

Online Forum

A bilingual project website was created to explain the planning process, promote the community meetings and school audits, and solicit public comments.



Parent Meetings

Following the development of recommendations for each school, Public Works, Monterey County Health Department, and Ecology Action staff attended parent meetings to share the recommendations and get feedback from parents and school staff. Where appropriate, presentations were given in Spanish.

Pop-Up Demonstrations

Recommendations for Broadway Avenue in Seaside and Carmel Avenue in Marina were installed on a temporary basis in spring 2019. The goal of the demonstrations was to learn how the recommendations worked in practice and to get feedback from the community on whether the changes should be made permanent. More information on the pop-up demonstrations can be found in Chapter 7.



Chapter 2: Existing Conditions

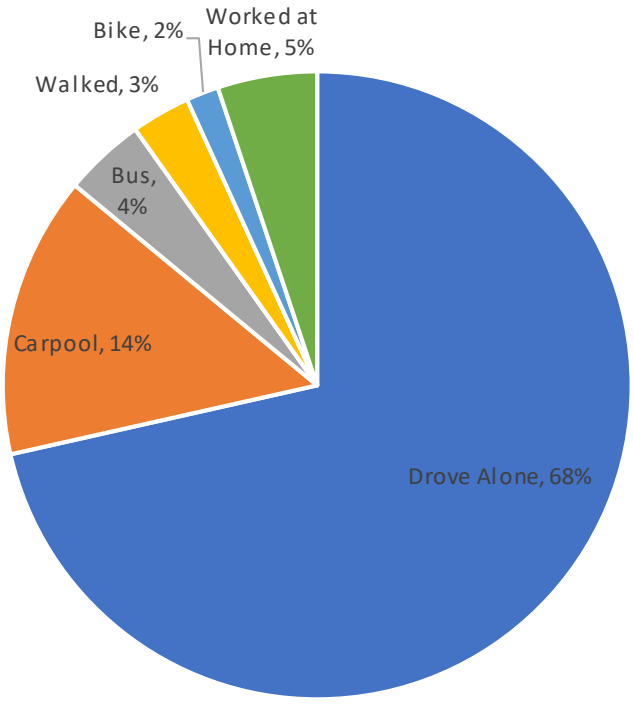
This chapter describes existing conditions in the cities of Seaside and Marina, including transportation mode split characteristics, school locations, and collision data. This chapter also describes the Plan's consistency with other local and regional planning documents and current projects and programs related to Safe Routes to Schools.

Community Profile: City of Seaside

Seaside is the second-largest city in Monterey County, with a population of 34,165 in 2017.[3] It is also a demographically young city, with 25% of its population under the age of 18. Seaside is the most ethnically diverse city in Monterey County: 42% of residents are Hispanic/Latino, 31% are white, 10% are Asian, and 7% are African American.[4]

According to census data, the majority of Seaside residents drive alone to work. Five percent of residents walk or bike to work, and 4% take public transportation.[5]

Mode Share for Work Trips City of Seaside 2013-2017



3. California Department of Finance, 2017.

4. Census American Community Survey 2013-2017 Demographics and Housing Estimates, Table S0501.

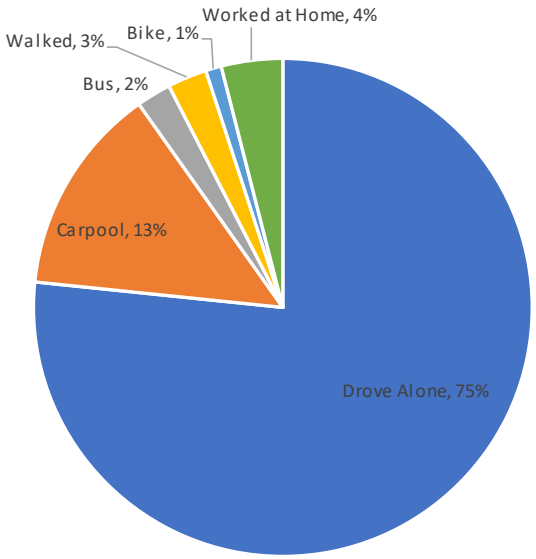
5. Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table SO801.

Community Profile: City of Marina

The city of Marina is located to the north of Seaside and had a population of 21,528 in 2017.[3] It has a smaller percentage of people under 18 (21.4%) than Monterey County as a whole but a larger percentage of older residents, with 14% being 65 or over. Marina is also ethnically diverse: 28% of residents are Hispanic/Latino, 36% are white, 18% are Asian, and 7% are African American.[4]

Marina has a higher rate of driving alone to work than Monterey County. Carpooling rates are slightly higher, and rates of biking, walking, and transit use are identical to countywide rates.[5]

Mode Share for Work Trips City of Marina



Disadvantaged Communities

Investments in active transportation are particularly important for disadvantaged communities, which tend to have higher rates of walking and bicycling. Of the approximately 7,500 students who attend the 15 schools covered in this Plan, 64% are eligible for Free or Reduced Price Meals, which is an indicator of low-income households.[6]

Seaside and Marina residents grapple with high living costs, and each city houses disadvantaged populations as defined by the Health Disadvantaged Index and the CalEnviroScreen 3.0. One in seven Seaside residents lives in a disadvantaged neighborhood: one where 60% of households live in poverty, 17% of households lack access to a car, and 53% of people have no high school education. One in ten Marina residents lives in a disadvantaged neighborhood, where 53% of households live in poverty, 16% lack access to a car, and nearly 30% have no high school education.[7]

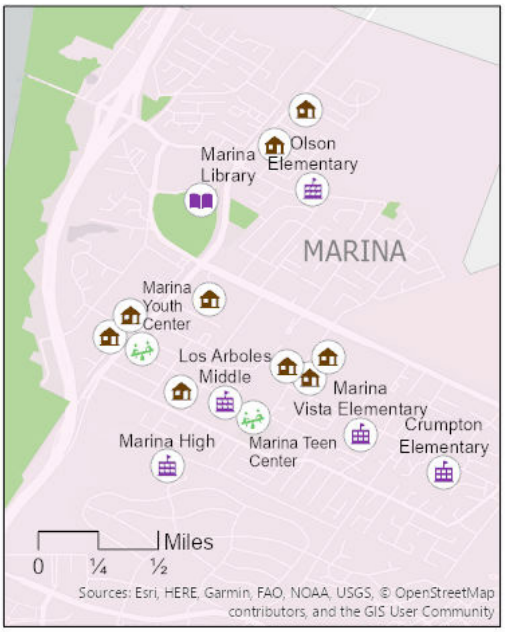
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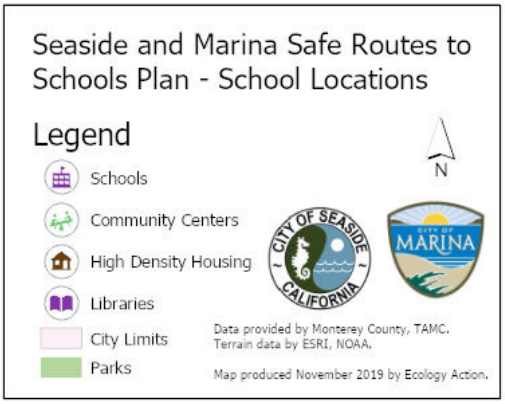
3. California Department of Finance, 2017.
4. Census American Community Survey 2013-2017 Demographics and Housing Estimates, Table S0501.
5. Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table SO801.
6. California Department of Education: https://www.cde.ca.gov/ds/sd/sd/filessp.asp.
7. California Health Disadvantaged Index: http://phasocal.org/ca-hdi/.

School Locations

This Plan includes all 15 public K–12 schools within the cities of Seaside and Marina. The map below shows school locations along with key destinations like parks, libraries, community centers, and high-density housing developments as defined by the Seaside and Marina general plans.





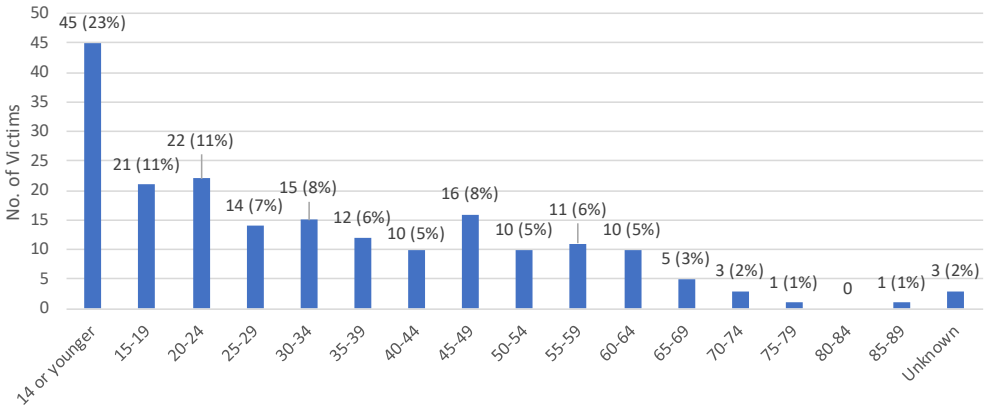


Collision Data

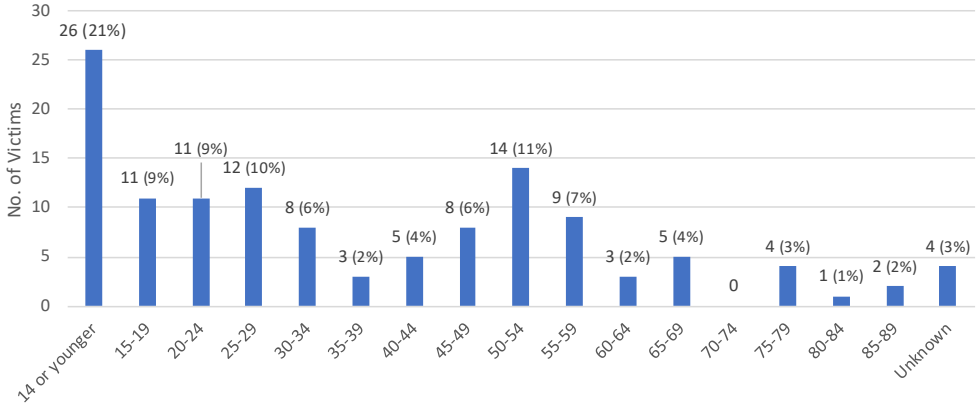
Bicyclists and pedestrians are disproportionately involved in collisions in Seaside and Marina. Between 2013 and 2017, walking and bicycling accounted for 5% of trips to work in Seaside and 4% of work trips in Marina.[5] During the same time period, bicyclists and pedestrians were involved in 18% of the collisions in Seaside and 14% of those in Marina.[8]

Youths are also disproportionately involved in bicycle and pedestrian collisions. As shown in the graphs below, 34% of victims in bicycle and pedestrian collisions in Seaside are 19 or younger, and 23% are 14 or younger. In Marina, 30% of victims in bicycle and pedestrian collisions are under 19, and 21% are 14 or younger.[8]

City of Seaside: Victims of Bicycle/Pedestrian Collisions by Age, 2007-2017



City of Marina: Victims of Bicycle/Pedestrian Collisions by Age, 2007-2017



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019

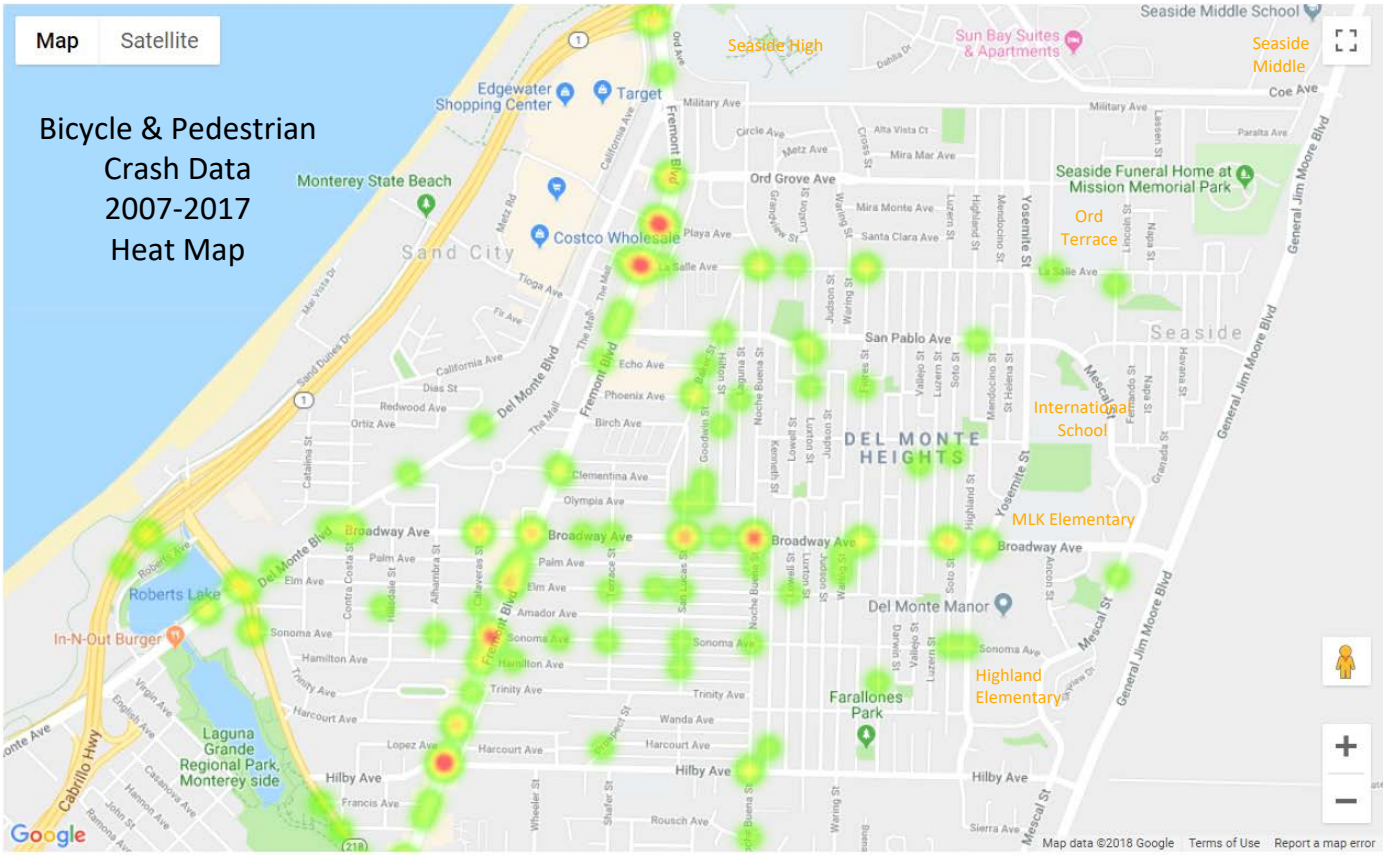
5. Census American Community Survey 2013-2017 Commuting Characteristics by Sex, Table SO801.

8. Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2019.

The following maps show all bicyclist and pedestrian injury and fatality collisions in the cities of Seaside and Marina from 2007 to 2017. Not surprisingly, major corridors and intersections are the sites of most collisions in both cities. In Seaside, Fremont Boulevard and Broadway Avenue have high collision rates, particularly the intersections of Fremont Boulevard with Hilby Avenue, La Salle Avenue, and Playa Avenue.

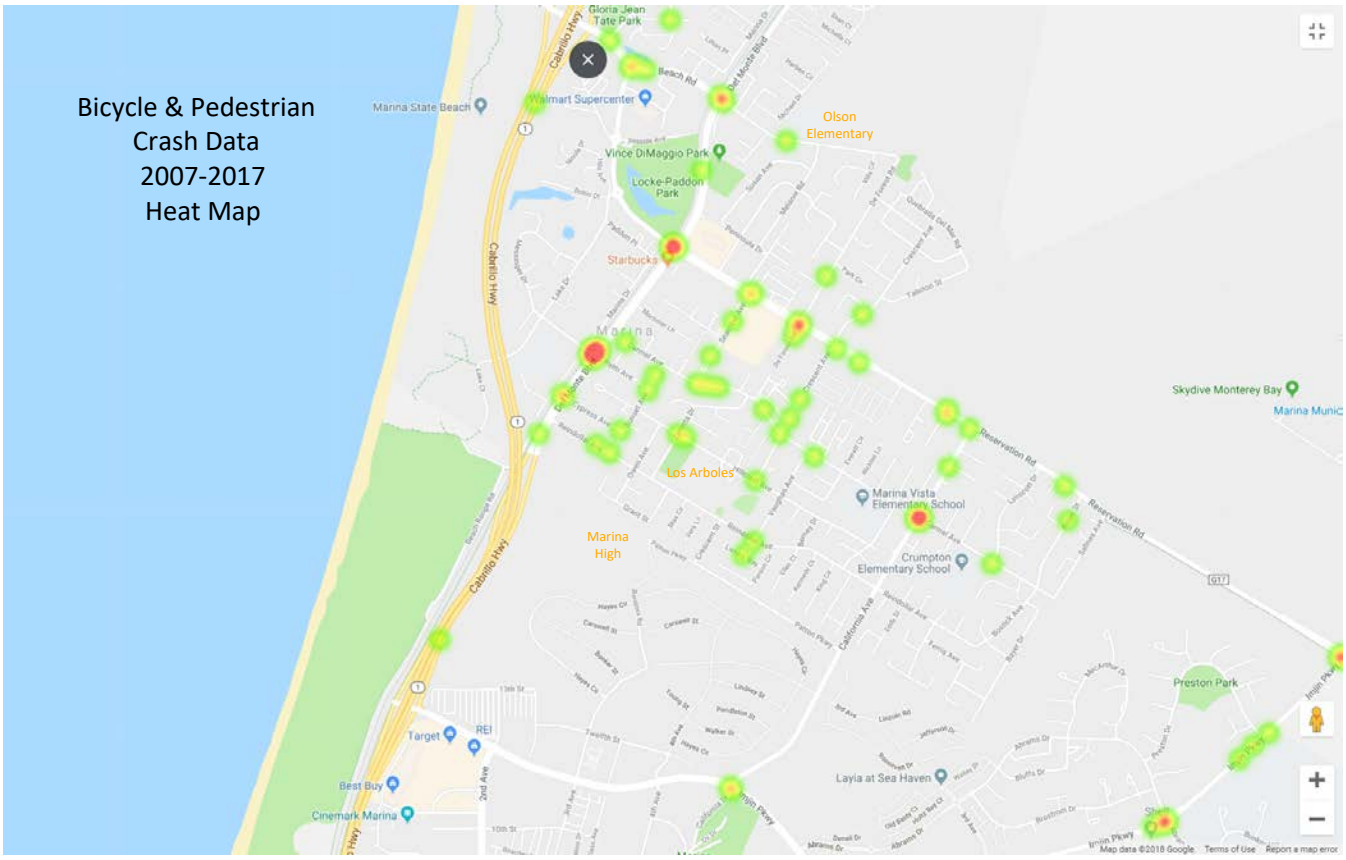
In Marina, Del Monte Boulevard, Reservation Road, and Carmel Avenue have high collision rates. The intersections of Del Monte Boulevard and Palm Avenue, Carmel and California Avenues, and Del Monte Boulevard and Reservation Road are hotspots for bicycle and pedestrian collisions.

City of Seaside: Bicycle & Pedestrian Collision Heat Map



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019.

City of Marina: Bicycle & Pedestrian Collision Heat Map



Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2019.

Current Plans

As part of the development of this Complete Streets Plan, the Regional Transportation Plan, the Seaside and Marina General Plans, and other relevant specific plans were consulted to ensure the consistency of all the planned Complete Streets improvements. Plan consistency is discussed below.

2040 Sustainable Communities Strategy

Senate Bill 375 requires the development of a sustainable communities strategy (SCS), which coordinates future transportation investments with land use patterns to provide and encourage alternatives to driving and reduce greenhouse gas emissions. The Association of Monterey Bay Area Governments produced an SCS for Monterey, Santa Cruz, and San Benito Counties as part of its 2040 Metropolitan Transportation Plan.[9]

9. 2040 Sustainable Communities Strategy:
https://ambag.org/programs/met_transp_plann/documents/Final_2040_MTP_SCS/04-AMBAG_MTP-SCS_Chapter4.pdf.

The Complete Streets Plan does not include land use changes. However, it supports the following SCS strategy by identifying projects that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and fewer vehicle trips:

> *Investment in safe bicycle and pedestrian routes that improve connectivity and access to common destinations, such as connections between residential areas and school.*[9]

2018 Monterey County Regional Transportation Plan

The 2018 Monterey County Regional Transportation Plan (RTP) was developed by the Transportation Agency for Monterey County (TAMC). The RTP identifies transportation needs for Monterey County and estimates the available funding over the next 22 years. It also sets policy goals and objectives for the future of the transportation system.

The Complete Streets Plan is consistent with the following goals of the 2018 Monterey County RTP:

- **Access & Mobility:** Improve the ability of Monterey County residents to meet most daily needs without having to drive. Improve the convenience and quality of trips, especially for walk, bike, transit, car/vanpool, and freight trips.
- **Safety & Health:** Design, operate, and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.
- **Environmental Stewardship:** Protect and enhance the County's built and natural environment. Act to reduce the transportation system's emission of greenhouse gases.
- **Social Equity:** Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations. Demonstrate that planned investments do not adversely impact transportation-disadvantaged populations.[10]

The Complete Streets Plan supports the above goals by identifying projects that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and fewer vehicle trips. The recommendations in the Complete Streets Plan are designed to improve the convenience, quality, and safety of bicycle and pedestrian trips and encourage more biking and walking. These recommendations have the potential to improve students' health and safety, reduce greenhouse gas emissions, and reduce transportation costs for families, which are all stated goals of the RTP. The RTP identifies $20 million in constrained funding for Safe Routes to Schools projects and programs through 2040.[10]

9. 2040 Sustainable Communities Strategy: https://ambag.org/programs/met_transp_plann/documents/Final_2040_MTP_SCS/04-AMBAG_MTP-SCS_Chapter4.pdf.

10. Monterey County Regional Transportation Plan: https://www.tamcmonterey.org/wp-content/uploads/2018/06/Chapter-2-Policy-Element.pdf.

Monterey County Active Transportation Plan

The 2018 Transportation Agency for Monterey County Active Transportation Plan (ATP) identifies gaps in the bicycle and pedestrian network and areas of opportunity for improving the design of bicycle facilities. The ATP is used to pursue grant funding for bicycle and pedestrian projects and to prioritize projects funded through Measure X, the Monterey County transportation sales tax measure.[11]

The ATP identifies the following goals for walking and bicycling in Monterey County:

1. **Active Transportation Trips:** Increase the proportion of trips accomplished by biking and walking throughout Monterey County.

2. **Safety:** Improve bicycle and pedestrian safety.

3. **Connectivity:** Remove gaps and enhance bicycle and pedestrian network connectivity.

4. **Equity:** Provide improved bicycle and pedestrian access to diverse areas and populations in Monterey County via public engagement, program delivery, and capital investment.

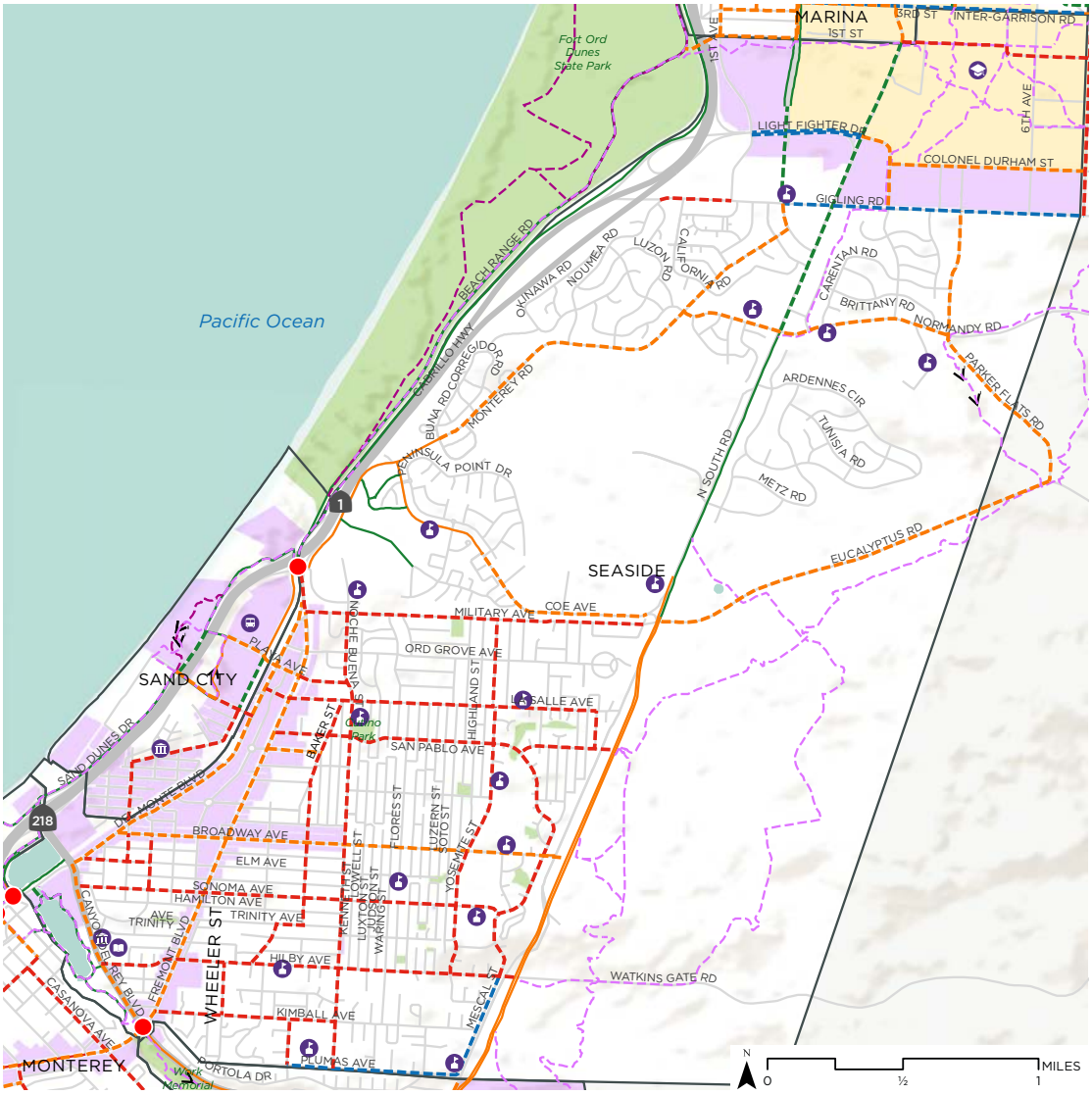
5. **Education:** Increase awareness of the environmental and public health benefits of bicycling and walking for transportation and recreation.

6. **Quality Facilities:** Improve the quality of the bike and pedestrian network through innovative design and maintenance of existing facilities.[11]

The Complete Streets Plan supports the above goals by identifying projects and educational programs that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and fewer vehicle trips. The Complete Streets Plan focuses on two diverse areas of Monterey County, Seaside and Marina, and the Plan process has included education for parents, school staff, and community members on the benefits of walking and bicycling for daily trips.

The ATP project lists for the cities of Seaside and Marina were reviewed during the Complete Streets planning process, and projects from the ATP that would provide safe routes to schools are reiterated in the Complete Streets Plan.

11. Monterey County Active Transportation Plan: https://www.tamcmonterey.org/programs/bike-pedestrian/bike-ped-plan/.



Seaside and Sand City

Monterey County Active Transportation Plan

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

Proposed Pedestrian Improvements
- Intersection

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

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

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

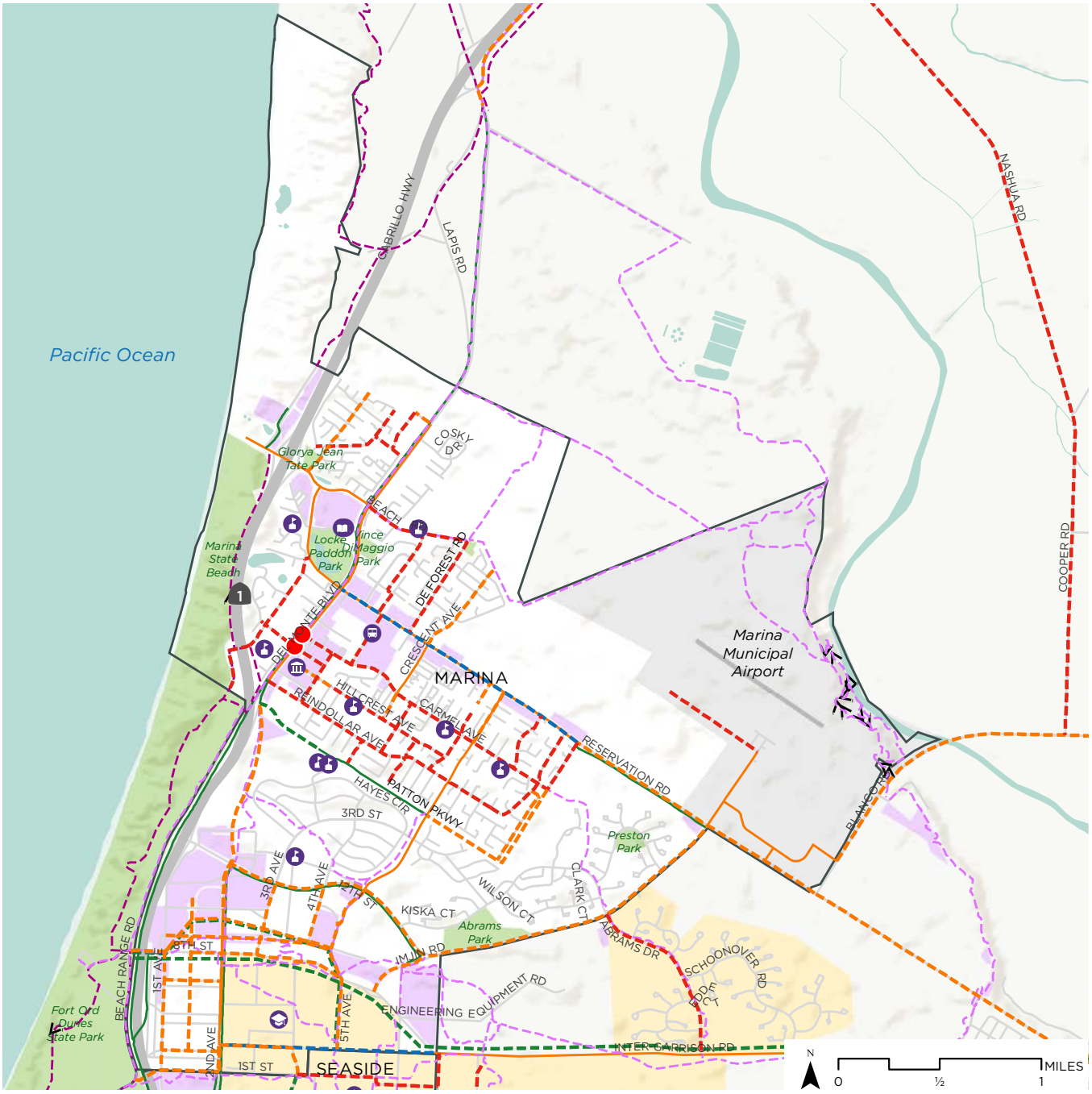


Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.

Note: The following bicycle facilities have been installed since the completion of the ATP:

- Coe Avenue: Class II bike lanes from Monterey Road to General Jim Moore Boulevard.
- Del Monte Boulevard: Class II bike lanes from Canyon Del Rey Boulevard to Broadway Avenue.
- Broadway Avenue: Class II bike lanes from Del Monte Boulevard to Fremont Boulevard.
- Broadway Avenue: Class III bike route from Fremont Boulevard to General Jim Moore Boulevard.



Marina

Monterey County Active Transportation Plan

Existing Bikeways
- Class I Shared Use Path
- Class II Bike Lane

Proposed Pedestrian Improvements
- Intersection

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

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

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



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

Map produced October 2017 by Alta Planning + Design.

City of Seaside General Plan

The Complete Streets Plan is consistent with the policies of the City of Seaside 2003 General Plan Circulation Element, including the following.

- **Policy C-1.5:** Use traffic-calming methods within residential and mixed-use areas where necessary to create a pedestrian-friendly circulation system.
- **Policy C-1.6:** Apply creative approaches to increase safety and reduce congestion in areas with unique problems, such as neighborhoods with narrow, one-way streets, areas around schools, neighborhoods with non-essential alleys, and businesses with drive-through access; and other special situations.
- **Policy C-2.2:** Support programs that help reduce congestion and encourage alternative modes of transportation.
- **Policy C-3.4:** Support alternative modes of transportation that encourage physical activity, such as biking and walking.[12]

The Complete Streets Plan supports the above goals by identifying projects that are designed to reduce traffic speeds, improve safety, and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and fewer vehicle trips.

The City of Seaside is currently updating its General Plan, and the draft General Plan Mobility Element was also reviewed to ensure consistency with the Complete Streets Plan. The Complete Streets Plan reiterates the recommendation from the draft Mobility Element to reduce Broadway Avenue from four travel lanes to two between Del Monte Boulevard and General Jim Moore Boulevard.[13]

City of Marina General Plan

The Complete Streets Plan is consistent with the policies of the City of Marina 2000 General Plan Community Infrastructure Element, including:

- 5. The City of Marina shall ensure that walking and bicycling routes are integral parts of street design and form a safe and preferred transportation network.
- 7. The City of Marina shall coordinate with surrounding jurisdictions and agencies, such as TAMC, Caltrans, California Department of Parks and Recreation, Monterey Peninsula Regional Parks District, CSUMB, AMBAG, FORA, BLM, City of Seaside, and Monterey County to pursue projects that develop new pedestrian and bicycle routes and that improve and maintain existing pedestrian and bicycle routes. New routes shall be linked to existing routes wherever possible. The city shall coordinate with these entities to apply for regional funds.
- 8. Link existing and future areas of the City with an integrated system of roads, transit, footpaths, and bikeways that connects neighborhoods, commercial areas, schools, parks, and other major community-serving destinations.

12. Seaside General Plan: https://www.ci.seaside.ca.us/DocumentCenter/View/357/Circulation-Element-PDF?bidId=.

13. Seaside General Plan Update: http://seaside2040.com/.

- 3.8.1. Pedestrian and Bicyclist Safety Considerations. In the design and operation of new transportation facilities, pedestrian and bicyclist safety should be a priority in balance with avoiding automobile congestion.

- 80 3. Community Infrastructure Element. Traffic-calming devices should be employed to reduce travel speeds and increase pedestrian and bicyclist safety.[14]

The Complete Streets Plan supports the above goals by identifying projects that are designed to improve safety and provide new or improved bicycle and pedestrian connections between schools and other destinations, thereby encouraging more active transportation trips and fewer vehicle trips.

Fort Ord Regional Trail and Greenway

The Fort Ord Regional Trail and Greenway (FORTAG) is a proposed bicycle and pedestrian path connecting the CSUMB campus and the cities of Marina, Seaside, Del Rey Oaks, and Monterey. Several FORTAG segments would provide safe routes to schools, including the northern loop near Olson Elementary.[15] Construction of these segments will provide new safe and protected routes for students traveling to school.

FORTAG spur trails are also designed to provide access between Seaside schools and the Fort Ord National Monument for physical education and nature education field trips. Spur trails are planned east of General Jim Moore Boulevard at Hilby Avenue, Broadway Avenue, and San Pablo Avenue that would serve the International School of Monterey, Martin Luther King Jr. Elementary, Highland Elementary, and Del Rey Woods Elementary.[15]

The Highway 218 segment has received grant funding and will serve as a safe route to Del Rey Woods Elementary (see the Current Projects section below).[15]

The Complete Streets Plan reiterates the recommendation to construct the FORTAG major spur trail adjacent to Chapel Drive, which would connect the future Campus Town development with Marshall Elementary, Dual Language Elementary, and Seaside Middle School.

Campus Town Specific Plan

The Campus Town project site is located along Lightfighter Drive in Seaside, about one mile north of Marshall Elementary and Dual Language Academy (see following map). Nearly 1,500 new housing units have been proposed, along with areas for commercial, office, and light industrial use, and for parks and open space.[16]

Developing a multi-modal transportation network that encourages pedestrian and bicycle trips is a key objective of the Campus Town project. The Complete Streets Plan reiterates the recommendation of the Campus Town Specific Plan for Class II bicycle lanes on Gigling Road, and builds on that recommendation by including the following:

- A Class IV separated bikeway on the south side of Gigling Road between General Jim Moore Boulevard and 7th Avenue.

- A trail crossing at Gigling Road at the terminus of the FORTAG spur trail.

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14. Marina General Plan: https://cityofmarina.org/DocumentCenter/View/22/General-Plan?bidId=.

15. Fort Ord Regional Trail: http://www.fortag.org/.

16. Campus Town Specific Plan: https://www.ci.seaside.ca.us/632/Campus-Town-Project.

These recommendations are designed to provide a safe connection between future Campus Town housing and the future FORTAG spur trail adjacent to Chapel Drive, which connects to Marshall Elementary and Dual Language Academy.

The Complete Streets Plan also reiterates the recommendation for a Class I shared-use path on General Jim Moore Boulevard between Normandy Road and Lightfighter Drive and expands on that recommendation to extend the Class I facility between Lightfighter Drive and Diverty Street.

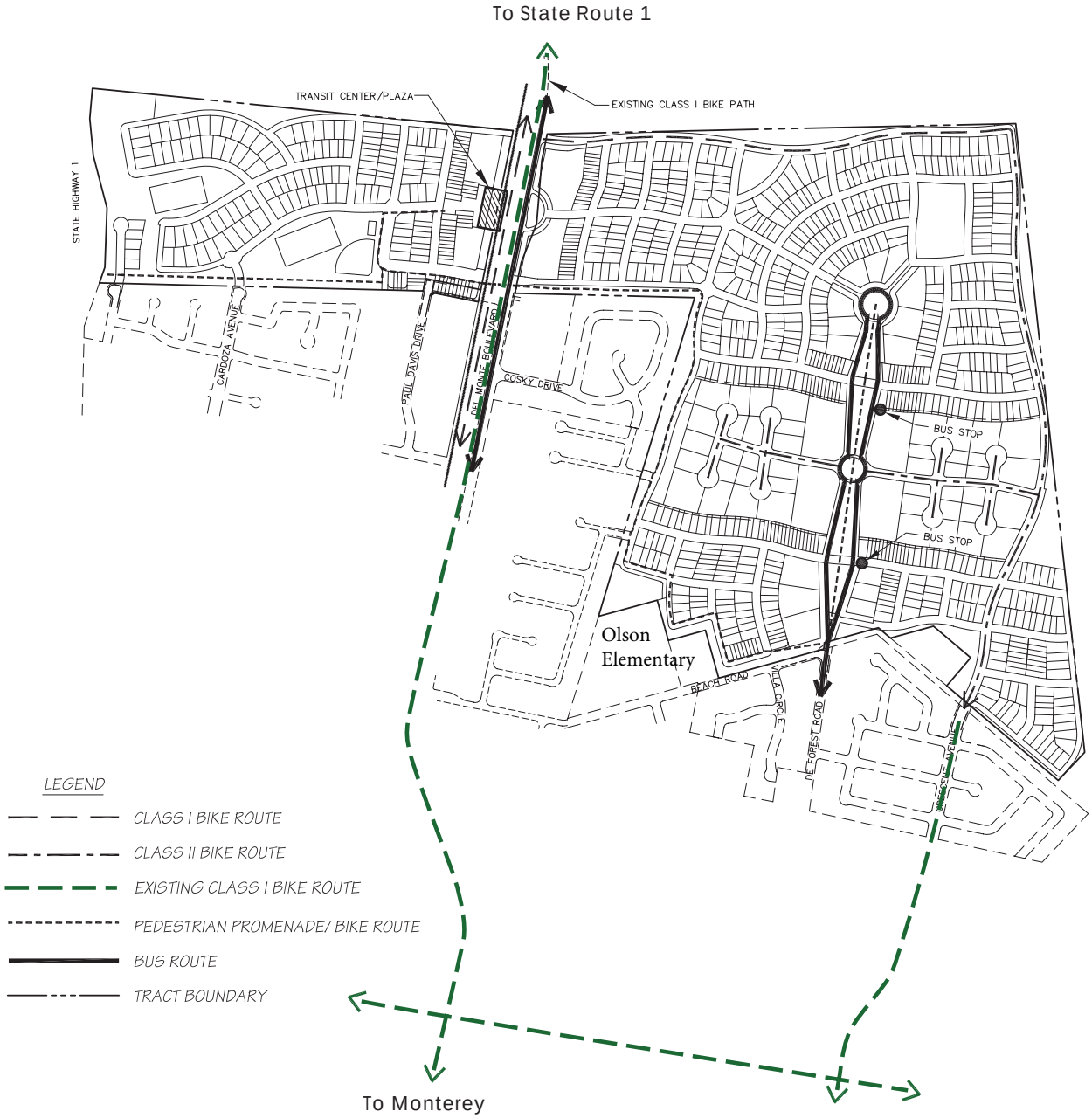
Campus Town Existing and Proposed Bicycle Network



Source: Campus Town Specific Plan, City of Seaside, 2019.

Marina Station Specific Plan

Marina Station is a 320-acre development site located along the northern limits of the city of Marina adjacent to Olson Elementary. The project includes entitlements for up to 1,360 residential units and for retail, office, and industrial uses. The Marina Station Specific Plan includes a network of bicycle lanes and pedestrian walkways within the site (see the map below).[17] The Complete Streets Plan reiterates the recommendation of the Marina Station Specific Plan to include a sidewalk and path on the north side of Beach Road between Olson Elementary and DeForest Road.



Source: Marina Station Specific Plan, EMC Planning Group INC., RJA and Associates, 2008.

17. Marina Station Specific Plan, EMC Planning Group INC., RJA and Associates, 2008. http://www.emcplanning.com/projects/marina_station.html

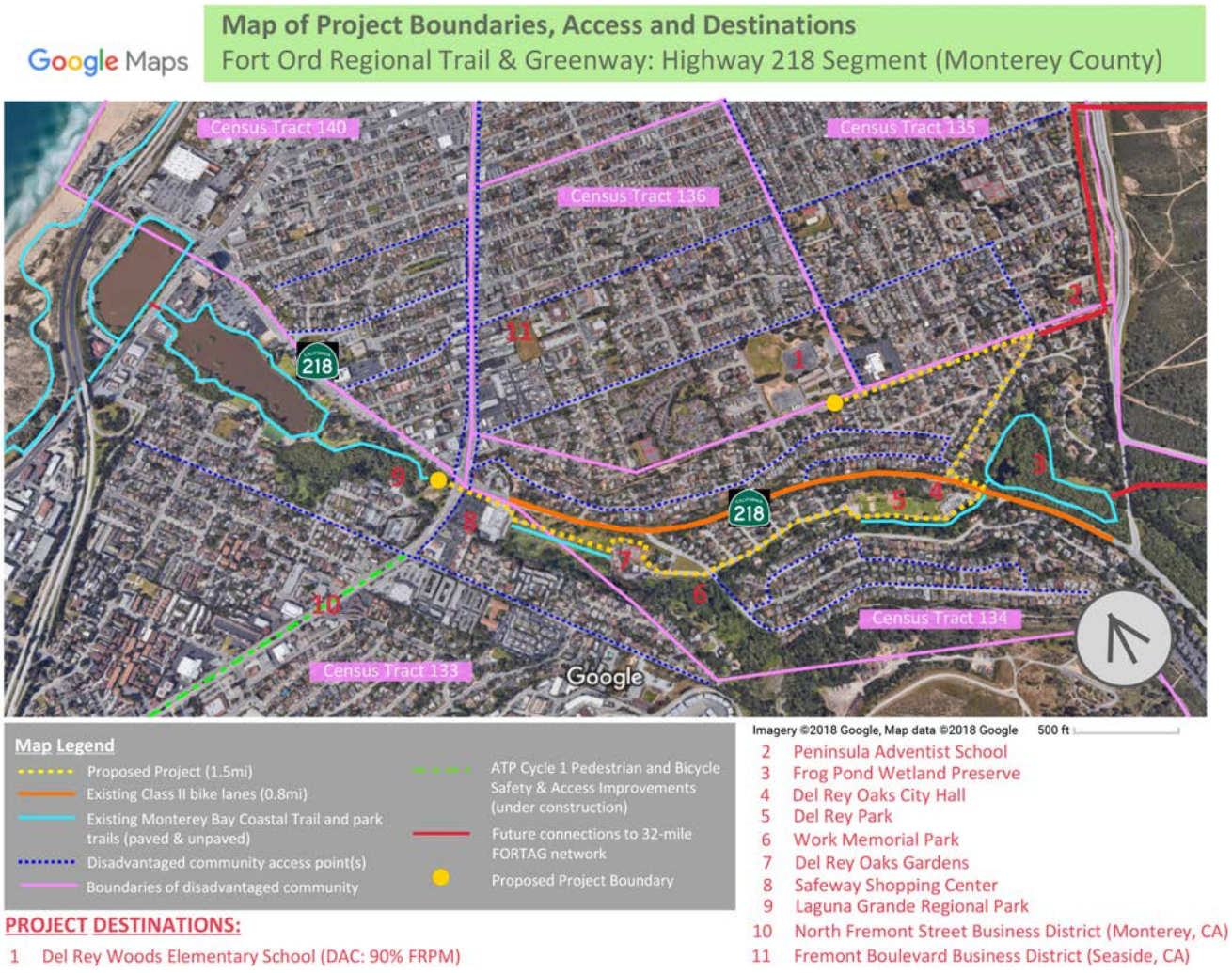
Current Projects

The following projects are currently planned or in construction and will affect safe routes to schools in the cities of Seaside and Marina.

City of Seaside

Fort Ord Regional Trail and Greenway (FORTAG) - Highway 218 Segment

In January 2019, the California Transportation Commission allocated $10.3 million in Active Transportation Program grant funding to a FORTAG trail segment adjacent to Highway 218. This segment will connect the city of Del Rey Oaks with Del Rey Woods Elementary and provide a safe crossing of Highway 218. Environmental review for the project is currently underway, and construction is anticipated to start in 2022.[18]



Source: Transportation Agency for Monterey County, 2019.

18. FORTAG webpage: https://www.tamcmonterey.org/measure-x/programs-projects/fort-ord-regional-trail-greenway/. Transportation Agency for Monterey County, 2019.

City of Marina

Carmelo Circle Curb Extensions

The City of Marina has incorporated curb extensions at the intersection of Carmel Avenue and Carmelo Circle into its repaving projects. The project includes curb extensions at three corners of the intersection and a new high-visibility crosswalk. The project is funded through state Senate Bill 1 (SB1), local sales tax Measure X, and the City of Marina General Fund. Construction is expected to be completed in winter 2020.

Imjin Parkway Buffered Bikeway

The City of Marina has included buffered bikeways and a Class 1 multi-use path in the upcoming project to widen Imjin Parkway between Reservation Road and Imjin Road. Construction will start in summer 2020, and the project is funded through SB1, Measure X, State Transportation Improvement Program funding, and local developer impact fees.

Current Programs

Marina and Seaside are home to a wide range of programs to encourage active transportation trips to school. However, program reach is determined by available funding, and many programs are not available to all students every year.

Measure X Safe Routes to Schools Program

Local sales tax Measure X, which was approved by Monterey County voters in 2016, includes $20 million for Safe Routes to Schools projects and programs through 2040. The Transportation Agency for Monterey County has developed a comprehensive Safe Routes to Schools Program that includes recommendations to address each of the Six E's (evaluation, engineering, education, encouragement, enforcement, and equity). The chart below provides an overview of Measure X Safe Routes to Schools Program elements.

EVALUATION	ENGINEERING	EDUCATION	ENCOURAGEMENT	ENFORCEMENT	EQUITY
Data Collection	Grant Support	Bike & Pedestrian Rodeos	Online Safe Routes to School Resource Hub	Crossing Guards	Safety Gear Access
Safe Routes to School Planning	Traffic Safety Enhancements	Balance Bike Kits & Clinics	Mini Grants	Community Enhanced Enforcement	Bikes for Kids
Annual Report	Drop-off Zone Design	Street Smarts Campaigns	Bike Month Challenge		Open Streets Events
		Bike Shop Classes	School Pools		

Source: Measure X Safe Routes to Schools Program webpage: https://www.tamcmonterey.org/measure-x/programs-projects/safe-routes-to-school-program/. Transportation Agency for Monterey County, 2019.

Traffic Gardens at Ord Terrace Elementary and Del Rey Woods Elementary

The Transportation Agency for Monterey County has received grant funding to install traffic gardens at Ord Terrace Elementary and Del Rey Woods Elementary. Traffic gardens are permanent spaces where children and other community members can practice traffic safety skills without interacting with motorized vehicles. They include features such as stop signs, crosswalks, and roundabouts to simulate the scenarios a pedestrian or bicyclist might encounter on the street. Construction of traffic gardens in Seaside is expected to begin in 2020.

Walk Smart and Bike Smart

The Walk Smart and Bike Smart programs provide on-the-ground training in safe walking and bicycling to 2nd- and 5th-grade students, with the goal of empowering students and parents to walk and bike and to reduce collisions. Ecology Action, which leads Bike Smart and Walk Smart, has set a goal to serve every 2nd- and 5th-grader in the county each year.



AAA Safety Patrol Program

The AAA Safety Patrol Program is provided by AAA and has been in existence since 1920. The program is run by school sites and provides traffic safety training to students in upper elementary grades and junior high school. After completing the training, students help to direct pedestrian traffic and serve as role models for younger students on safe pedestrian and bicycling behavior.[19]

School Resource Officers

A member of the Seaside Police Department serves as the school resource officer (SRO) for Seaside public schools. A major duty of the SRO is to identify at-risk behavior and provide mentorship and alternative methods to prevent youths from being diverted to the criminal justice system. The SRO also reinforce safe behavior for students walking and bicycling to school.



After-School Program Transportation

Several after-school programs in Seaside and Marina provide transportation between schools and program sites. The Boys and Girls Club provides a walking school bus to after-school programs for students in Marina. In Seaside, the Boys and Girls Club provides shuttle transportation between schools and the Seaside Clubhouse.

The Greater Victory Temple Church in Seaside provides a walking school bus to after-school programs at the church for students of Martin Luther King Jr. Elementary. The Village Project, Inc. offers bus transportation between schools and after-school programs for Seaside students.

Marina BOX Program and Helmet Distribution

The City of Marina Recreation Department provides free skate helmets and helmet fitting to Marina youths, who are asked to take a pledge to wear their helmets while skating or cycling. Helmets are distributed at the Marina Teen Center and at skate jam events, which are held each summer at the Marina Skate Park.



19. AAA: https://exchange.aaa.com/safety/school-safety-patrol/#.XbsqJ-hKg2w.

Chapter 3: School-Level Recommendations and Profiles

The school-level infrastructure recommendations listed in this chapter are the core of the Complete Streets Plan. They were designed to address the specific challenges at each school site, with the goal of increasing the safety of families walking and biking and encouraging more active transportation trips to school. This chapter includes information on the current conditions at each school, observations from the walking audit, and the list of infrastructure recommendations. School-specific non-infrastructure recommendations are also listed under each school's profile, and citywide non-infrastructure recommendations are listed in chapter 5. Schools are organized by city and alphabetically, with Seaside schools listed first.

Infrastructure Treatment Options

Treatments that are recommended frequently in the Plan are described below. These treatments are designed to improve safety for people walking and biking and to reduce traffic speeds.



High-Visibility Crosswalk

Crosswalks marked with a continental pattern have been found to be significantly more visible to drivers than basic crosswalks consisting of two transverse lines. High-visibility crosswalks have also been found to make drivers more likely to yield to pedestrians.



Raised Crosswalk

A raised crosswalk is a higher section of pavement with a marked crosswalk. It is placed across streets to encourage drivers to slow down and to make pedestrians more visible to drivers. Raised crosswalks usually have sloped ramps leading and following a flat walking section to let cars drive over them.



Offset Crosswalk

An offset crosswalk is one with a center median that acts as both a pedestrian safety island and a means of directing pedestrians to look toward oncoming traffic before crossing the second half of the street.

Source: FHWA Traffic Calming ePrimer



Rectangular Rapid Flash Beacons (RRFBs)

RRFBs are user-actuated flashing lights that supplement warning signs at unsignalized intersections or mid-block crosswalks. They are designed to alert drivers to pedestrians and bicyclists who are waiting to cross the street.



Curb Extensions

Curb extensions narrow the roadway, reduce the pedestrian crossing distance, and make pedestrians more visible to drivers by providing an extension of the sidewalk area into the parking lane.



Curb Ramps

Curb ramps provide access between the sidewalk and the street for people with disabilities, children on bicycles, and people pushing strollers. Curb ramps must include warnings that are detectable by people with vision impairments.



Centerline Diverters

Centerline diverters are raised barriers that are placed in the center of the roadway to prevent U-turns.



Compact Roundabout

Compact roundabouts are small roundabouts installed on neighborhood streets. They can slow traffic on local and collector streets and calm traffic for pedestrians.



Leading Pedestrian Interval

A leading pedestrian interval gives pedestrians the opportunity to cross an intersection a few seconds before drivers are given a green light. This head start makes pedestrians more visible to drivers who are making a left turn.



Buffered Bike Lanes

Buffered bike lanes have a striped buffer that provides more space between the bicycle lane and the vehicle lane.



Class IV Separated Bikeway

A separated bikeway is a bicycle facility that is physically separated from the vehicle lanes by plastic bollards, planters, curbs, or parked cars. These facilities provide more safety and comfort for bicyclists by separating them from vehicle traffic.



Safe Routes to School Corridors and Connectors

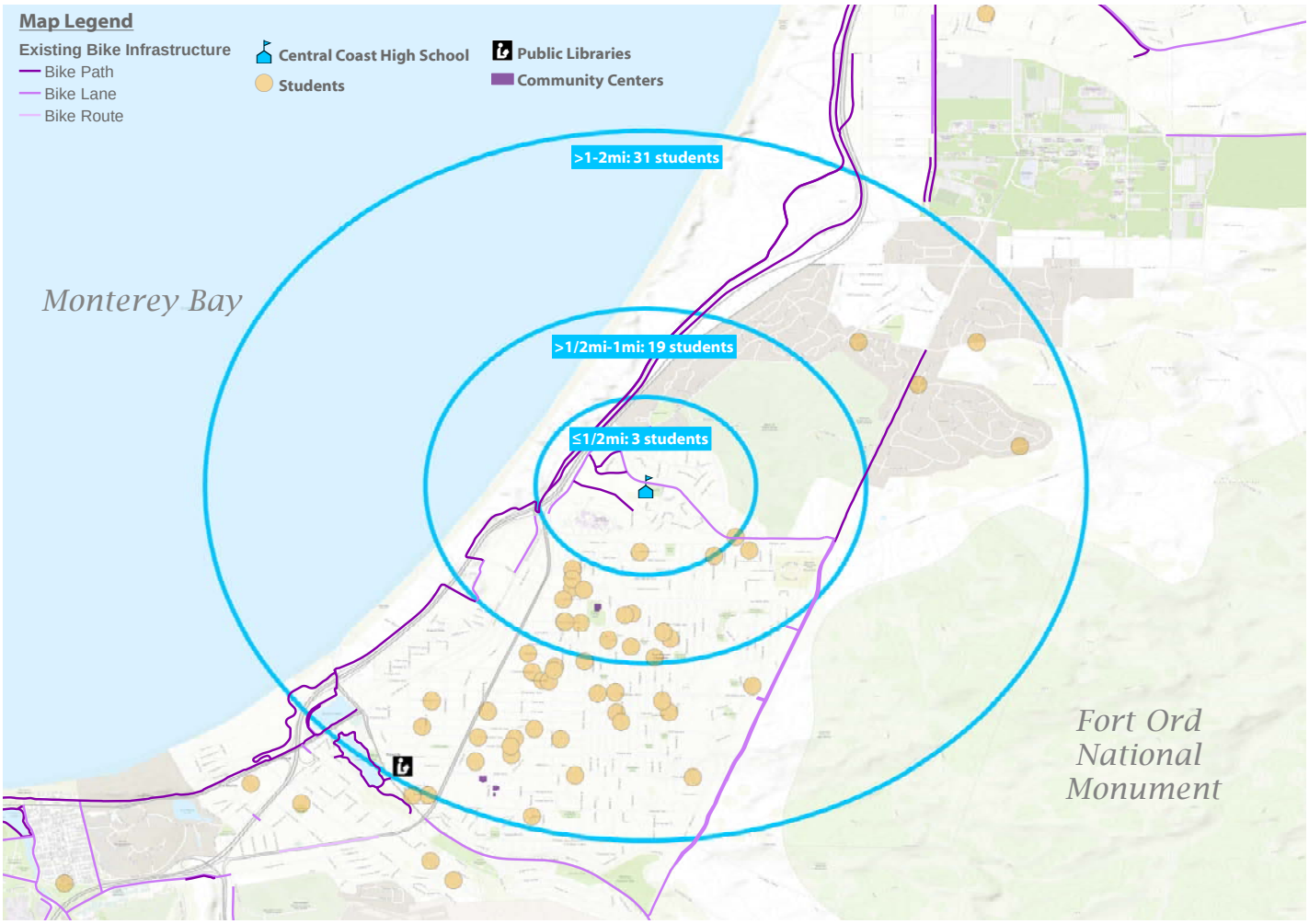
Key routes to school in Seaside and Marina have been identified as Safe Routes to Schools corridors and connectors. Corridors are direct routes to schools and are higher priority for improvements, and connectors are routes through the city that link to the corridors. The recommendation for these roadways is to study options for improvements that would reduce traffic speeds and volumes, create safe and convenient crossings for people walking and biking, and raise the visibility of students walking and biking. Wayfinding would be included to direct students to Safe Routes to Schools corridors and to let drivers know to expect pedestrians and bicyclists.

City of Seaside

Central Coast High

Central Coast High is located north of the main residential area of Seaside. It has a low student population and draws students from throughout Seaside and the Monterey Peninsula (see map below).

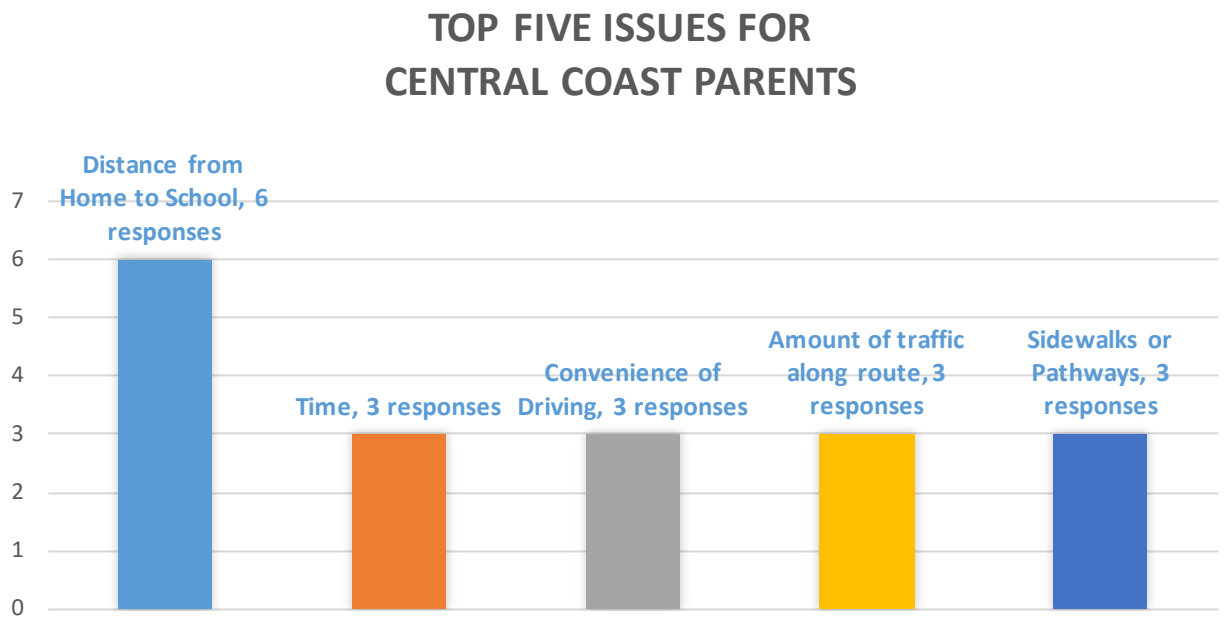
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
9–12	103	21.4%	80.6%	45%



Parent Survey

Central Coast High parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018, and 13 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below. Please note the small number of survey responses.







Current Infrastructure Conditions

Motorist Conditions

- Students are dropped off in the school parking lot. Because of the small student population, there is little congestion before or after school.
- Students park in the Seaside Community Center parking lot.
- A school zone speed limit of 25 miles per hour is in place.
- The school parking lot was in poor condition at the time of the audit but was repaved in summer 2019.

Pedestrian Conditions

- Students walk to school through the Seaside High campus, which requires climbing over a locked gate to access the track and football field. There are dirt paths between Central Coast High and Seaside High.
- Students also take the MST bus to the Target shopping center and walk on Monterey Road to reach the school. There is no sidewalk on Monterey Road between Fremont Boulevard and Ord Avenue. There are several unpaved trails that connect Monterey Road with the school campus and several gates that allow access to campus from the south and west.
- There is no sidewalk on the south side of Coe Avenue adjacent to the school. In summer 2019, the district constructed an ADA-accessible path from Coe Avenue to the parking lot on the west side of campus. There is also a pedestrian path into campus adjacent to the school driveway.
- There is a complete sidewalk on the north side of Coe Avenue between Monterey Road and General Jim Moore Boulevard, and on the east side of Monterey Road between Ord Avenue and Coe Avenue.
- There is missing sidewalk between the Seaside Community Center parking lot and the parking lot at the east end of campus.

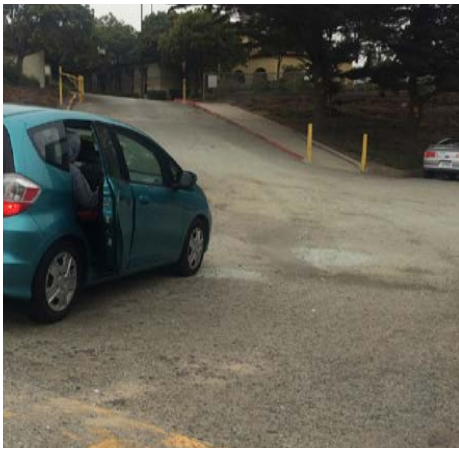
Bicycling Conditions

- There are Class II bike lanes on Coe Avenue between Monterey Road and General Jim Moore Boulevard, but the lane line striping is faded in front of the school.
- There are Class II bike lanes on Monterey Road between Ord Avenue and Buna Road.
- The dirt paths west of campus are sandy and appear difficult to bike on.









Recommended Infrastructure Improvements around Central Coast High

The following table lists recommendations for Central Coast High, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Coe Avenue between Monterey Road and Dahlia Drive	Bike lane striping faded, some speeding on Coe Avenue.	Convert bike lanes on both sides of roadway to buffered bike lanes.	Long
Trail entrance on Coe Avenue, north of school	Bollards block entrance to trail.	Remove two bollards to allow for easier bicycle access.	Short
Trail between Coe Avenue and Monterey Road, northwest of school	Dirt paths are well used but are muddy in winter. Paths offer an alternative to walking through Seaside High campus.	Formalize pathway between existing paved trail and Monterey Avenue south of retention pond. Explore Class I facility on east side of Monterey between Fremont Boulevard and new pathway.	Long
Coe Avenue between trail entrance and Seaside Community Center driveway	Sidewalk missing in front of the school.	Install sidewalk or pathway on south side of street. Look at moving pathway to school property if sidewalk at street level is not feasible.	Long
Coe Avenue at front of school	No ADA-compliant ramp between Coe Avenue and school campus.	Install ADA-compliant ramp from new pathway to school grounds (completed in 2019).	Short
Coe Avenue at Dahlia Drive, Phase 1	Crosswalk markings faded.	Refresh crosswalk markings	Short
Coe Avenue at Dahlia Drive, Phase 2	Roundabout would improve pedestrian safety and allow drivers and bicyclists to travel more efficiently through the intersection.	Install compact roundabout.	Long
Coe Avenue at Sea Ridge Court, Phase 1	Crosswalk markings faded.	Refresh crosswalk markings.	Short
Coe Avenue at Sea Ridge Court, Phase 2	Roundabout would improve pedestrian safety and allow drivers and bicyclists to travel more efficiently through the intersection.	Install compact roundabout.	Long
Community center driveway	Students park in community center parking lot, and there is sidewalk missing between the parking lot and the school.	Fill sidewalk gaps between community center parking lot and school driveway.	Long
–	–	See citywide recommendations for Monterey Road. Seaside High improvements at intersection of Monterey Road/Fremont Boulevard also apply to Central Coast High.	–

Central Coast High School SRTS Recommendations Map



Recommendations

1. Coe Avenue between Monterey Road and Dahlia Drive:
   Convert bike lanes on both sides of roadway to buffered bike lanes.
2. Trail entrance on Coe Avenue (north of school):
   Remove two of three bollards to allow for easier bicycle access.
3. Trail north of school between Coe and Monterey:
   Formalize pathway between existing trail and Monterey Avenue, south of retention pond. Explore Class I facility on east side of Monterey between Fremont and new pathway.
4. Coe Avenue between trail entrance and Seaside Community Center driveway:
   Install sidewalk or pathway on south side of street. Look at moving pathway to school property if sidewalk at street level is not feasible.
5. Coe Avenue at Dahlia Drive - Phase 1:
   Refresh crosswalk markings. Phase 2:
   Install compact roundabout.
6. Coe Avenue at Sea Ridge Court - Phase 1:
   Refresh crosswalk markings. Phase 2:
   Install compact roundabout.
7. Community center driveway:
   Fill sidewalk gaps between community center parking lot and school driveway.

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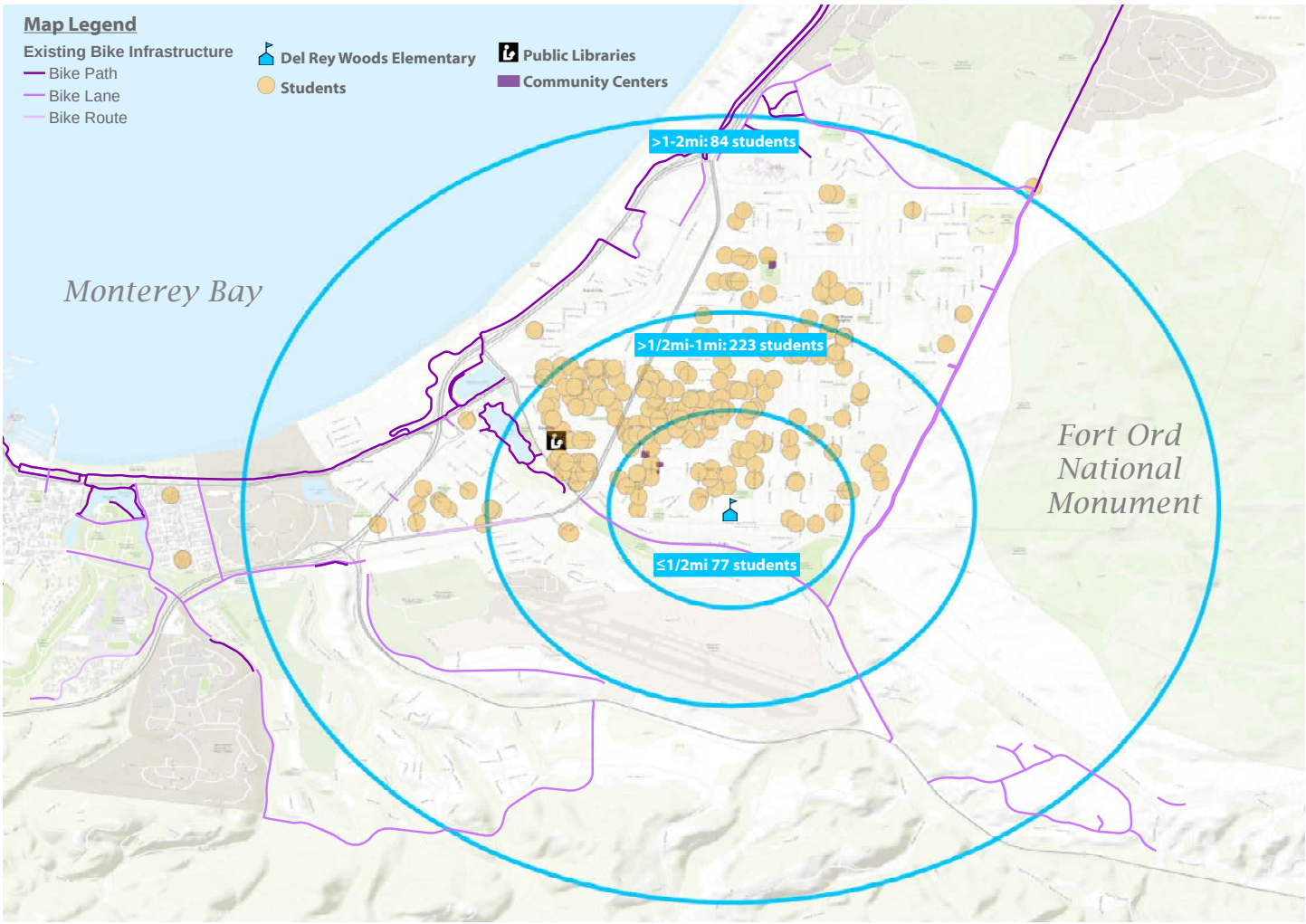
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City of Seaside

Del Rey Woods Elementary

Del Rey Woods Elementary is located at the southern end of Seaside, on the border of the city of Del Rey Oaks. Most Del Rey Woods students live in the surrounding neighborhoods (see map below).

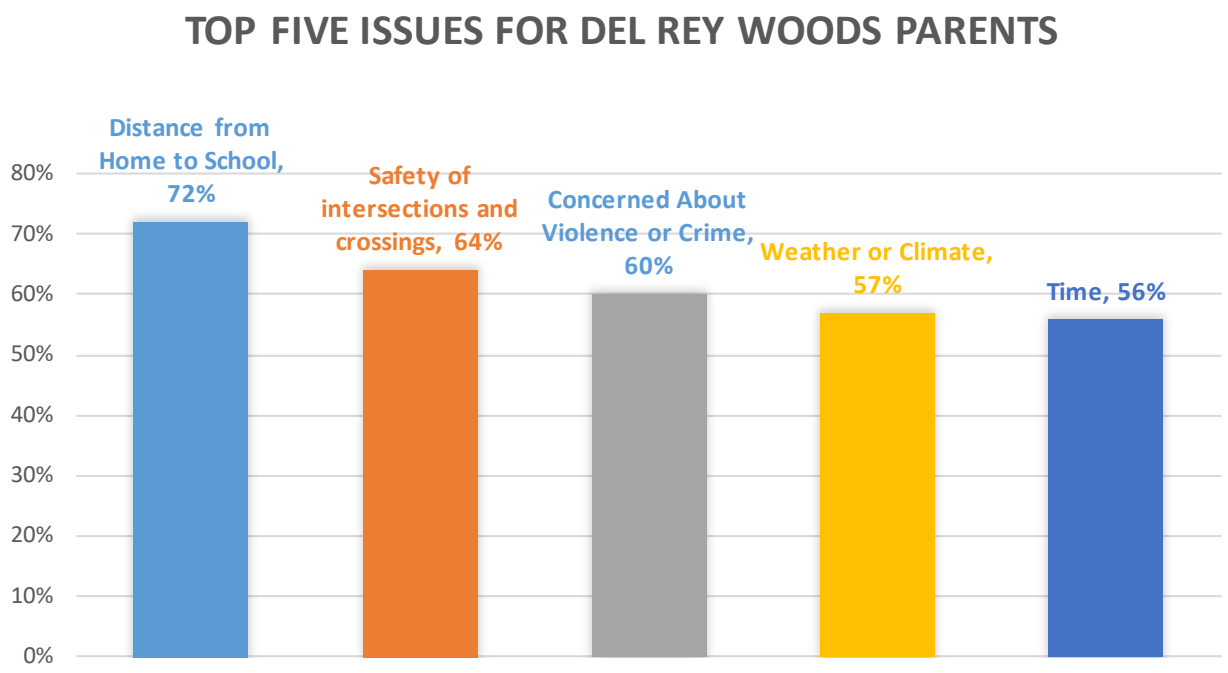
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	413	72.6%	91.3%	15%



Parent Survey

Del Rey Woods parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018, and 192 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.







Current Infrastructure Conditions

Motorist Conditions

- Del Rey Woods Elementary has two drop-off loops and one large parking lot. The southernmost loop is reserved for staff parking. The middle loop is reserved for bus drop-off and deliveries. Parents are directed to drop students off in the parking lot at the north end of campus, where they circle around the lot and drop children off at the school gate.
- Drivers drop students off on Noche Buena Street, Plumas Avenue, and Tweed Street.
- Student drop-off also occurs in the church parking lot across Noche Buena Street from the school.
- Tweed Street is closed to through traffic south of Plumas Avenue.

Pedestrian Conditions

- There are complete sidewalks on both sides of Noche Buena Street, Tweed Street, and Kimball Avenue near the school. There is complete sidewalk on the north side of Plumas Avenue near the school and an informal dirt pathway on the south side of the street.
- There are high-visibility yellow crosswalks on all legs of the intersections of Kimball Avenue and San Lucas Street and of Kimball Avenue and Noche Buena Street. There are also high-visibility yellow crosswalks across Noche Buena Street at Plumas Avenue and on two legs of the intersection of Plumas Avenue and Tweed Street. Crosswalk striping is faded in some locations.
- There are several pedestrian gates into campus, including one at the corner of Plumas Avenue and Tweed Street, one on Tweed Street, and one at the intersection of Kimball Avenue and San Lucas Street.
- There are no pedestrian facilities in the parking lot where drop-off occurs.

Bicycling Conditions

- There are no bicycle facilities near Del Rey Woods Elementary. A Class I multi-use path is planned on the south side of Plumas Avenue between Del Rey Woods Elementary and Highland Street (see chapter 2: Current Projects).









Recommended Infrastructure Improvements around Del Rey Woods Elementary

The following table lists recommendations for Del Rey Woods, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Parallel to Plumas Avenue, Phase 1	No dedicated bicycle facilities near school, no sidewalk on south side of Plumas Avenue.	Install Class I facility in PG&E land (under utilities) between Del Rey Woods Elementary and Highland Street.	Medium
Parallel to Plumas Avenue, Phase 2	No dedicated bicycle facilities near school, no sidewalk on south side of Plumas Avenue.	Install Class I facility in PG&E land (under utilities) between Highland and General Jim Moore, and between Noche Buena and Fremont Boulevard. Extend to Laguna Grande Court for Phase 3.	Long
Noche Buena Street at Plumas Avenue	Heavy traffic congestion near school and low pedestrian visibility.	Install curb extensions. Install ramp and high-visibility crossings over Plumas Avenue to connect to future Class I facility parallel to Plumas Avenue.	Medium
Plumas Avenue at Tweed Street	Traffic diverters obstruct bicycle and wheelchair access. Heavy traffic congestion near school and low pedestrian visibility.	Rearrange traffic diverters to be ADA-compliant and allow for wheelchair and bicycle access. Install curb extensions on each crosswalk leg.	Medium
Tweed Street at Kimball Avenue	Heavy traffic congestion near school and limited pedestrian visibility. Crosswalk markings faded.	Install curb extensions and refresh high-visibility crosswalk.	Medium
Parking lot between Noche Buena Street and northern school entrance, Phase 1	No pedestrian pathway though parking lot.	Stripe pedestrian area on outside of parking lot. Restripe parking lot to show parking spaces and path of travel.	Short
Parking lot between Noche Buena Street and northern school entrance, Phase 2	No pedestrian pathway though parking lot.	Install path on north and west sides of parking lot to allow for pedestrian access. Restripe parking lot to show parking spaces and path of travel.	Medium
Noche Buena Street between Kimball Avenue and Plumas Avenue	No bicycle facilities near school. Speeding observed.	Conduct speed survey and install traffic calming measures or bike lanes.	Medium
Kimball Avenue at San Lucas Street	Pedestrian travel should be focused on one improved crosswalk. Heavy traffic congestion in front of school could be reduced by encouraging use of other school entrances.	Remove crosswalk across Kimball Avenue on western side. Replace crosswalk on eastern side with offset crosswalk and median. Install street lighting. Consider unlocking the gate at this location before and after school.	Medium

Tweed Street between Plumas Avenue and Kimball Avenue	Speeding observed. Narrow sidewalk on eastern side.	Install traffic calming features to make Tweed Street a bicycle boulevard. Widen eastern sidewalk or move utility poles out of sidewalk.	Long
Noche Buena Street at Kimball Avenue	Heavy traffic congestion near school and limited pedestrian visibility.	Install curb extensions on all crosswalk legs.	Medium
Noche Buena Street between school drop-off loop entrance and exit	Drivers parking in loading zone.	Remove white curb, or install signs reminding drivers to not leave their vehicles in the loading zone.	Short
Plumas Avenue	School signage missing, drivers parking in loading zone.	Install school advance crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school.	Short
Noche Buena Street	School signage missing.	Install school advance crossing signs as appropriate.	Short
Tweed Street	School signage missing.	Install school advance crossing signs as appropriate.	Short
School parking lot at Noche Buena Street and Plumas Avenue	Lots of drop-off on streets adjacent to school, families crossing in front of traffic.	Allow student drop-off in drop-off loop. Maintain parking spaces as staff parking.	Short
Noche Buena Street at church parking lot	Families parking in church parking lot and crossing outside of marked crosswalks in front of traffic.	Remove stairway between sidewalk and street.	Medium
–	–	See Citywide recommendations for Noche Buena Street and Kimball Avenue.	–

Del Rey Woods Elementary School SRTS Recommendations Map



250 ft 500 ft

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Recommendations

1. Noche Buena St.:
Install School Advance Crossing signs as appropriate.

2. Tweed Street:
Install School Advance Crossing signs as appropriate.

3. School parking lot at Noche Buena/Plumas:
Allow student dropoff in dropoff loop. Maintain parking spaces as staff parking.

4. Noche Buena at church parking lot:
Remove stairway between sidewalk and street.

5. Tweed Street at Kimball Street:
Install curb extensions and refresh high-visibility crosswalk.

6. Noche Buena Street between Kimball Avenue and Plumas Avenue:
Conduct speed survey and install traffic calming measures and/or bike lanes.

7. Kimball Avenue at San Lucas Street
Remove crosswalk across Kimball on western side. Replace crosswalk on eastern side with offset crosswalk and median. Install street lighting. Consider unlocking gate at this location before and after school.

8. Tweed Street between Plumas Avenue and Kimball Avenue:
Install traffic calming features to make Tweed Street a bicycle boulevard. Widen eastern sidewalk or move utility poles out of sidewalk.

9. Noche Buena Street at Kimball Avenue:
Install curb extensions on all crosswalk legs.

10. Parallel to Plumas Avenue - Phase 1:
Install Class I facility in PG&E land (under utilities) between Del Rey Woods Elementary and Highland Street. Phase 2: Install Class I facility in PG&E land (under utilities) between Highland and General Jim Moore, and between Noche Buena and Fremont Boulevard. Extend to Laguna Grande Court for Phase 3.

11. Parking lot between Noche Buena Street and northern school entrance - Phase 1:
Stripe pedestrian area on outside of parking lot. Restripe parking lot to show parking spaces and path of travel. Phase 2:Install path on north and west sides of parking lot to allow for pedestrian access. Restripe parking lot to show parking spaces and path of travel.

12. Noche Buena Street at Plumas Avenue:
Install curb extensions. Install ramp and high-visibility crossings across Plumas Avenue to connect to future Class I facility parallel to Plumas Avenue.

13. Plumas Avenue at Tweed Street:
Rearrange traffic diverters to be ADA-compliant and allow for wheelchair and bicycle access. Install curb extensions at each crosswalk leg.

14. Noche Buena Street between school drop-off loop entrance and exit:
Remove white curb or install signs reminding drivers to not leave their vehicles in loading zone.

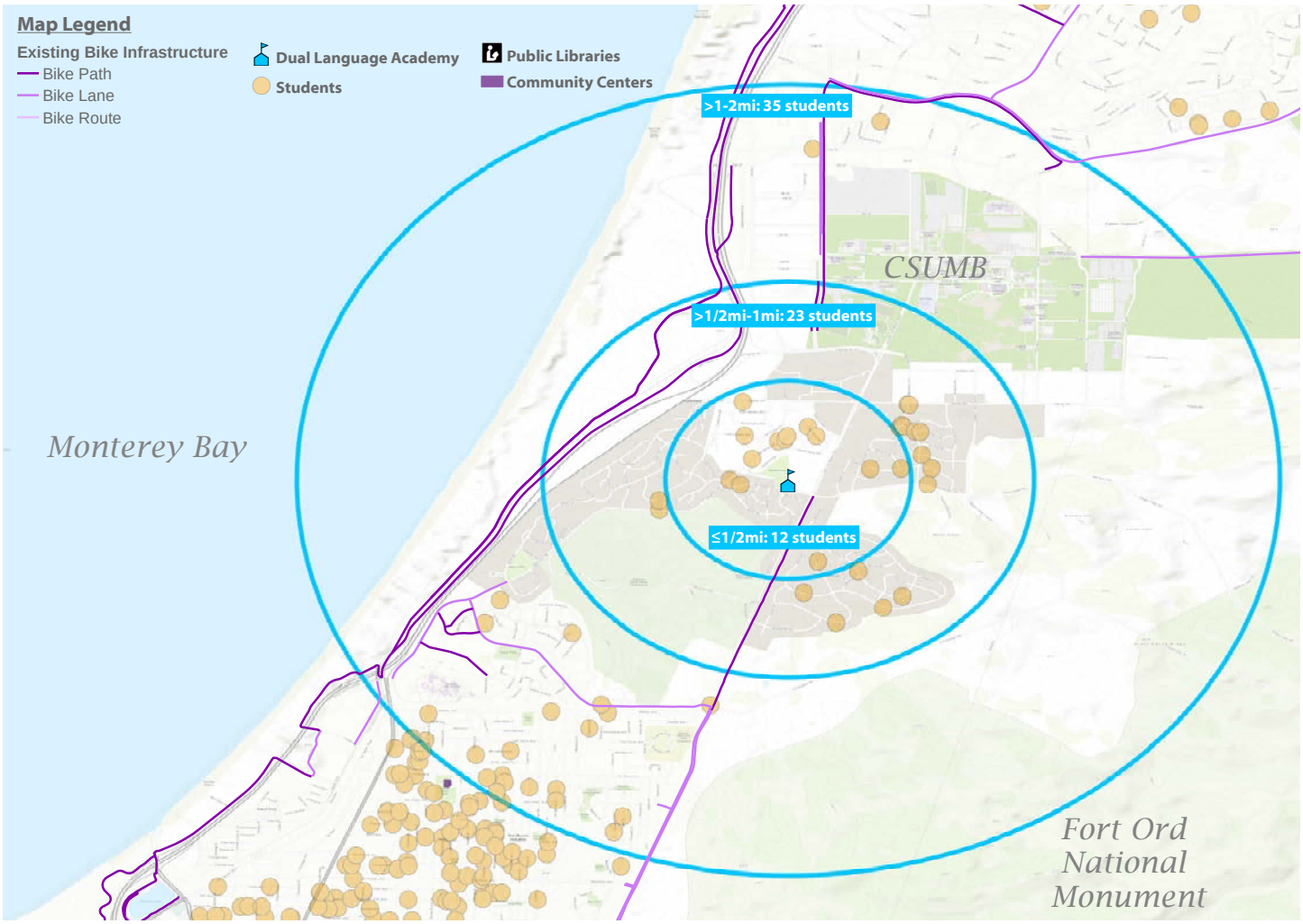
15. Plumas Avenue:
Install School Advance Crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school.

City of Seaside

Dual Language Academy

Dual Language is located in northern Seaside. As a bilingual immersion program, Dual Language draws its students from Seaside, Marina, and the Monterey Peninsula, with fewer students living in neighborhoods near the school (see map below).

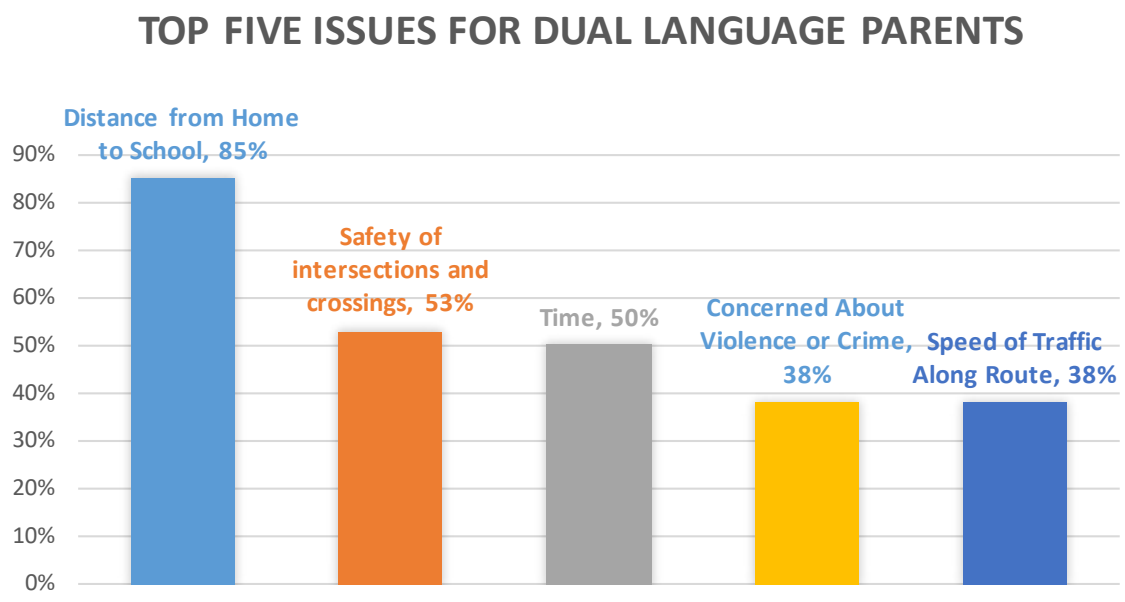
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–8	475	7.4%	66.7%	8%



Parent Survey

Dual Language parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 143 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.







Current Infrastructure Conditions

Motorist Conditions

- The majority of Dual Language students are driven to school. Normandy Road and the school parking lot are congested before and after school.
- The intersection of General Jim Moore Boulevard and Normandy Road is congested before school. This intersection serves school traffic for Dual Language Academy and Marshall Elementary as well as commute traffic.
- There is a painted white loading zone on Normandy Road between General Jim Moore Boulevard and the school entrance driveway.
- School staff members place cones on Normandy Road before and after school to allow right turns only out of the school parking lot.
- There is a dirt lot on the west side of campus that serves as overflow parking during the school drop-off period.

Pedestrian Conditions

- There are two pedestrian pathways from Normandy Road into the school campus. The paved path at the corner of Normandy Road and General Jim Moore Boulevard is damaged and has been fenced off. There is also an informal dirt pathway between the loading zone on Normandy and the school parking lot.
- There are continuous sidewalks on both sides of Normandy Road between General Jim Moore Boulevard and Monterey Road, and on both sides of General Jim Moore Boulevard between Normandy Road and Coe Avenue. There is continuous sidewalk on the west side of General Jim Moore Boulevard between Normandy Road and Gigling Road.
- There are high-visibility yellow crosswalks on all legs of the intersection of Normandy Road and Naples Road, across the school driveway, and on three legs of the intersection of Normandy Road and General Jim Moore Boulevard.
- There is missing sidewalk in the school parking lot at the eastern end of the school frontage. A striped pedestrian area has been installed to accommodate pedestrians in this area.

Bicycling Conditions

- There are no bicycle facilities on Normandy Road or other residential streets near the school.
- There is a Class I multi-use path on the east side of General Jim Moore Boulevard between Normandy Road and Coe Avenue and Class II bike lanes south of Coe Avenue. There are no bicycle facilities on General Jim Moore Boulevard north of Normandy Road.









Recommended Infrastructure Improvements around Dual Language Academy

The following table lists recommendations for Dual Language Academy, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Normandy Road at Naples Road	Missing curb ramps.	Install ADA-compliant curb ramps.	Medium
Normandy Road at school driveway	Missing curb ramps.	Install ADA-compliant curb ramps.	Medium
Normandy Road between Selerno Road and Naples Road, Phase 1	Parking at intersection obscures pedestrian visibility.	Extend red curb east to the Naples Road intersection.	Short
Normandy Road between Selerno Road and Naples Road, Phase 2	Heavy traffic congestion near school and low pedestrian visibility.	Install curb extension at corner of Normandy and Naples.	Medium
School campus between Normandy Road drop-off and parking lot	Families walking down steep dirt path to school.	Install ADA-compliant path. Remove pathway that extends from corner of General Jim Moore to school parking lot.	Long
School parking lot, Phase 1	No crosswalk on south side of parking lot. Limited parking on campus.	Install high-visibility crosswalk from new path to existing crosswalk on north side of parking lot. Pave dirt and install parking on east side of parking lot. Install high-visibility crosswalk from new parking to existing pedestrian space on southeast corner of school. Remove wooden ramp on west side of driveway.	Long
School parking lot, Phase 2	Missing sidewalk in front of the school. Moving the school driveway to the intersection would make it easier to enter and exit. Limited parking on campus.	Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy and Naples and additional parking.	Long
–	–	See Marshall for recommendations for intersection of General Jim Moore Boulevard and Normandy Road.	–

Dual Language Academy SRTS Recommendations Map



Recommendations

1. Normandy Road at Naples Road:
Install ADA-compliant curb ramps.

2. Normandy Road at school driveway:
Install ADA-compliant curb ramps.

3. Normandy Road between Selerno Road and Naples Road - Phase 1:
Extend red curb east to the Naples Road intersection. Phase 2: Install curb extension at corner of Normandy/Naples.

4. School campus between Normandy Road drop off and parking lot:
Install ADA-compliant path. Remove pathway that extends from corner of General Jim Moore to school parking lot.

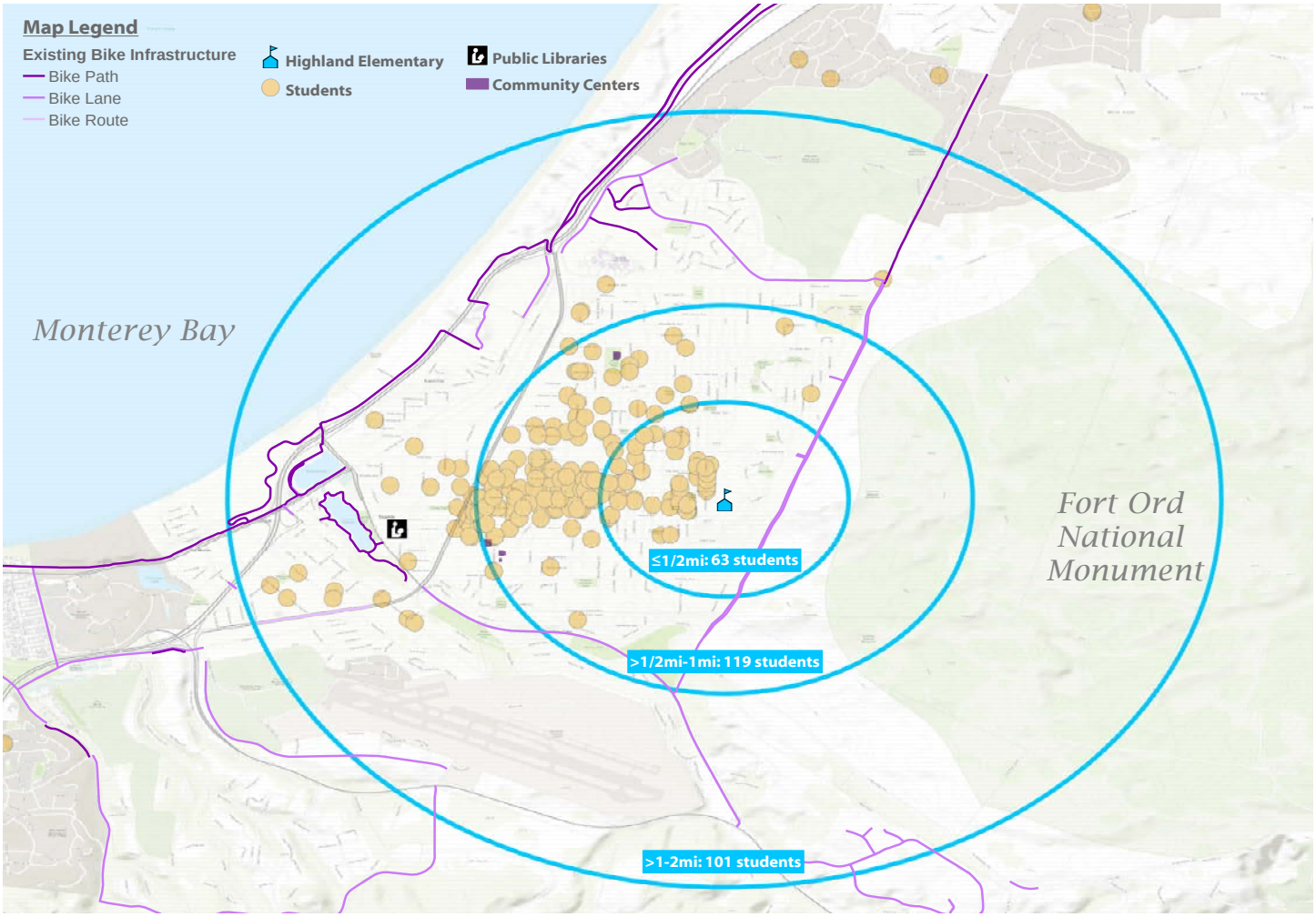
5. School parking lot - Phase 1:
Install high-visibility crosswalk from new path to existing crosswalk on north side of parking lot. Pave dirt and install parking on east side of parking lot. Install high-visibility crosswalk from new parking to existing pedestrian space on southeast corner of school. Remove wooden ramp on west side of driveway.
Phase 2: Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy/ Naples and additional parking.

City of Seaside

Highland Elementary

Highland is located in eastern Seaside near the Broadway Avenue corridor. It draws most of its students from the surrounding neighborhoods, though the majority live more than a half-mile from the school (see map below).

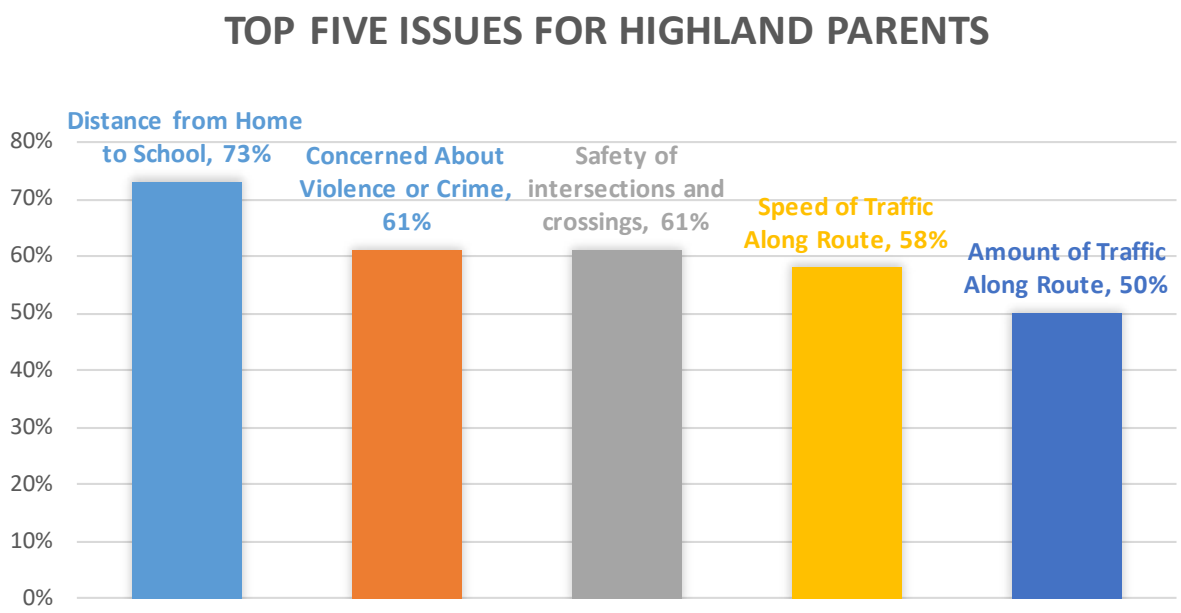
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	333	54.7%	93.7%	16%



Parent Survey

Highland parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 178 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.







Current Infrastructure Conditions

Motorist Conditions

- The school parking lot is reserved for staff parking and bus drop-off only. The school instructs parents to drop children off in the school driveway, and school staff members escort students into the campus.
- Sonoma Avenue is congested before and after school.
- There are painted white loading areas on the south side of Sonoma Avenue adjacent to the school.



Pedestrian Conditions

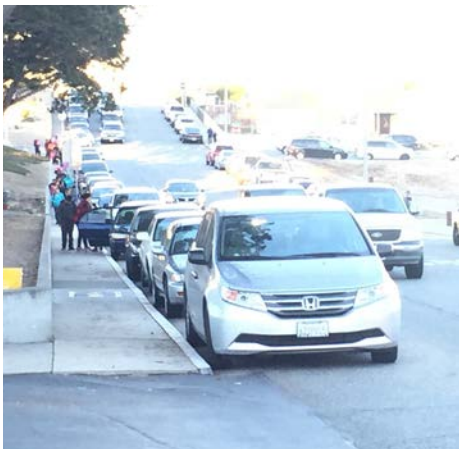
- There are complete sidewalks on both sides of Sonoma Avenue and other roadways near the school.
- There is a high-visibility yellow crosswalk on Sonoma Avenue in front of the school at the Del Monte Manor driveway.
- There are high-visibility yellow crosswalks on all legs of the intersection of Sonoma Avenue and Yosemite Street, across Mescal Street at Sonoma Avenue, and across Yosemite Street between Sonoma Avenue and Wanda Avenue.
- There is a back gate into campus on Yosemite Street with a steep ramp between the sidewalk and the campus.





Bicycling Conditions

- There are no bicycle facilities on Sonoma Avenue or other roadways near the school.



Recommended Infrastructure Improvements around Highland Elementary

The following table lists recommendations for Highland, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Streets surrounding school	Missing school signage.	Install advance school warning signs as appropriate.	Short
Sonoma Avenue at crosswalk connecting Del Monte Manor and school	Heavy congestion near school, speeding reported.	Install raised crosswalk and curb extensions.	Medium
Yosemite Street back entrance ramp	Ramp is steep, and pavement is in poor condition.	Improve ramp access.	Medium
Yosemite Street between Sonoma Avenue and mid-block crosswalk	Heavy congestion on Sonoma Avenue, lots of parking available on Yosemite Street.	Convert east side of Yosemite Street to pick-up/drop-off area.	Short
Mid-block crosswalk on Yosemite Avenue north of Wanda Avenue	Safety of mid-block crossing could be improved.	Install offset crosswalk with ADA-compliant curb ramps and street lighting.	Medium
Sonoma Avenue at Yosemite Street	Roundabouts would improve pedestrian safety and allow drivers and bicyclists to travel more efficiently through the intersection.	Install compact roundabout.	Long
Sonoma Avenue between Yosemite Street and Mescal Street	Speeding and U-turns in front of school.	Install slotted speed humps. Install centerline diverters or turtles to prevent U-turns	Medium
Neil Park	Paths are in poor condition. No curb ramps at entrances.	Repave and widen existing paths. Install curb ramps at path entrances. Part of citywide path linking parks.	Long
Del Monte Manor driveways on Yosemite Street	Low visibility for drivers exiting Del Monte Manor parking lot.	Study options to improve visibility at Del Monte Manor driveways.	Medium
–	–	See citywide recommendations for Yosemite Street, Sonoma Avenue, and Waring Street/Flores Street.	–

Highland Elementary School SRTS Recommendations Map



Recommendations

1. Sonoma Avenue at Del Monte Manor crosswalk : Install raised crosswalk and curb extensions.
2. Yosemite Street back entrance ramp: Improve ramp access.
3. Yosemite Street between Sonoma Avenue and crosswalk: Convert east side of Yosemite Street to pick-up/drop-off area.
4. Mid-block crosswalk on Yosemite Avenue: Install offset crosswalk with ADA-compliant curb ramps and street lighting.
5. Sonoma Avenue at Yosemite Street: Install compact roundabout.
6. Sonoma Avenue between Yosemite Street and Mescal Street: Install slotted speed humps. Install centerline diverters or turtles to prevent U-turns
7. Neil Park: Repave and widen existing paths. Install curb ramps at path entrances. See Citywide recommendation for citywide path linking parks.
8. Yosemite Street: Install Advance school warning signs as appropriate.
9. Yosemite Street at Del Monte Manor: Study options to improve visibility at Del Monte Manor driveways on Yosemite.

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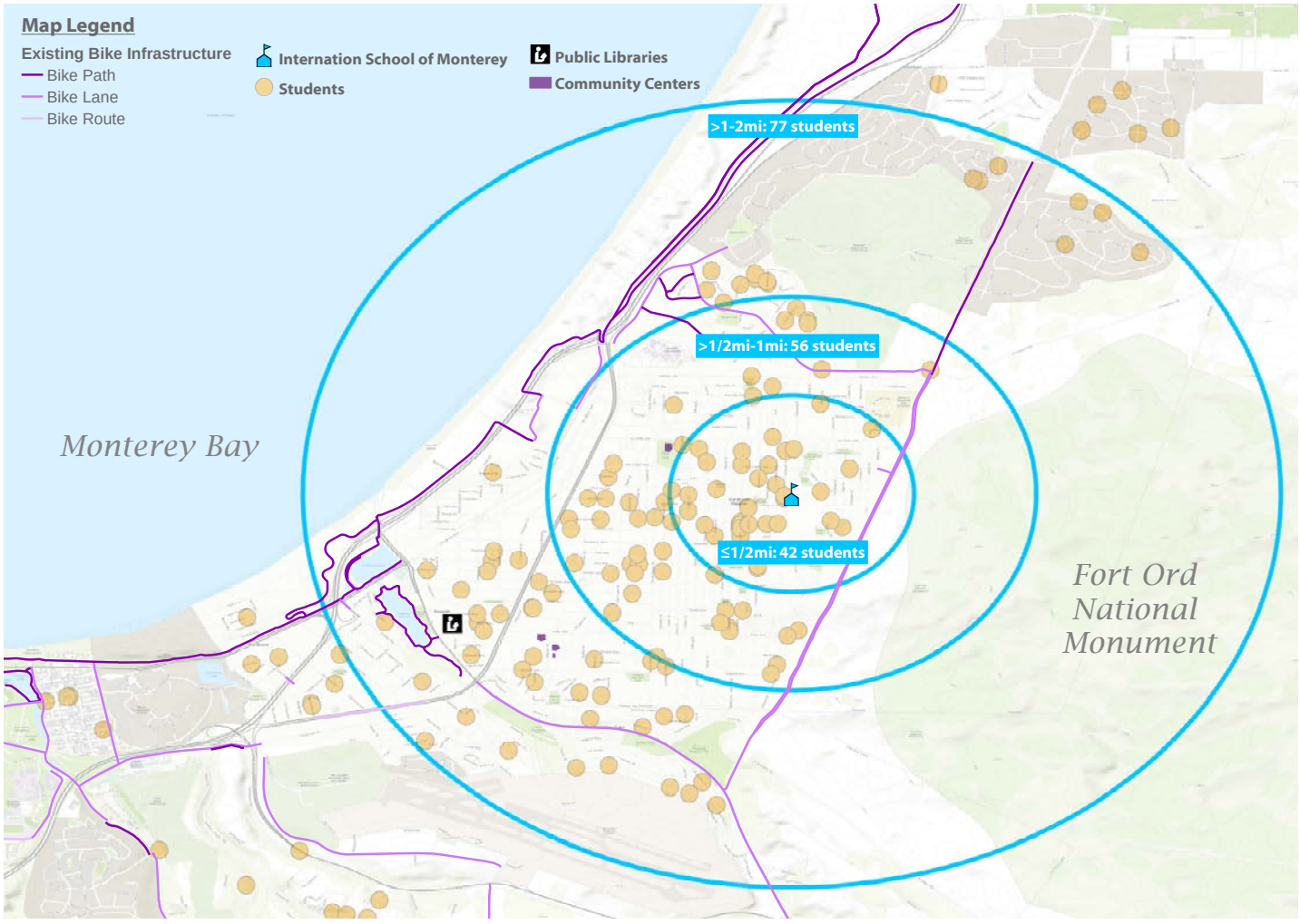
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City of Seaside

International School of Monterey (ISM)

ISM is located in central Seaside near the Broadway Avenue corridor. It is a charter school and draws students from throughout the Monterey Peninsula (see map below).

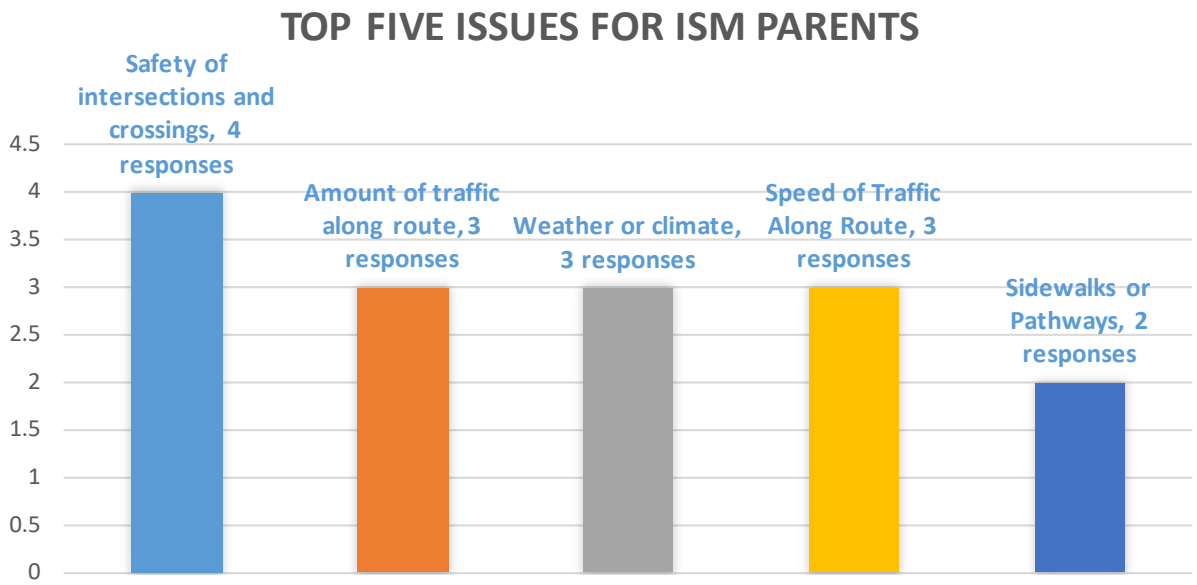
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–8	419	23.4%	24.8%	N/A



Parent Survey

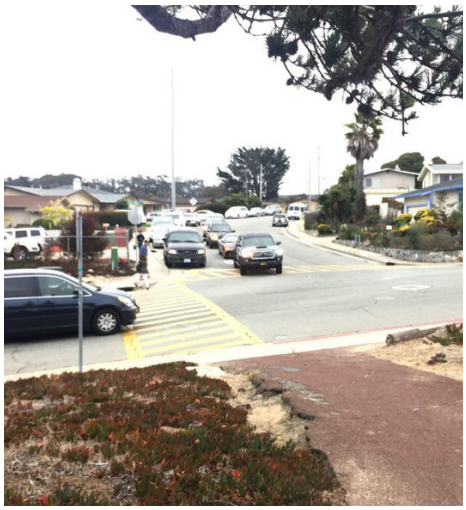
ISM parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in October of 2018, and four surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below. Please note the small number of survey responses.









Current Infrastructure Conditions

Motorist Conditions

- ISM has a long drop-off loop and a small parking lot. Parking spaces in the loop are reserved for staff. Drop-off takes place in the drop-off loop as well as in the parking lot. The drop-off loop is congested before and after school.
- Yosemite Street near ISM is very congested before and after school.
- The intersection of Broadway Avenue and Yosemite Street is congested before and after school with school traffic for both Martin Luther King Jr. School of the Arts and ISM.
- Some drop-off occurs on Westminster Court, which is congested before and after school.
- Some drop-off occurs on San Pablo Avenue where paths through Stuart Park lead to the school campus.





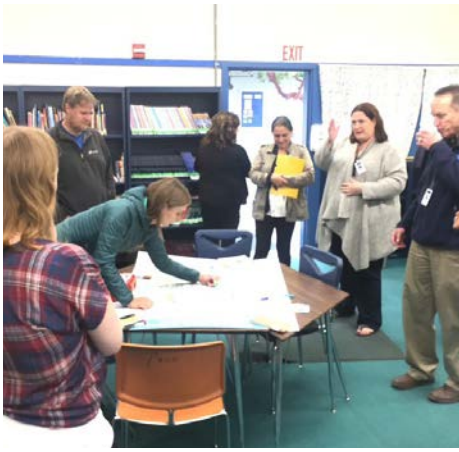
Pedestrian Conditions

- There are complete sidewalks on both sides of Yosemite Street, Mingo Avenue, San Pablo Avenue, and other roadways near the school.
- There are high-visibility yellow crosswalks on all legs of the intersections of Yosemite Street and Mingo Avenue, Yosemite Street and Broadway Avenue, and Yosemite Street and San Pablo Avenue. There are also high-visibility yellow crosswalks across Yosemite Street at Westminster Court and across San Pablo Avenue at Mescal Street.
- There are missing curb ramps on the school campus at the entrance to the parking lot and at the school driveway exit, on Yosemite Street at Westminster Count, and on San Pablo Avenue at Mescal Street.
- There are pedestrian paths to campus from the end of Westminster Court and from San Pablo Avenue through Stuart Park. There is also a gate to campus at the end of Miguel Court that was closed at the time of the audit.



Bicycling Conditions

- There are no bicycle facilities on Yosemite Street or other roadways near the school.



Recommended Infrastructure Improvements around International School of Monterey

The following table lists recommendations for ISM, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
School parking lot	Parking lot is chaotic during drop-off and pick-up.	Reserve lot for staff parking only. Install right-turn only sign and arrow at parking lot exit.	Short
School drop-off loop, Phase 1	Converting parking spaces in loop to student drop-off would allow students to be dropped off adjacent to the school, and reduce conflicts in the school parking lot.	Convert staff parking to loading during pick-up and drop-off times and to visitor parking during off-peak times.	Short
School drop-off loop, Phase 2	Missing curb ramps. Families walking up grassy area to campus.	Install curb ramps at school driveway entrance and exit. Install ADA-compliant path between Yosemite Street and school that connects with crosswalk in drop-off loop.	Long
Yosemite Street at Westminster Court	Missing curb ramps.	Install ADA-compliant curb ramps on both sides of crosswalk.	Medium
Path between Westminster Court and Stuart Park	Bollard obstructs bike access. Missing curb ramp.	Remove bollard from east end of path. Install curb ramp at west end of path. Part of citywide path linking parks.	Short
San Pablo Avenue at Mescal Street	Sidewalk ends in drain. Heavy traffic congestion near school and low pedestrian visibility.	Shift crosswalk on San Pablo Avenue at Mescal Street northwest to avoid drain. Install curb extensions on both sides of the crosswalk and a landing on the south side.	Medium
Pedestrian bridge between Stuart and Cunningham Parks	Heavy traffic on Yosemite Street in front of school.	Promote pedestrian bridge as alternative drop-off location.	Short
Pedestrian bridge between Stuart and Cunningham Parks	Concern from parents about student safety on bridge.	Replace bridge with design that allows greater visibility, both onto and from the bridge. Upgrade to be ADA-compliant.	Long
Lincoln Cunningham Park paths	Paths are in poor condition. No curb ramps at entrances.	Repave and widen existing paths. Install curb ramps at path entrances. Part of citywide path linking parks.	Medium
Path between Stuart Park and school	Path is not ADA compliant. Missing curb ramps at entrances.	Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours. Part of citywide path linking parks.	Medium

Yosemite Street at Mingo Avenue	Heavy traffic congestion near school and low pedestrian visibility.	Install curb extensions on all crosswalk legs.	Medium
MLK Elementary entrance from Yosemite Street	Steep ramp.	Upgrade ramp to be ADA-compliant.	Medium
Yosemite Street between Mingo Avenue and Westminster Court	“No left turns” sign is not always followed. Cars parked near school loop exit obstruct visibility for drivers leaving the loop.	Add centerline diverters to prevent left turns into or out of school drop-off loop. Install red curb striping on both sides of the school loop exit.	Short
–	–	See citywide recommendations for Yosemite Street	–

International School of Monterey SRTS Recommendations Map



Recommendations

1. School parking lot:
Make staff parking only. Install right-turn only sign and arrow at parking lot exit.

2. School drop-off loop - Phase 1:
Convert staff parking to loading during pick-up/drop-off times and visitor parking off-peak times. Phase 2:Install curb ramps at school driveway entrance and exit. Install ADA compliant path between Yosemite Street and school that connects with crosswalk in dropoff loop.

3. Yosemite Street at Westminster Court:
Install ADA-compliant curb ramps on both sides of crosswalk.

4. Path between Westminster Court at Stuart Park path:
Remove bollard on east end of path. Install curb ramp at west end of path.

5. San Pablo Avenue at Mescal Street:
Shift existing crosswalk across San Pablo Avenue/Mescal Street northwest to avoid drain. Install curb extensions on both sides of crosswalk and landing on south side.

6. Pedestrian bridge between Stuart and Cunningham Parks:
Promote pedestrian bridge as alternate drop-off location. Replace bridge with design that allows greater visibility onto/from bridge. Upgrade to be ADA-compliant.

7. Lincoln Cunningham Park paths:
Repave and widen existing paths. Install curb ramps at path entrances. See Citywide recommendation for citywide path linking parks.

8. Path between Stuart Park and school:
Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours. See Citywide recommendation for citywide path linking parks.

9. Yosemite Street at Mingo Avenue:
Install curb extensions on all crosswalk legs.

10. MLK School entrance from Yosemite Street:
Upgrade ramp to be ADA-compliant.

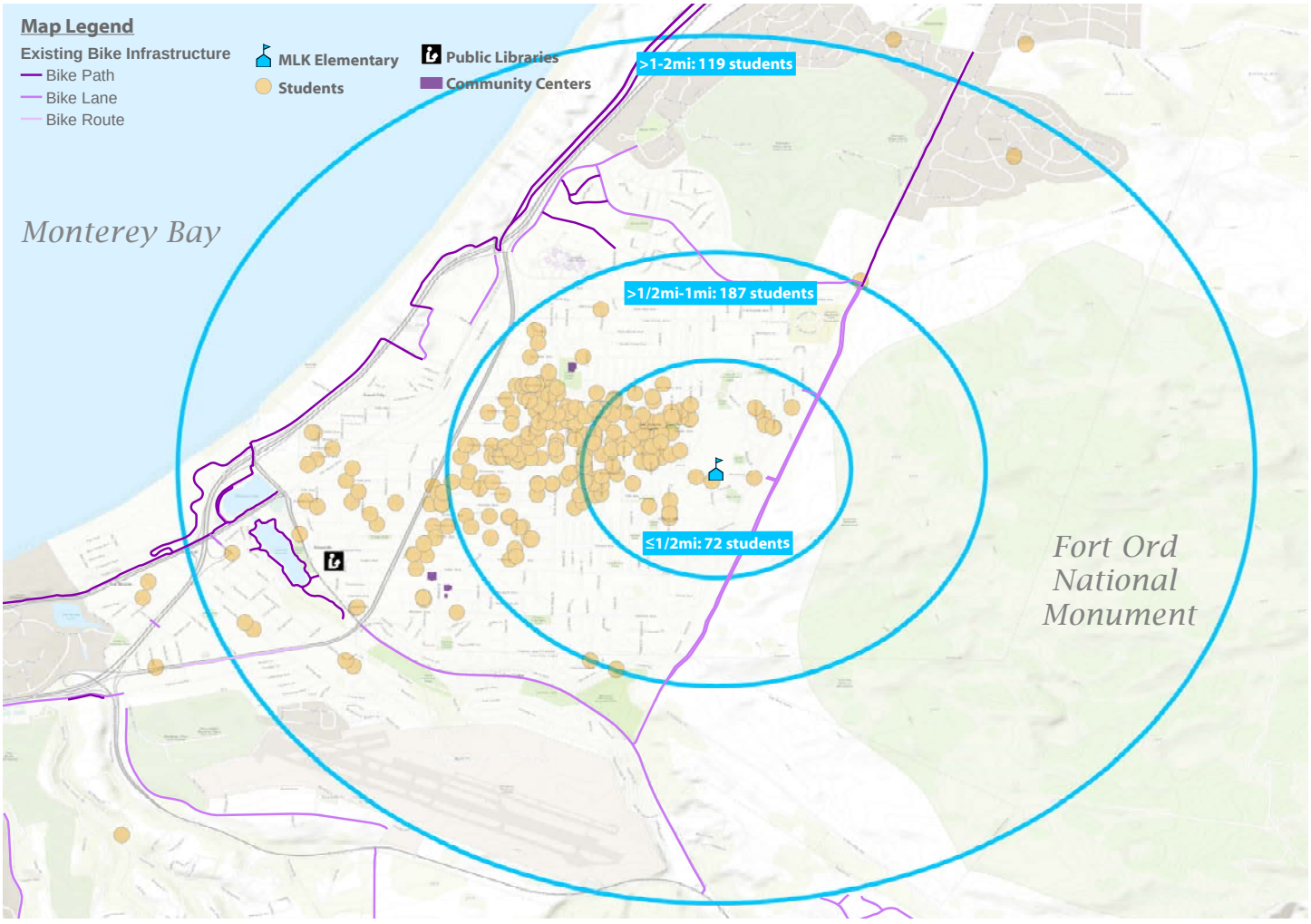
11. Yosemite Street between Mingo Avenue and Westminster Court:
Add centerline diverters to prevent left turns into or out of school drop-off loop. Daylight school loop exit.

City of Seaside

Martin Luther King Jr. School of the Arts (MLK)

MLK is located in central Seaside along the Broadway Avenue corridor. Most MLK students live in the surrounding neighborhoods, though the majority live more than a half-mile from the school (see map below).

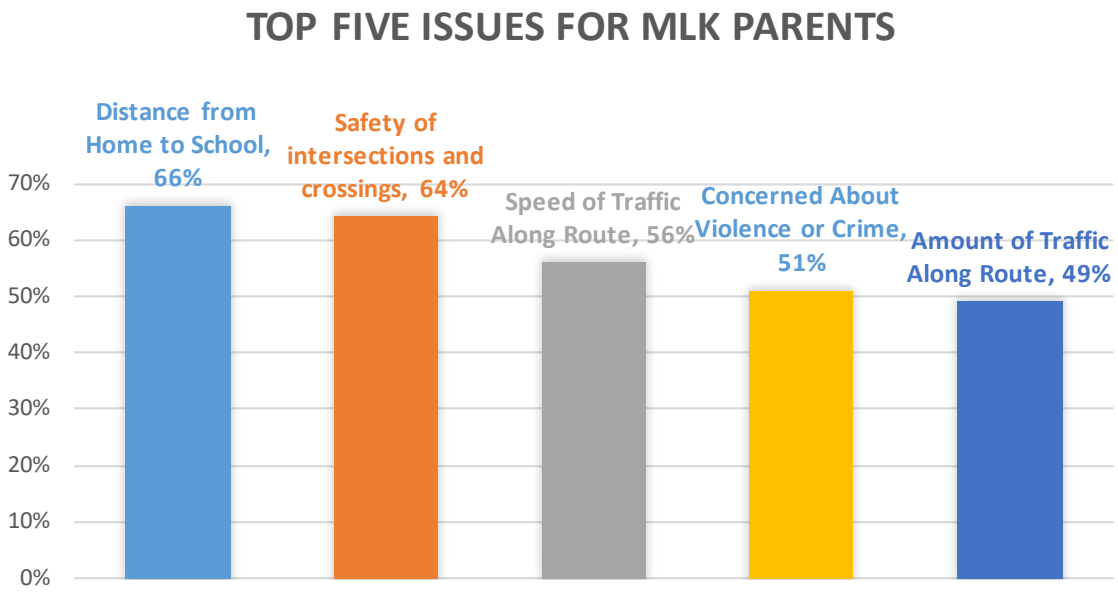
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	402	64.4%	88.6%	14%



Parent Survey

MLK parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 164 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.





Current Infrastructure Conditions

Motorist Conditions

- Broadway Avenue is a four-lane roadway with parking on both sides of the street. Most families live west of the school campus, and drivers coming from the west must make an unprotected left turn to reach the school parking lot.
- Drop-off occurs in the school parking lot and on both sides of Broadway Avenue. Left turns are restricted out of the school parking lot.
- Broadway Avenue and the intersection of Broadway Avenue and Yosemite Street are congested before and after school.

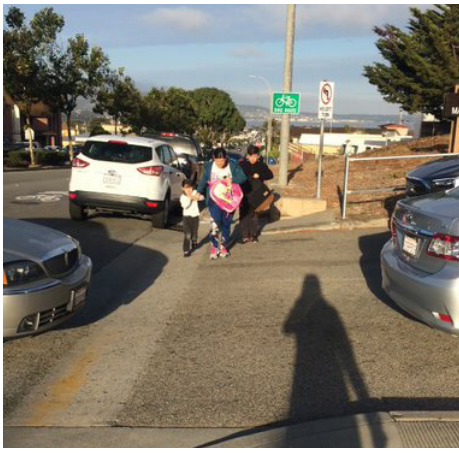
Pedestrian Conditions

- There are complete sidewalks on Broadway Avenue, Yosemite Street, and other roadways near the school.
- There are high-visibility yellow crosswalks on all legs of the intersection of Broadway Avenue and Yosemite Street. The intersection is large and has long crossing distances for pedestrians.
- There are no marked crosswalks on Broadway Avenue between Yosemite Street and General Jim Moore Boulevard.
- There are pedestrian pathways to campus from Yosemite Street near Mingo Avenue and from Mescal Street and Marietta Street. The gates to the school were not open at the time of the audit.

Bicycling Conditions

- There are no bicycle facilities on Broadway Avenue or other residential roadways near the school. There are Class II bike lanes on General Jim Moore Boulevard between Plumas Avenue and Coe Avenue.









Recommended Infrastructure Improvements around MLK

The following table lists recommendations for MLK, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Broadway Avenue east of school driveway entrance	No marked crosswalk on Broadway Avenue between Yosemite Street and General Jim Moore Boulevard. Families cross without a marked crosswalk.	Install high-visibility offset crosswalk across Broadway Avenue and lengthen or widen the center median to serve as a pedestrian refuge island. Install curb extensions on both sides of crosswalk, and install RRFB.	Medium
Broadway Avenue between Ancon Street and Yosemite Street	If a road diet is installed, it will be necessary to resolve congestion caused by drivers waiting to enter the school parking lot.	Explore options to accommodate parent travel into school parking lot; either install a left-turn pocket that is long enough to accommodate the school queue, or install a roundabout at Broadway/Ancon and prevent left turns into the school.	Long
School driveway entrance	Cars parked next to school driveway obstruct visibility for drivers leaving school.	Install standard driveway approach. Install red curb striping on both sides to daylight the intersection.	Medium
Broadway Avenue at Yosemite Street	If a road diet is installed, a way must be found to move traffic more efficiently through this intersection. Crossing distances are long and drivers do not always yield to pedestrians.	Study the possibility of a roundabout at this intersection. If infeasible, install curb extensions on all corners of intersection.	Medium
School entrance	No path for families with wheelchairs or strollers to enter school.	Install ADA-compliant ramp from Broadway Avenue to school entrance.	Medium
Portola Leslie Park path	Paths are in poor condition. No curb ramps at entrances.	Upgrade to be ADA-compliant. Open gates outside school hours. Extend path to Broadway east of school driveway. Install curb ramps at path entrances. Part of citywide path linking parks.	Medium
Sidewalk on west side of staff parking lot	Bollard blocks sidewalk access.	Remove bollard blocking sidewalk access.	Short
–	–	See citywide recommendations for Broadway Avenue and Yosemite Street.	–

Martin Luther King Jr. School of the Arts SRTS Recommendations Map



Recommendations

1. Broadway Avenue east of school driveway entrance:
Install high-visibility offset crosswalk across Broadway Avenue and lengthen/widen center median to serve as pedestrian refuge island. Install curb extensions on both sides of crosswalk and install RRFB.

2. Broadway Avenue between Ancon and Yosemite:
Explore options to accommodate parent travel into school parking lot; either install left turn pocket that is long enough to accomodate school queue, or install roundabout at Broadway/Ancon and prevent left turns into school.

3. School driveway entrance:
Install standard driveway approach. Install red curb striping on both sides to daylight intersection.

4. Broadway Avenue at Yosemite Street:
Study roundabout at this intersection. If not feasible, install curb extensions on all corners of intersection.

5. School entrance:
Install ADA-compliant ramp from Broadway Avenue to school entrance.

6. Portola Leslie Park path:
Upgrade to be ADA-compliant. Open gates outside school hours. Extend path to Broadway, east of school driveway. Install curb ramps at path entrances. See Citywide recommendation for citywide path linking parks.

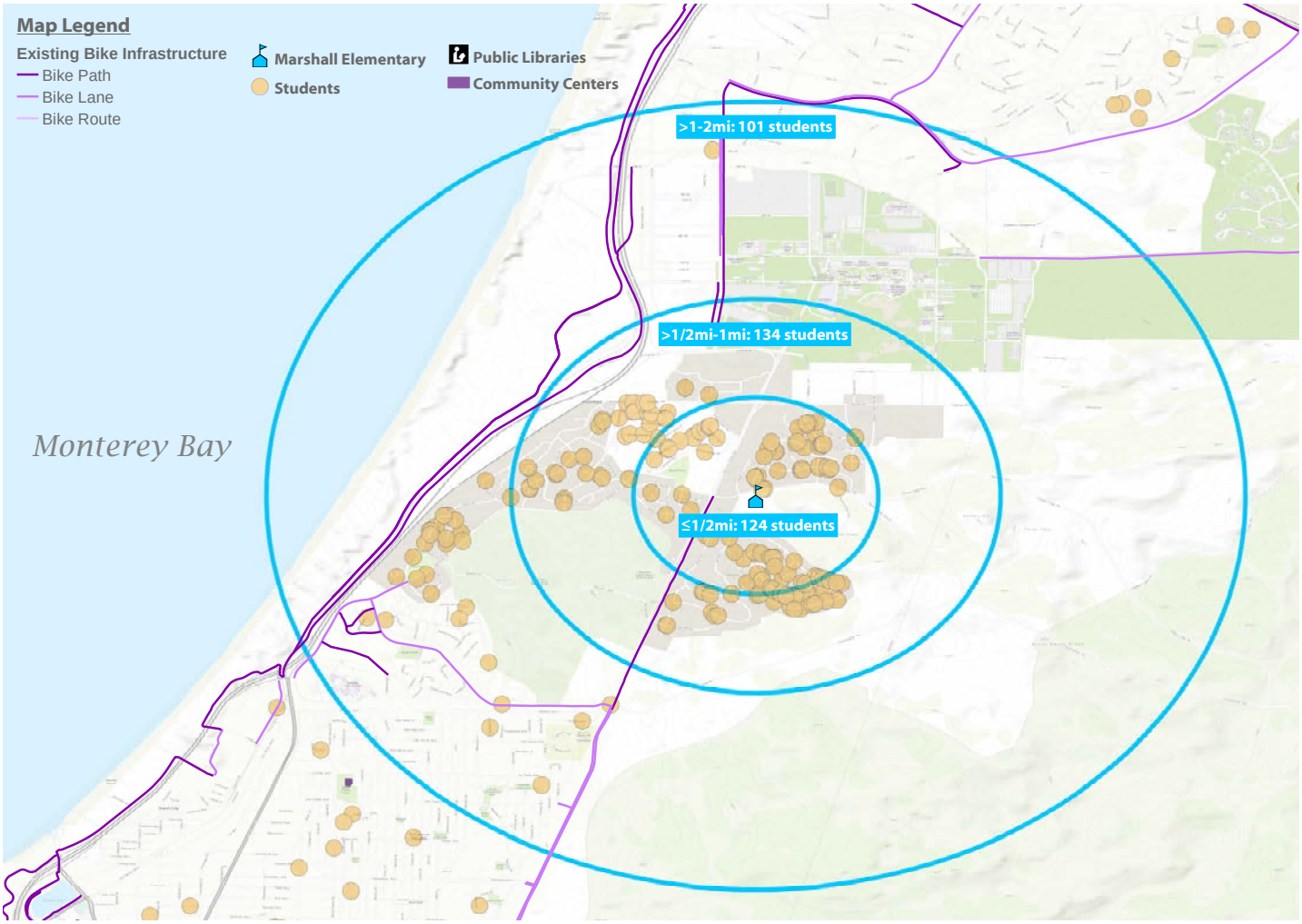
7. Sidewalk on west side of staff parking lot:
Remove bollard blocking sidewalk access.

City of Seaside

Marshall Elementary

Marshall Elementary is located in northern Seaside. About half its students live within one mile of the school, and the remainder come from Marina and central Seaside (see map below).

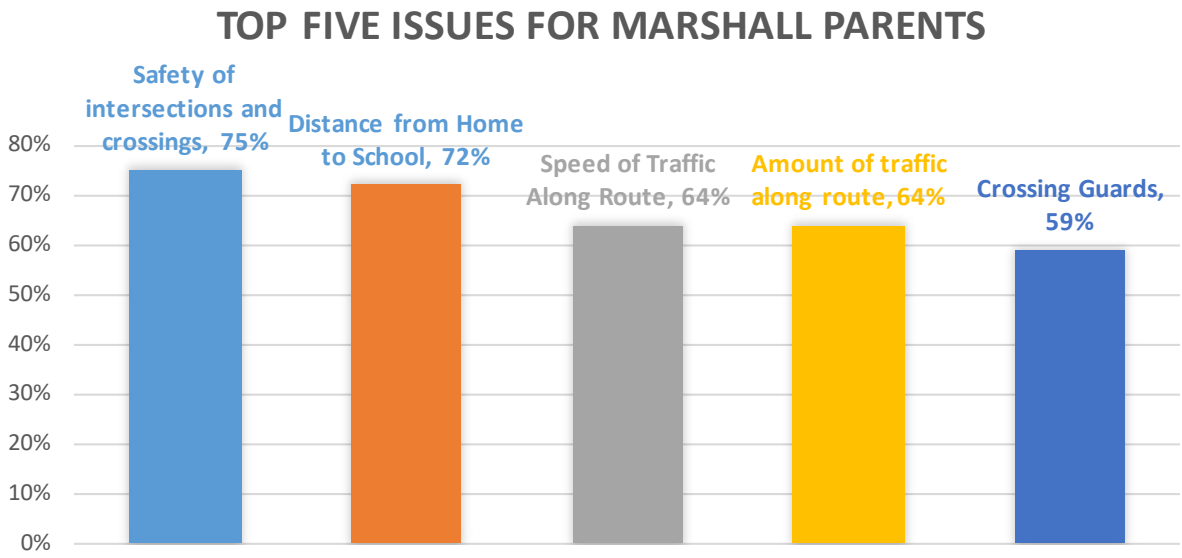
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	519	49.7%	41.2%	28%



Parent Survey

Marshall parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 285 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.









Current Infrastructure Conditions

Motorist Conditions

- Marshall Elementary is located on Normandy Road, a two-lane roadway that is heavily congested before and after school. There is no parking on most of Normandy Road between General Jim Moore Boulevard and the school driveway entrance.
- The intersection of General Jim Moore Boulevard is congested during the drop-off period, particularly the northbound right-turn lane and the southbound left-turn lane.
- Most drop-off takes place in the school parking lot, which has recently been upgraded with the installation of a center sidewalk to allow two lanes of drop-off.
- Some drop-off also occurs on Chapel Drive and in the church parking lot.

Pedestrian Conditions

- There is complete sidewalk on the north side of Normandy Road between General Jim Moore Boulevard and Parker Flats Cut-off Road. On the south side of Normandy Road, there is a sidewalk that is set back from the street between General Jim Moore Boulevard and Chapel Drive. There is no sidewalk on the south side of Normandy Road between Chapel Drive and the school, but there is an informal dirt path that is heavily used by pedestrians.
- There is a sidewalk on the east side of Chapel Drive between Normandy Road and Chapel Road, as well as on the east/south side of Carentan Road between Normandy Road and Nijmegen Road.
- There are high-visibility yellow crosswalks on two legs of the intersection of Normandy Road and Carentan Road in front of the school, and on three legs of the intersection of Normandy Road and General Jim Moore Boulevard.
- There is a high-visibility yellow crosswalk across Chapel Drive at Normandy Road and a transverse crosswalk on Chapel Drive at the Porter Youth Center driveway.
- There is a paved pedestrian pathway connecting Normandy Road and Ardennes Circle. The pavement is damaged in some areas and disappears into sand at the end of the trail.

Bicycling Conditions

- There are no bicycle facilities on Normandy Road or other residential roadways near the school.
- There is a Class I multi-use path on the east side of General Jim Moore Boulevard between Normandy Road and Coe Avenue and Class II bike lanes south of Coe Avenue. There are no bicycle facilities on General Jim Moore Boulevard north of Normandy Road.









Recommended Infrastructure Improvements around Marshall Elementary

The following table lists recommendations for Marshall, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Normandy Road	Missing school signage	Install advance school warning signs as appropriate.	Short
Dirt south of Normandy Road between existing trail and school driveway entrance	Missing sidewalk, no bicycle facilities.	Install trail or pathway.	Long
Normandy Road between school driveway exit and Parker Flats Cut Off Road	Missing sidewalk, no bicycle facilities.	Install trail or pathway on south side of Normandy Road.	Long
School driveway entrance	Cars parked close to intersection block pedestrian visibility.	Install curb extension on western side to prevent parked cars. Consider bus turning radius in design.	Medium
Normandy Road between General Jim Moore Boulevard and school driveway entrance	Sidewalk heavily used by pedestrians and bicyclists, no bicycle facilities on Normandy Road.	Widen sidewalk on north side of Normandy Road to a 10-foot multi-use path.	Medium
Normandy Road between school driveway entrance and Parker Flats Cut Off Road	Speeding traffic, no bicycle facilities.	Install Class III facility. Study the feasibility of bicycle boulevard treatments along the corridor, especially near school.	Medium
General Jim Moore Boulevard at Normandy Road	Missing curb ramp.	Install ramp from trail along General Jim Moore Boulevard onto Normandy Road.	Medium
General Jim Moore Boulevard trail	Path to school for bicyclists is unclear.	Install wayfinding northbound to show access to school.	Short
Normandy Road at Carentan Road	Missing curb ramp.	Install ADA-compliant curb ramp at northwest corner of intersection.	Medium
Normandy Road at Chapel Drive	Heavy traffic congestion makes pedestrians less visible. Missing curb ramps.	Install raised crosswalk and ADA-compliant curb ramps.	Medium

Chapel Drive	Missing sidewalk.	Close sidewalk gaps on west side between church driveway and Normandy Road.	Long
Chapel Road at Chapel Drive	Missing curb ramps, no marked crosswalk.	Install ADA-compliant curb ramps and high-visibility crosswalk across Chapel Road.	Medium
General Jim Moore Boulevard at Normandy Road	Heavy pedestrian, bicycle and vehicle traffic through the intersection. Conflicts between people walking and biking and turning vehicles.	Install protected intersection with leading pedestrian intervals. Install sign indicating that cyclists should use pedestrian signal phase.	Long
Ardennes Circle at end of school pathway	Crosswalk is non-standard.	Upgrade crosswalk to standard high-visibility.	Short
Path from Ardennes Circle to Normandy Road	Path is in poor condition.	Repave trail.	Medium
General	Heavy traffic congestion. Drivers cross double yellow line to pass school queue.	Initiate larger discussion of traffic and enforcement issues around Marshall campus.	Short

George Marshall Elementary School SRTS Recommendations Map



Recommendations

1. Dirt south of Normandy Road between existing trail and school driveway entrance:
   Install trail/pathway.

2. Normandy Road between school driveway exit and Parker Flats Cut Off:
   Install trail/pathway on south side of Normandy Road.

3. School driveway entrance:
   Install curb extension on western side to prevent parked cars.

4. Normandy Road between General Jim Moore Boulevard and school driveway entrance:
   Widen sidewalk on north side of Normandy Road to 10' multi-use path.

5. Normandy Road between school driveway entrance and Parker Flats Cut Off Road:
   Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school.

6. General Jim Moore Boulevard at Normandy Road:
   Install ramp from trail along General Jim Moore Boulevard onto Normandy Road.

7. General Jim Moore Boulevard trail:
   Install wayfinding northbound to show access to school.

8. Normandy Road at Carentan Road:
   Install ADA-compliant curb ramp at northwest corner of intersection.

9. Normandy Road at Chapel Drive:
   Install raised crosswalk and ADA-compliant curb ramps.

10. Chapel Drive:
    Close sidewalk gaps on west side between church driveway and Normandy Road.

11. Chapel Road at Chapel Drive:
    Install ADA-compliant curb ramps and high-visibility crosswalk across Chapel Road.

12. General Jim Moore Boulevard at Normandy Road:
    Install protected intersection with leading pedestrian intervals. Install sign indicating that cyclists should use pedestrian signal phase.

13. Ardennes Circle at end of school pathway:
    Upgrade crosswalk to standard high-visibility.

14. Path from Ardennes Circle to Normandy:
    Repave trail.

15. General:
    Initiate larger discussion on traffic and enforcement issues around Marshall campus.

16. Normandy Road:
    Install Advance school warning signs as appropriate.

N

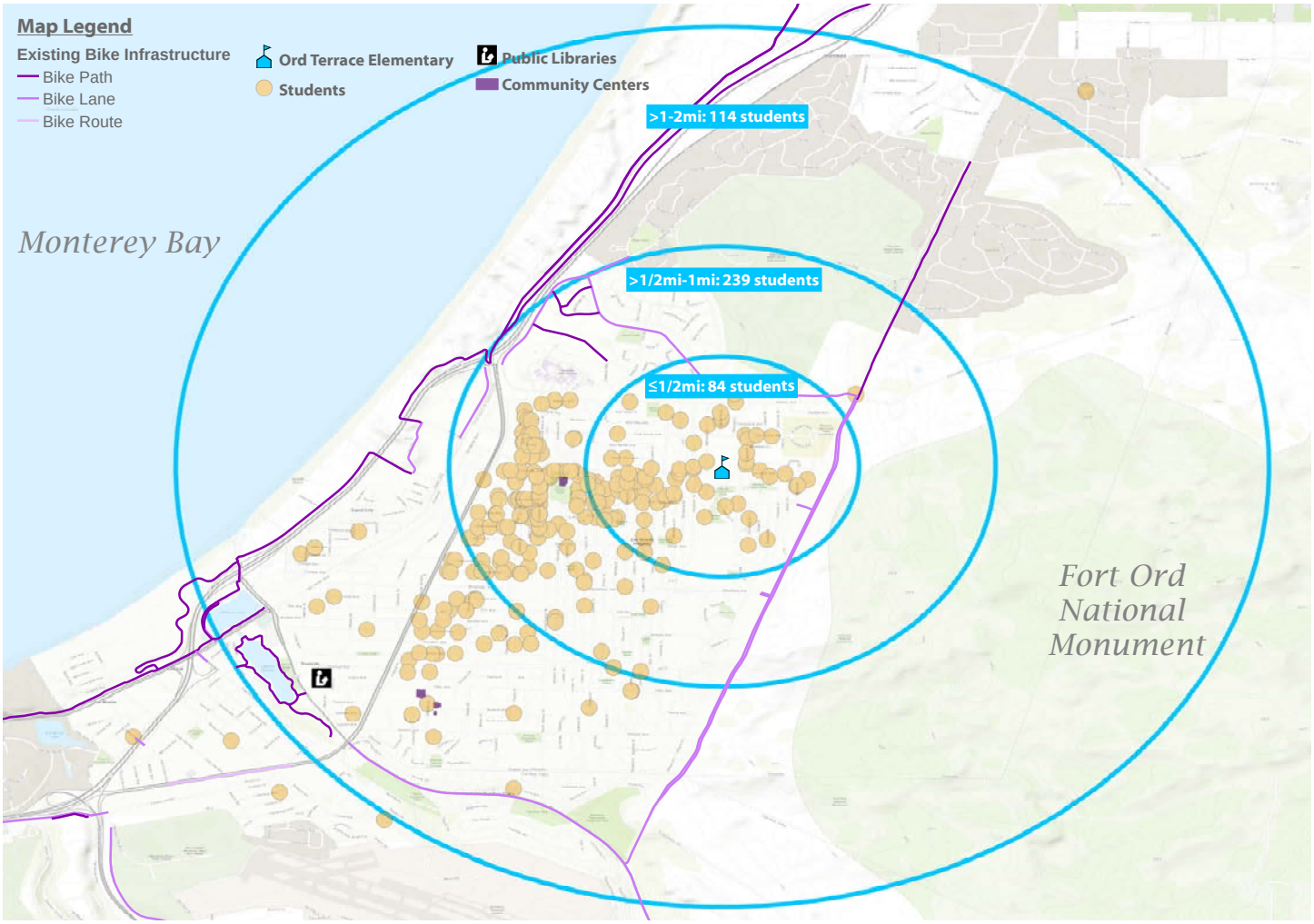
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City of Seaside

Ord Terrace Elementary

Ord Terrace Elementary is located at the northeastern end of the main residential area of Seaside, between Ord Grove Avenue and LaSalle Avenue. It draws students from the surrounding neighborhood and throughout Seaside (see map below).

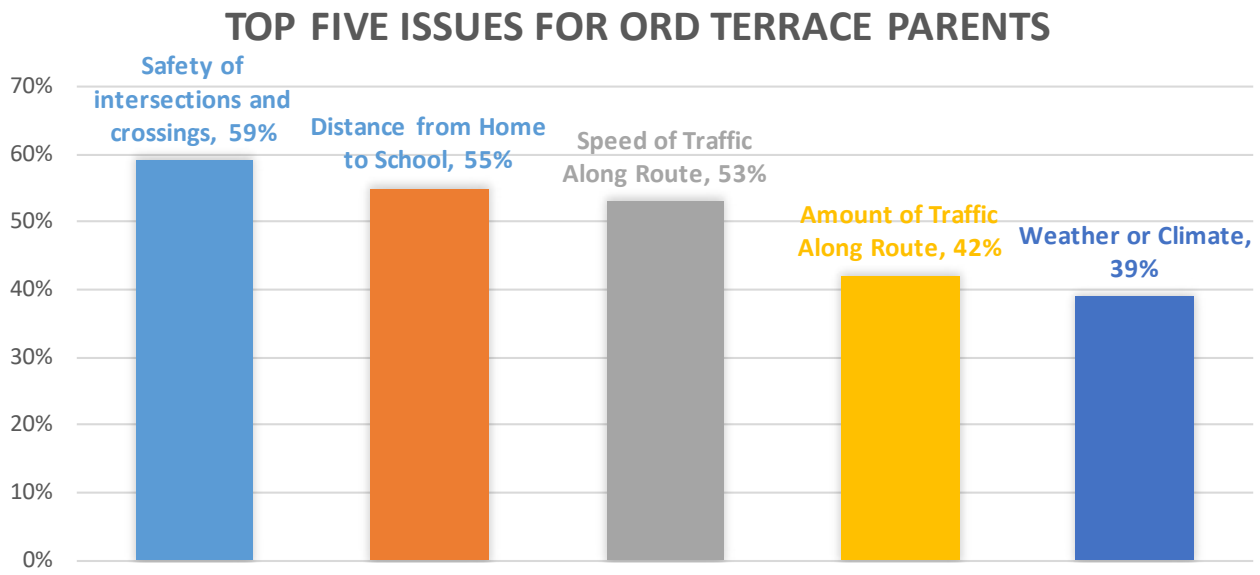
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	487	65.9%	92.8%	23%



Parent Survey

Ord Terrace parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 174 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.









Current Infrastructure Conditions

Motorist Conditions

- Ord Terrace is located on LaSalle Avenue, which is a residential two-lane roadway. La Salle Avenue is congested before and after school.
- The school is located at the crest of a hill, and visibility is limited for drivers traveling east toward the school.
- There is no school drop-off loop at Ord Terrace, and student drop-off is not allowed in the two parking lots, which are reserved for staff parking. There is angled parking in front of the school, which is designated for short-term parent parking, and a drop-off lane with a painted white curb along the school frontage.
- Student drop-off takes place along the school frontage and on LaSalle Avenue, as well as on Mariposa Avenue, Lindberg Court, and other streets near the school. The school places cones along the centerline of LaSalle Avenue to discourage U-turns.
- There is a loading zone on Ord Grove Avenue adjacent to the back entrance to the school campus.

Pedestrian Conditions

- There are continuous sidewalks on LaSalle Avenue, Ord Grove Avenue, and other roadways near the school. There is a sidewalk gap on Mariposa Street at LaSalle Avenue.
- There are high-visibility yellow crosswalks on all legs of the intersection of LaSalle Avenue and Yosemite Street, across Mariposa Street at LaSalle Avenue, across LaSalle Avenue at Lindberg Court, across both legs of Lincoln Street, and across LaSalle Avenue at Lincoln Street. In back of the campus, there are high-visibility yellow crosswalks on two legs of the intersection of Ord Grove Avenue and Lincoln Street, on two legs of the intersection of Ord Grove Avenue and Buchanan Street, and across Ord Grove Avenue at Mariposa Street and Yosemite Street. Crosswalks are faded in some locations.
- The crosswalk across LaSalle Avenue at Lindberg Court is controlled by a crossing guard. Students participating in the AAA Safety Patrol program help to direct pedestrian traffic at the intersection of Ord Grove Avenue and Buchanan Street.
- There are paths through Lincoln Cunningham Park and Soliz Park that provide off-street routes to school. Many of these paths are in poor condition.
- There are stairs that provide an alternative entrance to campus from Ord Grove Avenue. There is not an ADA-accessible entrance at this location.

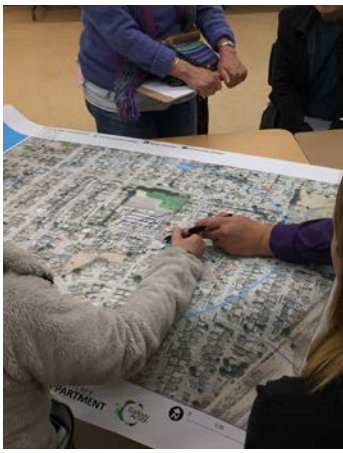
Bicycling Conditions

- There are no bicycle facilities on LaSalle Avenue, Ord Grove Avenue, or other residential roadways near the school. The nearest bicycle facilities are Class II bike lanes on General Jim Moore Boulevard.









Recommended Infrastructure Improvements around Ord Terrace Elementary

The following table lists recommendations for Ord Terrace, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
La Salle Avenue at Lindberg Court	Heavy traffic congestion near school and low pedestrian visibility. Drivers frequently make U-turns after dropping off students.	Install curb extensions on both ends of crosswalk and southeastern corner. Add high visibility crosswalk on Lindberg Court. Reconfigure crosswalk on LaSalle as an offset crosswalk. Install a median on either side of Lindberg Court, to east and west of school driveway entrances, to serve as a pedestrian refuge island at the crosswalk.	Medium
Diagonal parking spaces on La Salle Avenue in front of school	Angled parking is too wide to accommodate median.	Install wheel stops in parking spaces. Angle parking spaces to 45° to accommodate center median. Move accessible parking onto campus and closer to school entrance.	Short
La Salle Avenue at Lincoln Street (east)	Heavy traffic congestion near school and limited pedestrian visibility. Pedestrians should be directed to cross at Lindberg Court, which has a crossing guard and is recommended for safety improvements.	Remove crosswalk on La Salle and restripe crosswalk on Lincoln. Install curb extensions on both legs of crosswalk.	Medium
Western school driveway (east side of driveway)	School driveway is wide and has no marked crosswalk.	Install curb extension to roadway drain in order to narrow entrance/exit. Consider delivery truck turning radius in design. Install high-visibility crosswalk on school driveway.	Medium
Loading zone on La Salle Avenue	Drivers frequently make U-turns after dropping off students. A wider sidewalk limits space for U-turns.	Widen sidewalk on north side between Lincoln and western school driveway. Add signage and striping in roadway to demarcate loading zone.	Medium
Lincoln Street at Ord Grove Avenue	Low pedestrian visibility.	Install curb extensions on all crosswalk legs. Design southwest corner to accommodate driveway.	Medium
Ord Grove Avenue at Buchanan Street	Low pedestrian visibility.	Install curb extensions on all crosswalk legs.	Medium
Ord Grove Avenue in loading zone near Buchanan Street	Missing school signage.	Install loading zone (R25C(CA)) signs.	Short

Yosemite Street at La Salle Avenue	Crosswalks faded. Difficult for drivers turning left from Yosemite Street to LaSalle Avenue to see pedestrians waiting to cross.	Update high-visibility crosswalks. Install curb extension on southeast corner. Update stop bars and stop legends. Install new curb ramps at northern corners.	Medium
Mariposa Street at LaSalle Avenue	Missing sidewalk.	Fill sidewalk gaps.	Medium
–	–	See citywide recommendations for La Salle Avenue, Ord Grove Avenue, Yosemite Street.	–

Ord Terrace Elementary School SRTS Recommendations Map



Recommendations

1. Diagonal parking spaces on La Salle Avenue in front of school:
Install wheel stops in parking spaces. Angle parking spaces at 45 degrees to accommodate center median. Move accessible parking onto campus closer to school entrance.

2. La Salle Avenue at Lindberg Court:
Install curb extensions on both ends of crosswalk and southeastern corner. Add high visibility crosswalk across Lindberg Court. Reconfigure crosswalk across LaSalle as offset crosswalk. Install median on either side of Lindberg Court to east/west of school driveway entrances, with median serving as pedestrian refuge island at crosswalk.

3. La Salle Avenue at Lincoln Street (east):
Install curb extensions on both legs of crosswalk. Remove crosswalk across La Salle and restripe crosswalk across Lincoln.

4. Western school driveway (east side of driveway):
Install curb extension to roadway drain in order to narrow entrance/exit. Install high visibility crosswalk across school driveway.

5. Loading zone on La Salle Avenue:
Widen sidewalk on north side between Lincoln and western school driveway. Add striping in roadway to demarcate loading zone.

6. Lincoln Street at Ord Grove Avenue:
Install curb extensions on all crosswalk legs. Design southwest corner to accommodate driveway.

7. Ord Grove Avenue at Buchanan Street:
Install curb extensions on all crosswalk legs.

8. Ord Grove Avenue in loading zone near Buchanan Street:
Install loading zone (R25C(CA)) signs.

9. Yosemite Street at La Salle Avenue:
Update high visibility crosswalks. Install curb extension on southeast corner. Update STOP bars/STOP legends. Install new curb ramps at northern corners.

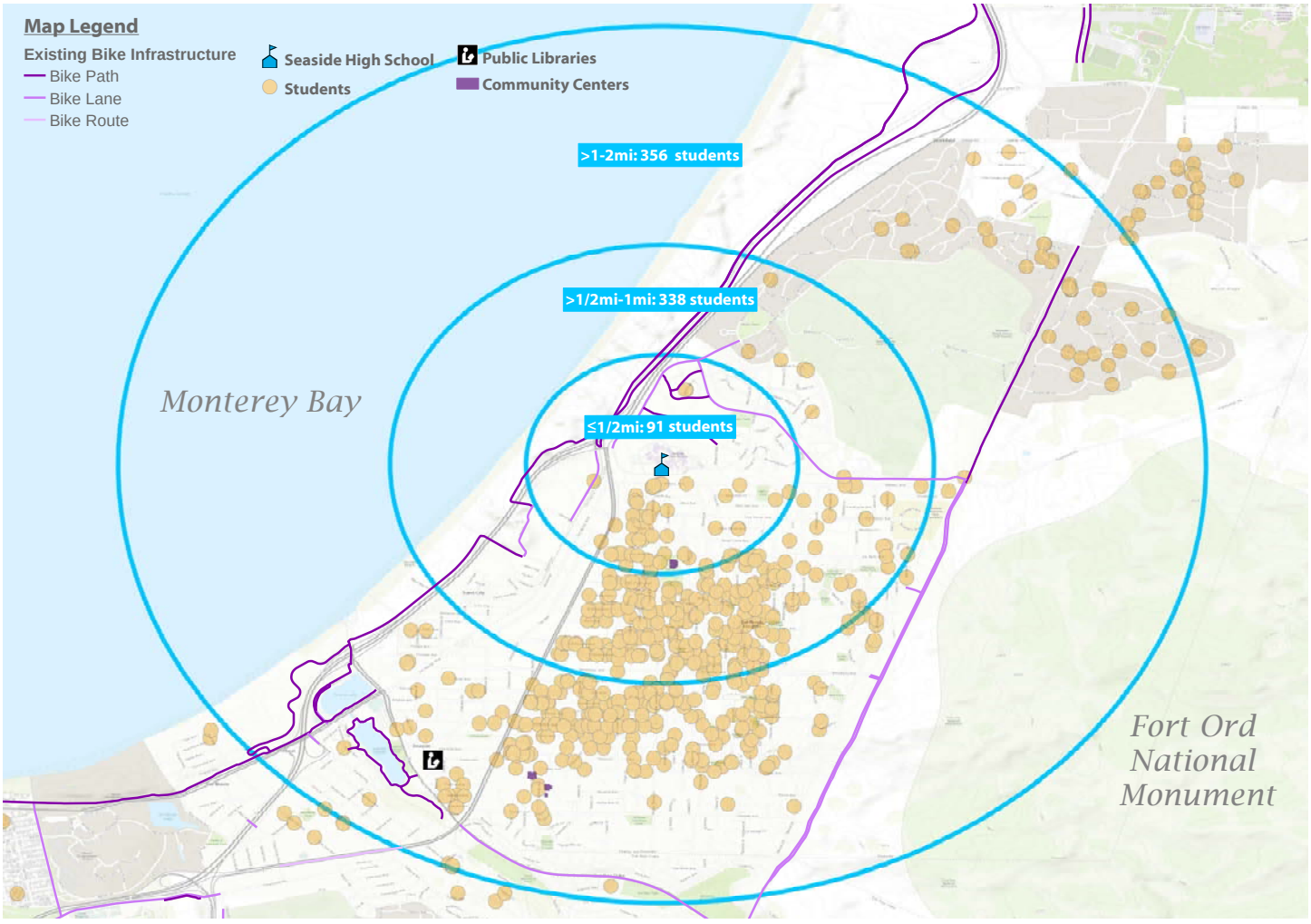
10. Mariposa Street at LaSalle Avenue:
Fill sidewalk gaps.

City of Seaside

Seaside High

Seaside High is located at the northwestern end of the main residential area of Seaside, near Fremont Boulevard and Highway 1. Its students come from throughout Seaside and Del Rey Oaks (see map below).

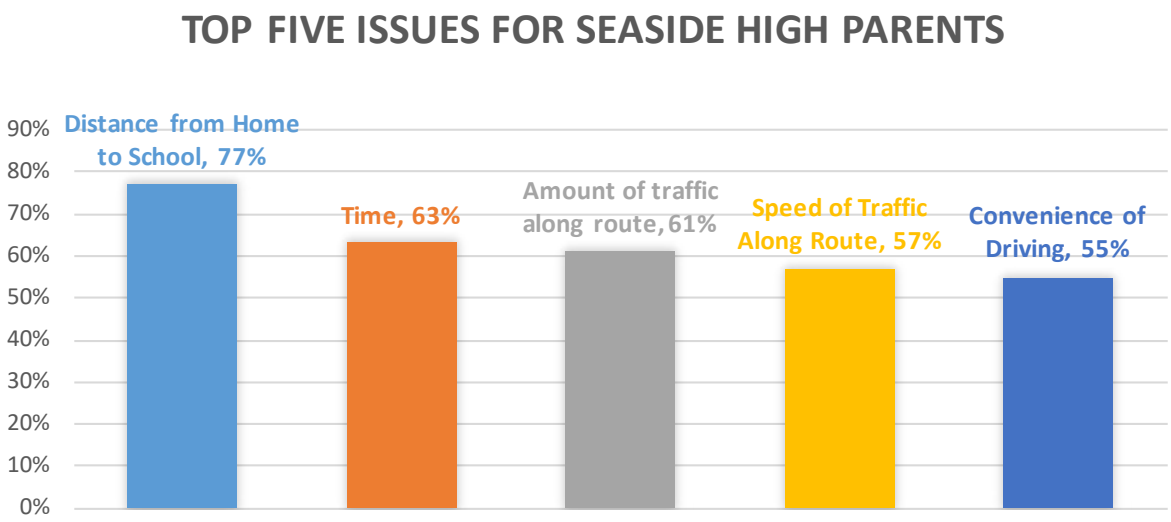
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
9–12	1,121	38.3%	68.7%	30%

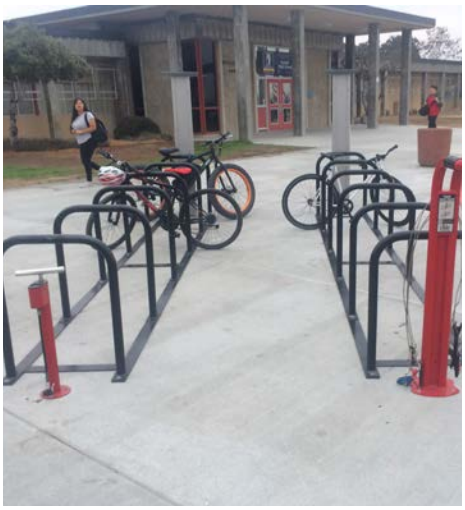


Parent Survey

Seaside High parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 164 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.









Current Infrastructure Conditions

Motorist Conditions

- There are two roadway entrances to Seaside High, one from Noche Buena Street and one from Ord Avenue, off Monterey Road.
- There is a gate at the intersection of Ord Avenue and Noche Buena Street that prevents drivers from turning left from Noche Buena onto Ord. There is a road around the perimeter of the school that provides a connection between Ord Avenue and Noche Buena Street.
- Noche Buena Street and Military Avenue are extremely congested before school. School traffic from both Seaside High and Seaside Middle combine with commuter traffic on Military Avenue.
- There are two drop-off loops on the Seaside High campus, one to the west closer to Noche Buena Street and one to the east.
- The student parking lot is accessible from Ord Avenue. The intersection of Ord Avenue, Monterey Road, Fremont Boulevard, and Highway 1 is very congested before school.

Pedestrian Conditions

- There are complete sidewalks on Noche Buena Street, Military Avenue, and other residential roadways near the school. In some locations, sidewalks are obstructed by vegetation or parked cars.
- There are high-visibility yellow crosswalks on all legs of the intersection of Noche Buena Street at San Pablo Avenue, LaSalle Avenue, and Ord Grove Avenue. There are also high-visibility yellow crosswalks on two legs of the intersection of Noche Buena Street and Playa Avenue, across La Jolla Avenue at Noche Buena Street, and across both legs of Military Avenue at Noche Buena Street.
- There is a high-visibility crosswalk on the school campus on the western leg of the intersection of Ord Avenue and Noche Buena Street.
- There is an informal dirt pathway on the east side of Fremont Boulevard between Military Avenue and Monterey Road, and on Monterey Road between Fremont Boulevard and Ord Avenue.
- There are transverse crosswalks on the southern legs of the intersections of Monterey Road with California Avenue and Fremont Boulevard. These are large intersections with long crossing distances.









- There is a high-visibility yellow crosswalk across Ord Avenue at Monterey Road. The crosswalk is set back from the intersection and connects to stairs that lead to the school campus. The path to school from the top of the stairs is unpaved.
- There are no sidewalks on Ord Avenue.
- There are informal dirt paths that connect to the school campus from the north.

Bicycling Conditions

- There are no bicycle facilities on Noche Buena Street, Ord Avenue, or other residential roadways near the school. The nearest bicycle facilities are Class II bike lanes on Monterey Road between Fremont Boulevard and Buna Road, and on California Avenue between Playa Avenue and Monterey Road.



Recommended Infrastructure Improvements around Seaside High

The following table lists recommendations for Seaside High, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Highway 1/Monterey Road/Fremont Boulevard	Difficult intersection for pedestrians, with long crossing distances, long wait times, and missing sidewalk.	Study opportunities for bicycle and pedestrian improvements in a future regional intersection project, including high-visibility yellow crosswalks, curb extensions to shorten crossing distances on Fremont Boulevard, leading pedestrian intervals, offset crosswalks, school signage, pedestrian path on south side of intersection, pedestrian median islands, and narrowed lanes.	Long
General	Missing school signage.	Install advance school warning signs as appropriate.	Short
Ord Avenue stairs onto school	Students use dirt path to reach campus. No ADA-accessible ramp.	Formalize path from top of stairs onto campus. Install ADA-accessible ramp next to stairway.	Medium
Ord Avenue at Monterey Road	Missing sidewalk. Crosswalk is set back from intersection. No pedestrian landing on east side of Ord Avenue.	Install sidewalk on south side of Monterey Road between Ord Avenue and Fremont Boulevard. Move crosswalk across Ord Avenue to intersection. Install landing on east side of Ord Avenue between new crosswalk and stairs. Install curb extension on west side of crosswalk.	Long
Ord Avenue at Noche Buena Street	Traffic is congested entering the school. No sidewalk on east side of street; students currently cross Noche Buena mid-block to reach sidewalk on west side.	Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Avenue.	Long
Ord Avenue on school campus	No safe path for students entering campus from the east. Traffic complicated by the presence of two drop-off loops.	Install raised crosswalk and stop/yield signs east of the first school drop-off loop. Allow bus access only to eastern drop-off loop, and restrict parent entry. Install sidewalk on south side of Ord Avenue between Noche Buena and new crosswalk. Formalize path from north side of Ord Avenue into campus.	Long

Noche Buena Street at Military Avenue	Low pedestrian visibility.	Install curb extensions on all corners to shorten crossing distance over Military Avenue.	Medium
Ord Grove Avenue at Noche Buena Street	Low pedestrian visibility.	Install curb extensions on all corners to shorten crossing distance over Ord Grove Avenue.	Medium
Noche Buena Street at La Salle Avenue	Low pedestrian visibility.	Install curb extensions on all corners.	Medium
Fremont Boulevard between Monterey Road and Military Avenue	Dirt pathway, no sidewalk.	Formalize path to Class I facility between Military Avenue and Monterey Road.	Medium
–	–	See citywide recommendations for Military Avenue, Noche Buena Street, and Ord Grove Avenue.	–

Seaside High School SRTS Recommendations Map



Recommendations

1. Highway 1/Monterey Road/Fremont Boulevard:
Study opportunities for bicycle and pedestrian improvements in future regional intersection project, including: high visibility yellow crosswalks, curb extensions to shorten crossing distances on Fremont Boulevard, leading pedestrian intervals, offset crosswalks, school signage, pedestrian pathway on south side of intersection, provide pedestrian median islands, and reduced lane widths.

2. Ord Avenue stairs onto school:
Formalize path from top of stairs onto campus. Install ADA accessible ramp next to stairway.

3. Ord Avenue at Monterey Road:
Install sidewalk on south side of Monterey Road between Ord Avenue and Fremont Boulevard. Move crosswalk across Ord Avenue to intersection. Install landing on east side of Ord Avenue between new crosswalk and stairs. Install curb extension on west side of crosswalk.

4. Ord Avenue at Noche Buena:
Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Ave.

5. Ord Avenue on school campus:
Install raised crosswalk and stop/yield signs east of the first school dropoff loop. Allow bus access only to eastern drop-off loop and restrict parent entry. Install sidewalk on south side of Ord Avenue between Noche Buena and new crosswalk. Formalize pathway from north side of Ord Avenue into campus.

6. Noche Buena at Military Avenue:
Install curb extensions on all corners to shorten crossing distance across Military Avenue.

7. Ord Grove Avenue at Noche Buena Street:
Install curb extensions on all corners to shorten crossing distance across Ord Grove Avenue.

8. Noche Buena Street at La Salle Avenue:
Install curb extensions on all corners.

9. Fremont Boulevard between Monterey Road and Military Avenue:
Formalize path to Class I facility between Military Avenue and Monterey Road.

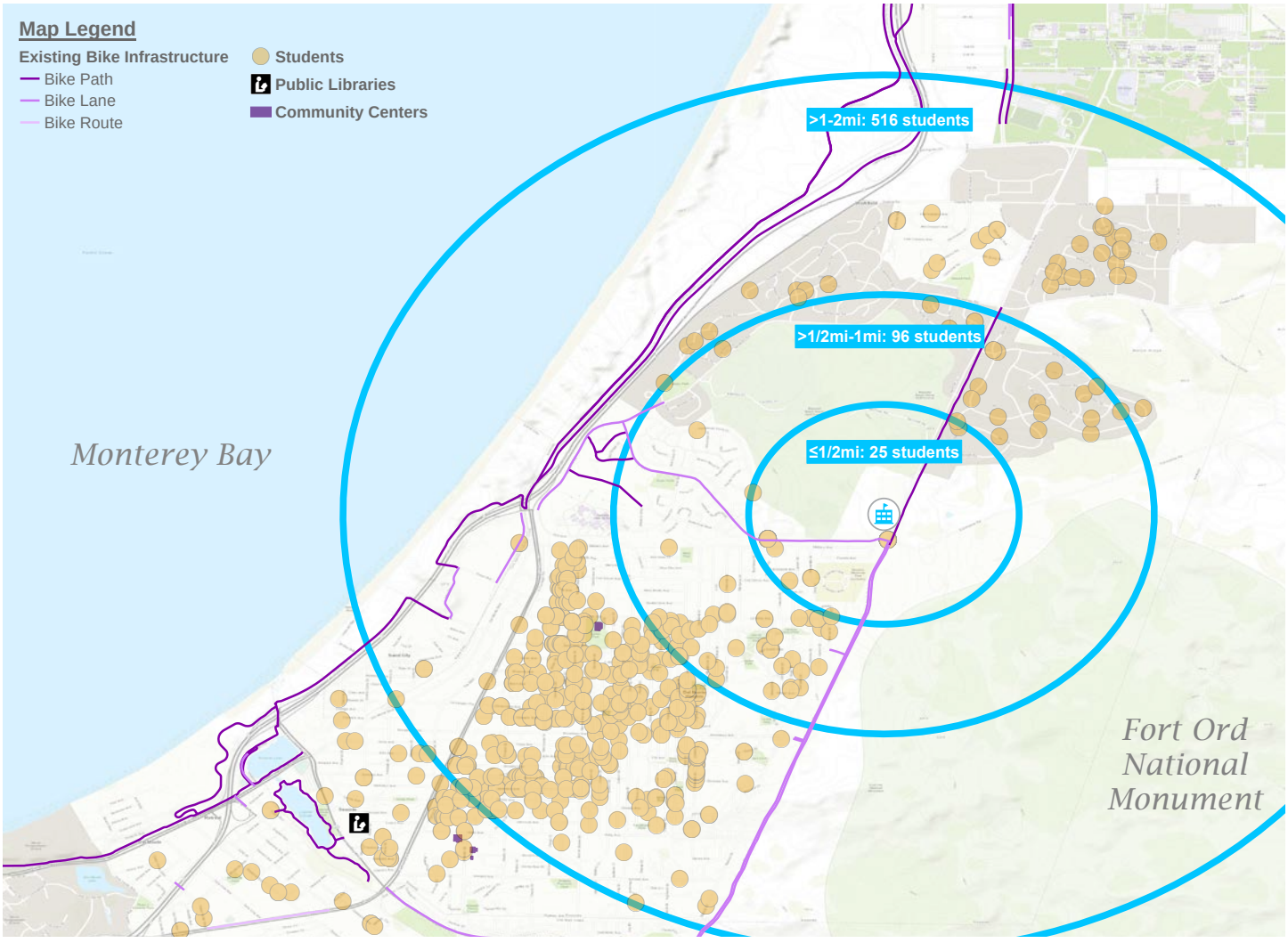
10. Noche Buena Street:
Install Advance school warning signs as appropriate.

City of Seaside

Seaside Middle

Seaside Middle is located at the northeastern end of the main residential area of Seaside and draws students from throughout the city (see map below).

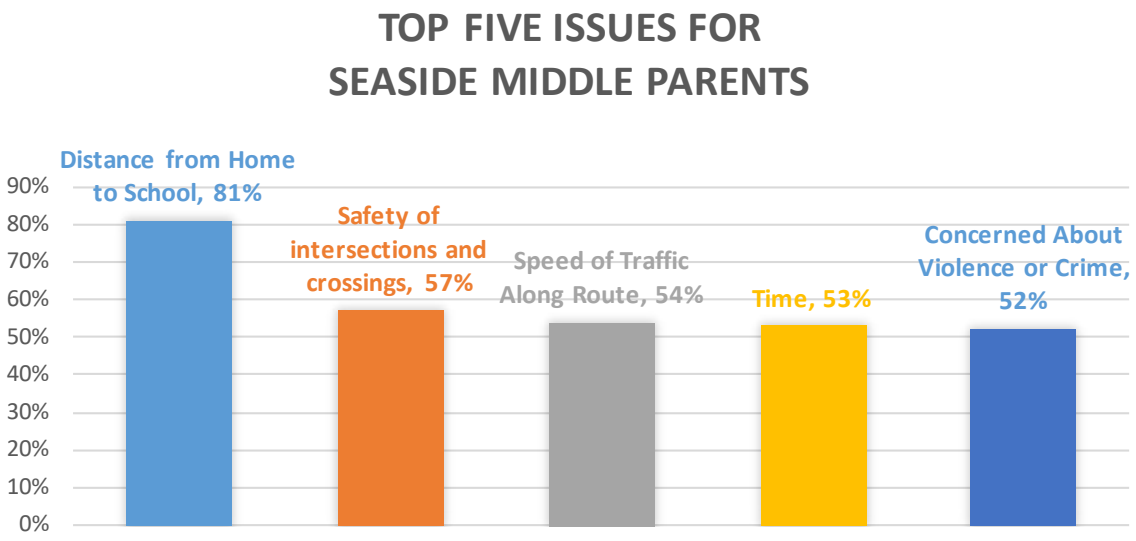
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
6–8	827	25.2%	89.4%	14%



Parent Survey

Seaside Middle parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 188 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.









Current Infrastructure Conditions

Motorist Conditions

- Seaside Middle is located on Coe Avenue and is physically separated from the main residential areas of Seaside. The two options for accessing Seaside Middle School by car are General Jim Moore Boulevard from the east and Coe Avenue/Monterey Road from the west. This configuration leads to heavy school drop-off traffic on Coe Avenue and at the intersection of Coe Avenue and General Jim Moore Boulevard.
- The school drop-off loop is heavily congested before and after school.
- School drop-off also takes place on Military Avenue and Peralta Avenue. There is a gate that blocks vehicle traffic at the end of Peralta Avenue, which connects to the residential areas of Seaside. This area is congested before and after school.
- There is a second school driveway on the west side of campus that is designated for bus drop-off only.

Pedestrian Conditions

- There is continuous sidewalk on the north side of Coe Avenue, and on Military Avenue, Peralta Avenue, and other residential roadways south of the school. There is continuous sidewalk on both sides of General Jim Moore Boulevard near the school.
- There are yellow high-visibility crosswalks across both school driveway entrances and across Coe Avenue at Peralta Avenue.
- Most students live south of the school, and most pedestrians walk to the school through the gate on Peralta Avenue. The crosswalk on Coe Avenue at Peralta Avenue is heavily used by pedestrians.
- There are transverse crosswalks at the intersection of Coe Avenue and General Jim Moore Boulevard.
- There are several informal dirt paths between Coe Avenue and the school that students use to get to school.

Bicycling Conditions

- There are Class II bike lanes on Coe Avenue between General Jim Moore Boulevard and Monterey Road.
- There are Class II bike lanes on General Jim Moore Boulevard between the Seaside city limits and Coe Avenue, and a Class I multi-use path on the east side of General Jim Moore Boulevard between Coe Avenue and Normandy Road.









Recommended Infrastructure Improvements around Seaside Middle

The following table lists recommendations for Seaside Middle, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
South side of school between drop-off driveway and Coe Avenue (approximately 350 feet north of Coe Avenue)	Students use dirt paths to reach campus.	Upgrade informal pathway to Class I multi-use facility.	Medium
School parking lot	Missing curb ramps. Signage does not meet current standards.	Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign to be MUTCD-compliant.	Medium
School campus	Current drop-off loop very congested and inefficient.	Create new roadway adjacent to school buildings to connect school driveway with bus drop-off area and add new drop-off area adjacent to school buildings. Restrict current drop-off loop to bus drop-off and staff parking.	Long
Coe Avenue at General Jim Moore Boulevard	Intersection is inefficient and congested before school.	Study options to install roundabout.	Medium
Coe Avenue at Paralta Avenue	Intersection is inefficient, with drivers unable to cross due to constant stream of pedestrians.	Consider a roundabout. Use crossing guard to control the flow of pedestrian and vehicle traffic.	Long
Coe Avenue at Paralta Avenue	Bollard blocks bicycle and pedestrian access.	Remove bollard to allow for easier bike and pedestrian access.	Short
Coe Avenue between Dahlia Drive and General Jim Moore Boulevard	Cars encroaching in eastbound bike lane as they wait to enter school.	Remove bike lane from south side of road. Install two-way separated bikeway on north side of road.	Long
Military Avenue at western leg of Peralta Avenue	Substantial drop-off traffic on Military Avenue and Peralta Avenue. Conditions are chaotic. Forcing traffic to run in only one direction would make drop-off movements more consistent.	Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.	Medium
Peralta Avenue at Coe Avenue	Drivers drop students off in dead-end portion of Peralta Avenue, which creates hazardous conditions.	Block Peralta Avenue north of Military Avenue. Install landscaped trail that allows for emergency access to Coe Avenue.	Medium
–	–	See citywide recommendations for Military Avenue.	–

Seaside Middle School SRTS Recommendations Map





N

250 ft 500 ft

Recommendations

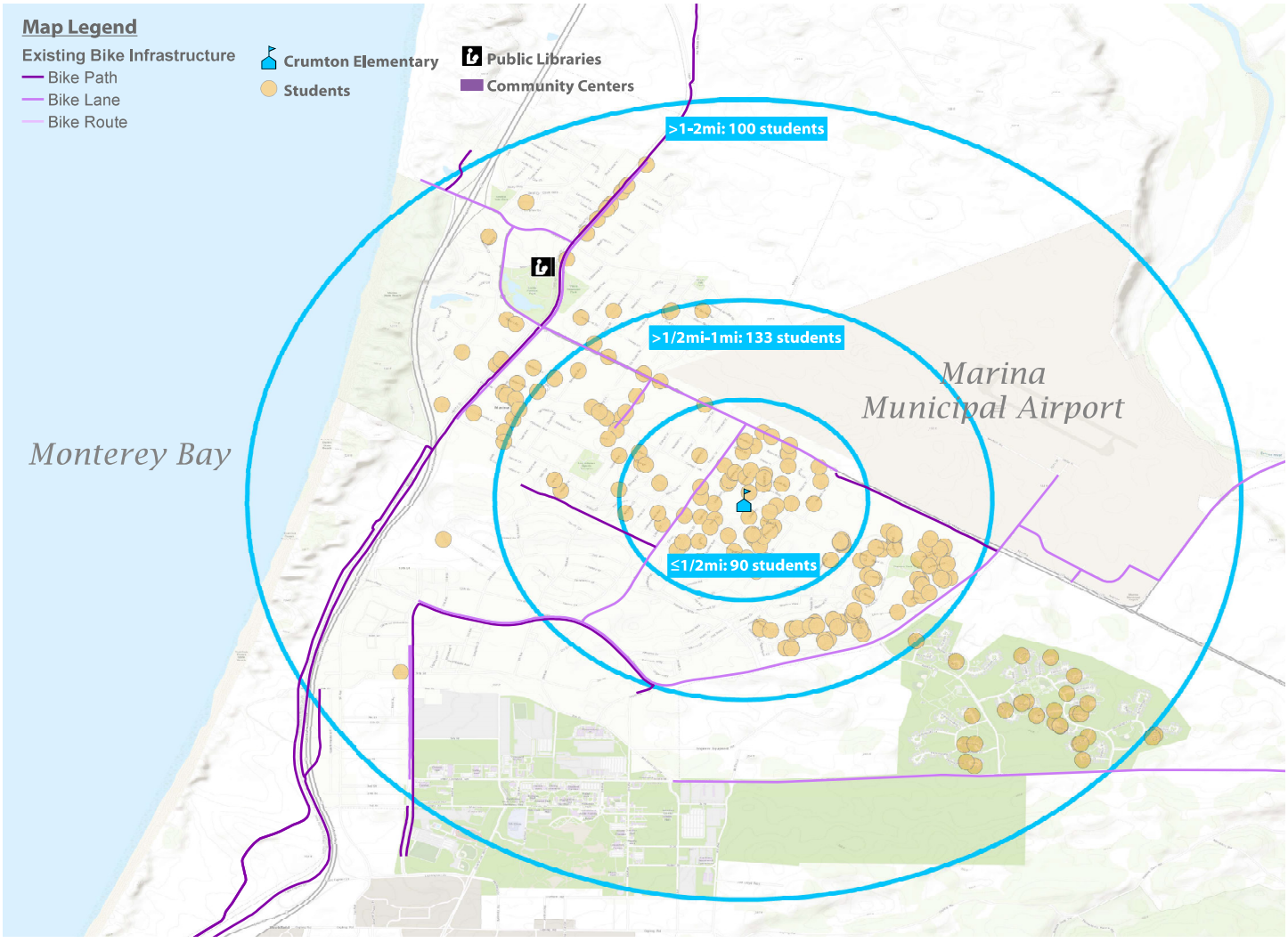
1. South side of school between drop-off driveway and Coe Avenue (approximately 350 feet north of Coe Avenue):
   Upgrade informal pathway to Class I facility.
2. School parking lot:
   Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign to be MUTCD-compliant.
3. School campus:
   Create new roadway adjacent to school buildings to connect school driveway with bus drop-off area, with new drop-off area adjacent to school buildings. Restrict current drop-off loop to bus drop-off and staff parking.
4. Coe Avenue at Paralta Avenue:
   Consider roundabout.
5. Coe Avenue at Paralta Avenue:
   Remove bollard to allow for easier bike/pedestrian access.
6. Coe Avenue between Dahlia Drive and General Jim Moore Boulevard:
   Remove bike lane from south side of road. Install two-way separated bikeway on north side of road.
7. Military Avenue at western leg of Peralta Avenue:
   Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.
8. Peralta at Coe Avenue:
   Block Peralta Avenue north of Military Avenue. Install landscaped trail that allows for emergency access to Coe Avenue.
9. Coe Avenue at General Jim Moore Boulevard:
   Study options to install roundabout.

City of Marina

Crumpton Elementary

Crumpton is located in central Marina and draws most of its students from the surrounding neighborhoods. Some students live east of the campus in Preston Park and in the neighborhood south of Imjin Parkway (see map below).

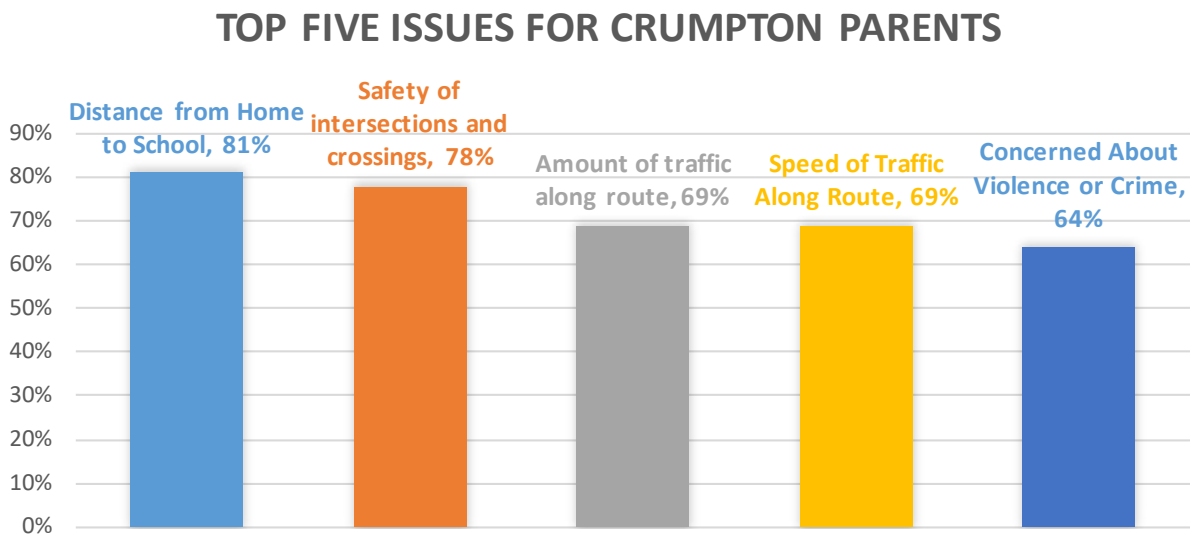
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	444	50.2%	63.3%	12%



Parent Survey

Crumpton parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 181 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.









Current Infrastructure Conditions

Motorist Conditions

- Crumpton Elementary is located on Carmel Avenue, a residential two-lane roadway with parking on both sides of the street.
- There is a small school drop-off loop that is heavily congested before school. A red curb separates the drop-off lane from the parking area.
- There is a larger parking lot on the west side of campus that is designated for staff parking only.
- Left turns out of the school drop-off loop are prohibited.
- The parking area on Carmel Avenue east of the school driveway exit is designated for bus drop-off.

Pedestrian Conditions

- There are continuous sidewalks on both sides of Carmel Avenue between California Avenue and Bayer Street. There are intermittent sidewalk gaps on Carmel Avenue west of California Avenue.
- There are yellow transverse crosswalks on two legs of the intersections of Carmel Avenue and Carmelo Circle and Carmel Avenue and Lynscott Drive.
- There are high-visibility yellow crosswalks on all legs of the intersection of Carmel Avenue and California Avenue.
- There is a pedestrian pathway to the back of campus from Phillips Circle.

Bicycling Conditions

- There are no bicycle facilities on Carmel Avenue or other roads near the school.
- There are Class II bicycle lanes on California Avenue between Reservation Road and Imjin Road.









Recommended Infrastructure Improvements around Crumpton Elementary

The following table lists recommendations for Crumpton, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Carmel Avenue at Lynscott Drive	Speeding on Carmel Avenue. Drivers do not stop for pedestrians waiting to cross.	Install curb extensions on northern corners of intersection. Upgrade crosswalks to high-visibility.	Medium
School drop-off loop entrance	Drivers waiting to enter school loop block traffic through the intersection of Carmel Avenue and Carmelo Circle.	Reconfigure drop-off loop so that entrance aligns with Carmelo Circle intersection. Install ADA-compliant curb ramps at driveway entrance.	Long
School drop-off loop exit	Missing curb ramps. Some drivers enter the loop through the exit driveway.	Install ADA-compliant ramps and "Do not enter" signs at driveway exit.	Medium
Carmel Avenue at California Avenue	Long crossing distances, hotspot for bicycle and pedestrian collisions.	Study options to install roundabout or curb extensions on all corners of intersection. Reduce each leg of intersection to one vehicle lane.	Long
Carmel Avenue at Carmelo Circle	Heavy traffic congestion and low pedestrian visibility.	Install curb extensions on all crosswalk legs. Upgrade crosswalks to high-visibility. Project to be installed in winter 2020.	Short
Carmel Avenue between school drop-off loop entrance and exit	Bushes obstruct drop-off in front of school.	Remove bushes and replace with wider sidewalk to allow for drop-off on street.	Medium
School drop-off loop landscaping	No path for pedestrians from front of school.	Install ADA-compliant pathway from street to ADA crosswalk in drop-off loop. May require removal of handicapped parking spaces; look into relocating those.	Medium
Epiphany Lutheran and Episcopal Church	Heavy traffic congestion near school.	Encourage church as formal drop-off location.	Short
Lynscott Drive between Reservation Road and Carmel Avenue	Secondary route to school.	Study feasibility of Safe Routes to Schools connector treatments.	Medium
Salinas Avenue between Reservation Road and Carmel Avenue	No dedicated bicycle facilities.	Add Class I facility as part of future reconstruction project.	Long
Phillips Circle	Difficult to access path with bike or stroller.	Install accessible ramp at entrance to path to school.	Medium
–	–	See citywide recommendations for Carmel Avenue and California Avenue.	–

Crumpton Elementary School SRTS Recommendations Map



Recommendations

1. Carmel Avenue at Lynscott Drive:
Install curb extensions on northern corners of intersection. Upgrade crosswalks to high visibility.

2. School drop-off loop entrance:
Reconfigure dropoff loop so that entrance aligns with Carmelo Circle intersection. Install ADA-compliant curb ramps at driveway entrance.

3. School drop-off loop exit:
Install ADA-compliant ramps and DO NOT ENTER signs at driveway exit.

4. 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.

5. Carmel Avenue at Carmelo Circle:
Install curb extensions on all crosswalk legs. Upgrade crosswalks to high visibility.

6. Carmel Avenue between school drop-off loop entrance and exit:
Remove bushes and replace with wider sidewalk to allow for drop off on street.

7. 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.

8. Epiphany Lutheran & Episcopal Church:
Encourage church as formal drop-off location.

9. Lynscott Drive between Reservation Road and Carmel Avenue:
Study feasibility of Safe Routes to Schools Connector treatments.

10. Salinas Avenue between Reservation Road and Carmel Avenue:
Add Class I facility as part of future reconstruction project.

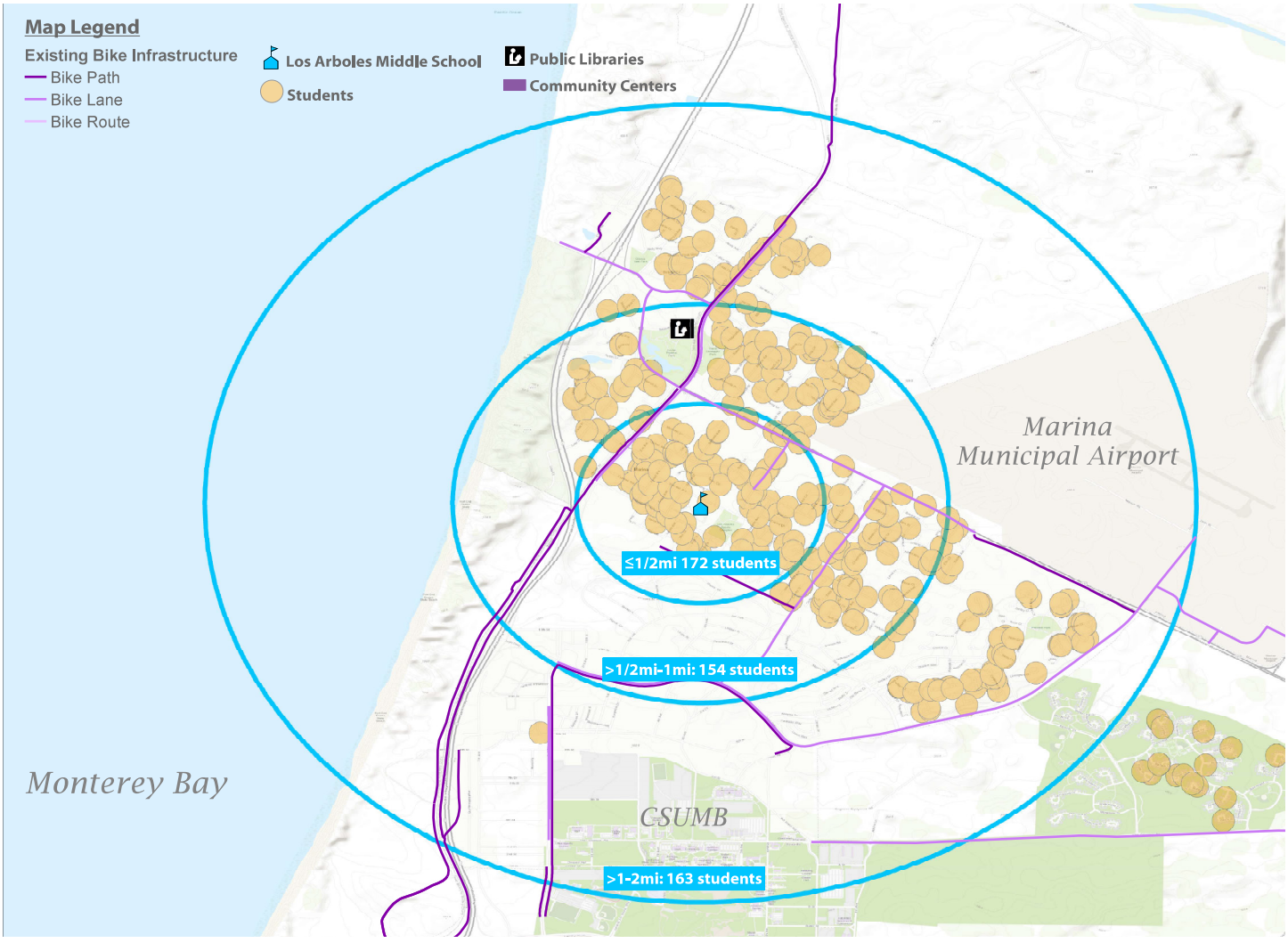
11. Phillips Circle:
Install accessible ramp at entrance to path to school.

City of Marina

Los Arboles Middle

Los Arboles Middle School is located in central Marina. It draws students from throughout the city of Marina, with most of them living within one mile of the school (see map below).

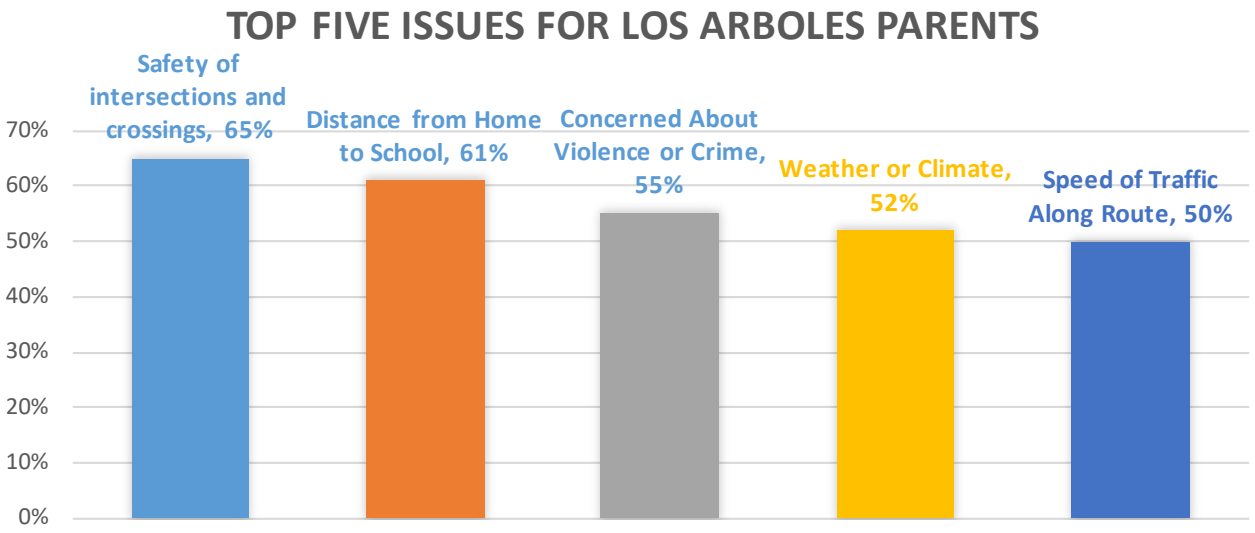
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
6–8	568	57.4%	70.4%	31%



Parent Survey

Los Arboles parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 142 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.





Current Infrastructure Conditions

Motorist Conditions

- Los Arboles is located on Hillcrest Avenue, a two-lane residential roadway with parking on both sides of the street. Hillcrest Avenue is congested before school.
- Los Arboles has a small school parking lot with gates at the entrance and exit. The school policy is to close the gates before school and prohibit parent drop-off in the parking lot.
- Like many schools in Marina and Seaside, the morning sun creates visibility issues for eastbound traffic at certain times of the year.
- There is a church across the street from Los Arboles where drivers frequently drop students off.
- There is a bus drop-off area on Hillcrest Avenue to the west of the school driveway entrance.

Pedestrian Conditions

- There are complete sidewalks on both sides of Hillcrest Avenue. There are areas of missing sidewalk on Reindollar Avenue and Zanetta Drive near the school.
- There are yellow high-visibility crosswalks on all legs of the intersection of Crescent Avenue and Hillcrest Avenue and on two legs of the intersection of Reindollar Avenue and Crescent Street. There are yellow crosswalks on all legs of the intersections of Hillcrest Avenue with Vaughn Avenue and Zanetta Drive, and across Reindollar Avenue at Talcott Avenue and Vaughn Avenue.
- There are two pedestrian pathways to campus from Reindollar Avenue, one paved and one unpaved. The paved pathway is damaged in some places.

Bicycling Conditions

- There are no bicycle facilities on Hillcrest Avenue, Reindollar Avenue, or other roadways near the school.









Recommended Infrastructure Improvements around Los Arboles Middle

The following table lists recommendations for Los Arboles, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Path between campus and Reindollar Avenue	Pathway damaged.	Expand and repair pathway to the west of the tennis courts.	Medium
School driveway exit	Low-visibility crosswalk, missing curb ramp.	Upgrade crosswalk to high visibility. Install ADA-compliant curb ramp on western crosswalk leg.	Medium
School driveway entrance	Low-visibility crosswalk, drivers drop students off outside school gate.	Install curb extensions to shorten crossing distance, and install high-visibility crosswalk. Move gate closer to Hillcrest Avenue to prevent drop-off in driveway.	Medium
Hillcrest Avenue between school driveway entrance and exit	Frequent student drop-off in church parking lot. Students cross street without a marked crosswalk.	Install ADA-compliant and high-visibility raised crossing with RRFB. Install curb extensions on either side of new crosswalk.	Medium
Zanetta Drive at Hillcrest Avenue	Low pedestrian visibility.	Install curb extensions. Upgrade crosswalks to high-visibility.	Medium
Vaughan Avenue at Hillcrest Avenue	Heavy traffic congestion and low pedestrian visibility.	Install curb extensions. Upgrade crosswalks to high-visibility.	Medium
School	Bike parking is not secure.	Upgrade bike racks and move onto campus.	Short
Hillcrest Avenue west of school driveway entrance	Bus drop-off area is longer than needed.	Shorten bus drop-off area to create more space for parent drop-off.	Short
Talcott Avenue at Reindollar Avenue	Limited pedestrian visibility.	Install curb extensions. Upgrade crosswalk to high-visibility.	Medium
Zanetta Drive at Reindollar Avenue	Limited pedestrian visibility.	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	Main route to school.	Study feasibility of Safe Routes to Schools corridor treatments.	Medium
Zanetta Drive between Reindollar Avenue and Hillcrest Avenue	Missing sidewalk.	Fill sidewalk gaps.	Long
–	–	See citywide recommendations for Hillcrest Avenue, Reindollar Avenue, Zanetta Drive and Vaughn Avenue.	–

Los Arboles Middle School SRTS Recommendations Map



Recommended High-Visibility Crosswalk

Recommended Curb Ramps

Recommended Rectangular Rapid Flashing Beacon

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250 ft 500 ft

Recommendations

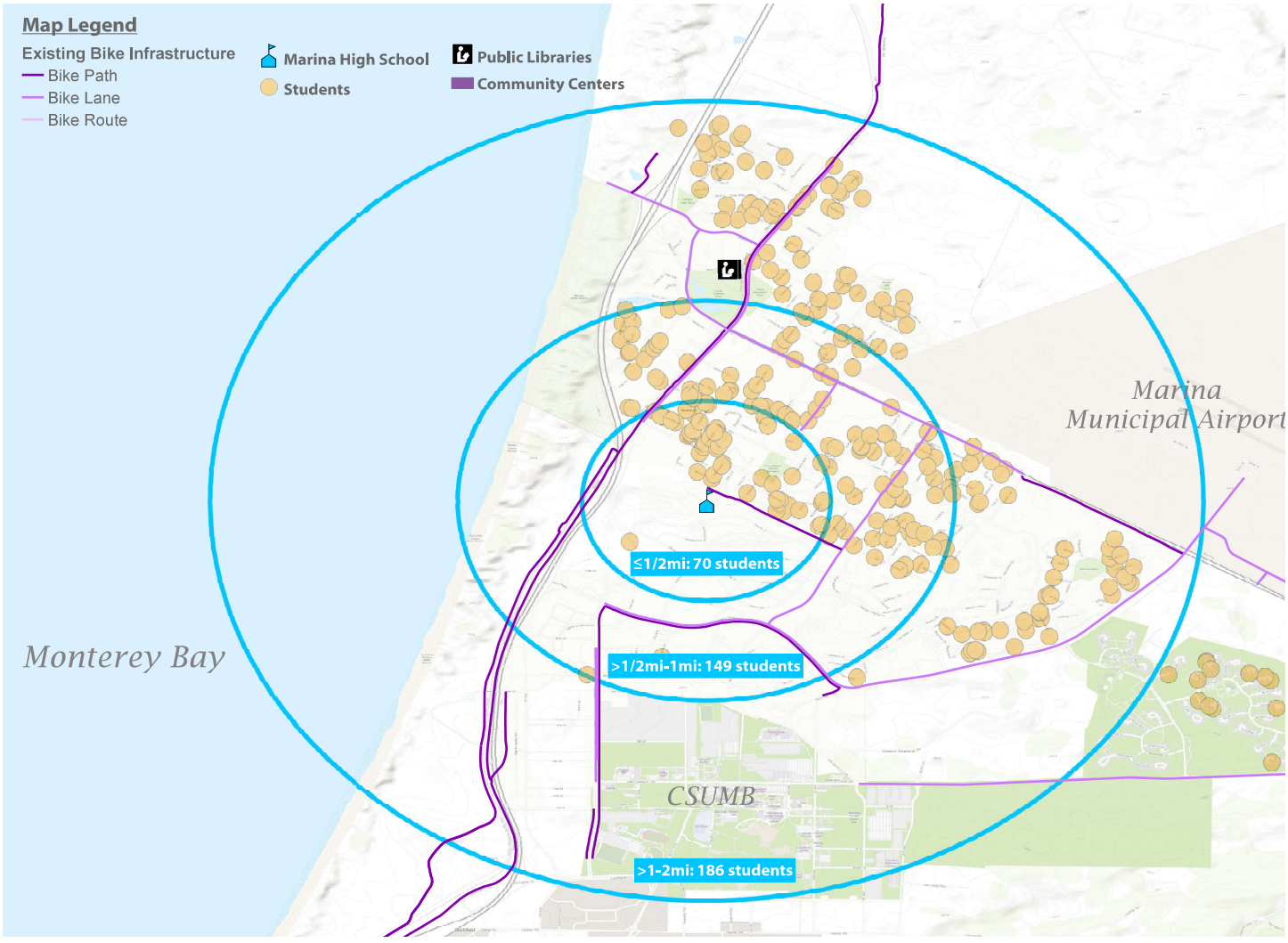
1. Path between campus and Reindollar Avenue:
   Expand and repair pathway to the west of tennis courts.
2. School driveway exit:
   Upgrade crosswalk to high visibility. Install ADA-compliant curb ramp on western crosswalk leg.
3. School driveway entrance:
   Install curb extensions to shorten crossing distance and install high-visibility crosswalk. Move gate closer to Hillcrest to prevent dropoff in driveway.
4. 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.
5. Zanetta Drive at Hillcrest Avenue:
   Install curb extensions. Upgrade crosswalks to high visibility.
6. School:
   Upgrade bike racks and move onto campus.
7. Hillcrest Avenue west of school driveway entrance:
   Shorten bus drop-off area to create more space for parent dropoff.
8. Talcott Avenue at Reindollar Avenue:
   Install curb extensions. Upgrade crosswalk to high visibility.
9. Zanetta Drive at Reindollar Avenue
   Install curb extensions. Install high-visibility crosswalks across Zanetta Drive and at least one across Reindollar Avenue.
10. Vaughan Avenue between Carmel Avenue and Reindollar Avenue:
    Study feasibility of Safe Routes to Schools Corridor treatments.
11. Zanetta between Reindollar and Hillcrest:
    Fill sidewalk gaps.

City of Marina

Marina High

Marina High is located in central Marina and draws students from throughout the city (see map below).

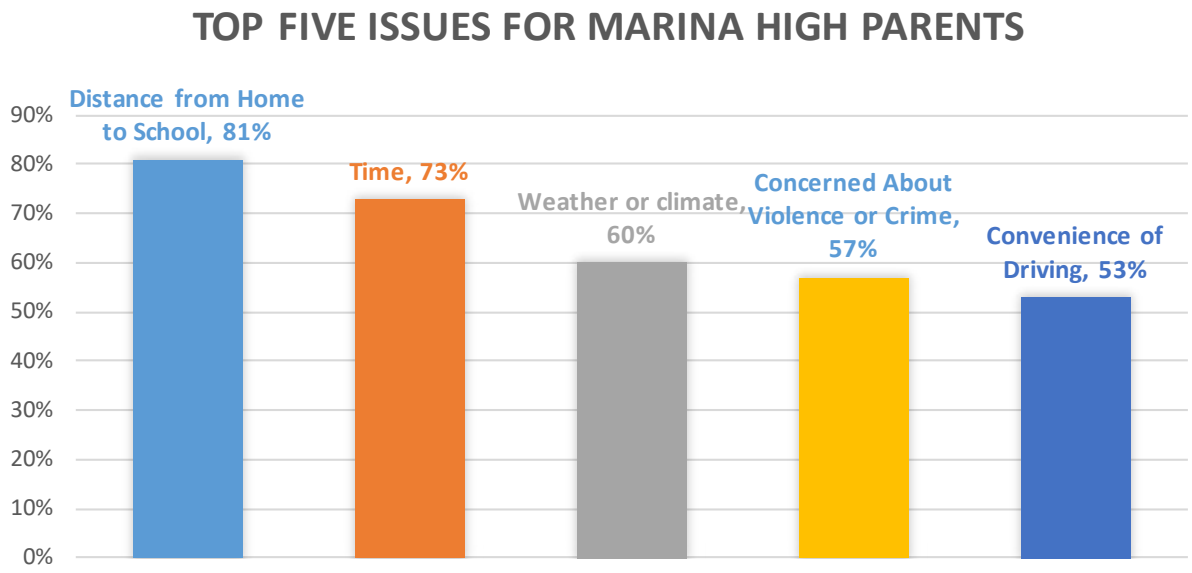
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
9–12	584	37.5%	62.3%	28%



Parent Survey

Marina High parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 235 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.





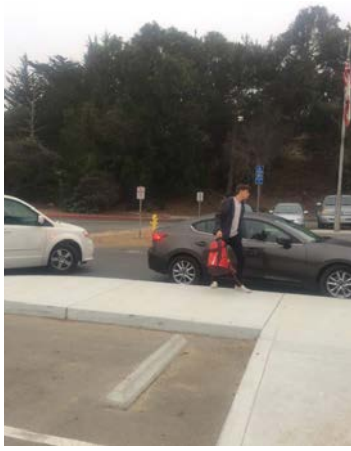




Current Infrastructure Conditions

Motorist Conditions

- Marina High is located on Patton Parkway at the south end of central Marina. Most school traffic comes from the north through Crescent Street and California Avenue. Crescent Street and Patton Parkway are congested before school.
- Since the school audit, the City of Marina has installed all-way stop signs at the intersection of Patton Parkway and Crescent Street, which has reduced congestion on Crescent Street and increased pedestrian safety.
- The school is also accessible from the south via 3rd Avenue and Rendova Road. This route is less used, as fewer students live south of the school.
- There is a small drop-off loop on the school campus. Parents also drop students off next to the preschool that is on the school campus.
- The parking lot at the north end of the campus is designated for student parking.



Pedestrian Conditions

- There is continuous sidewalk on the south side of Patton Parkway and a Class I multi-use path on the north side. There is a small sidewalk gap on the school campus between Patton Parkway and the school.
- There is continuous sidewalk on Crescent Street. There is intermittent sidewalk on Reindollar Avenue, with several sidewalk gaps near the intersection with Crescent Street.
- There are yellow high-visibility crosswalks on two legs of the intersection of Patton Parkway and Crescent Street, which were recently installed by the City of Marina.
- There is a yellow high-visibility crosswalk across Patton Parkway at the school driveway entrance and a yellow transverse crosswalk on the school campus at the entrance to the parking lot.
- There are yellow high-visibility crosswalks on two legs of the intersection of Reindollar Avenue and Crescent Street, and across Reindollar Avenue at Vaughn Avenue.
- There is a pedestrian pathway from Grant Street to Patton Parkway that is currently closed.
- There are continuous sidewalks on both sides of Rendova Avenue and 3rd Avenue. Sidewalks are in poor condition in some locations or obstructed by sand or vegetation.





Bicycling Conditions

- The Class I multi-use path on the north side of Patton Parkway is usable for students walking and biking.
- There are Class II bike lanes on California Avenue between Imjin Parkway and Reservation Road.
- There is a Class I multi-use path and Class II bike lanes on Imjin Parkway between 2nd Avenue and Imjin Road.
- There are no bicycle facilities on residential roadways north of the school.



Recommended Infrastructure Improvements around Marina High

The following table lists recommendations for Marina High, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Reindollar Avenue between Crescent Street and Vaughan Avenue	Missing sidewalk.	Install sidewalk on north side of street.	Long
Reindollar Avenue between Vera Lane and Vaughan Avenue	Missing sidewalk.	Fill sidewalk gaps on south side of the street.	Long
School driveway entrance from Patton Parkway	Low pedestrian visibility.	Convert crosswalk to high visibility.	Short
School parking lot near entrance from Patton Parkway	Missing sidewalk.	Install sidewalk to close gap between crosswalk and existing sidewalk.	Medium
Patton Parkway at Crescent Street	Inefficient intersection, traffic congestion.	Install all-way stop signs. Upgrade crosswalks to high-visibility (installed in 2019).	Short
California Avenue at Marina Heights Drive	No sidewalk on east side of California Avenue, and no marked crosswalk to enable pedestrians to reach sidewalk on west side.	Install high-visibility crossing across California Avenue.	Short
3rd Avenue and Imjin Parkway	Large intersection on the route to school for students in Dunes housing development.	Include high-visibility crosswalks and curb extensions in future signal project.	Medium
Grant Street pathway	Few routes to campus, traffic funneled to Crescent Street.	Open gate to allow access. Install pedestrian lighting along pathway.	Medium
California Avenue at Reindollar Avenue	No marked crosswalk.	Install high-visibility crossing on California Avenue and one leg of Reindollar Avenue. Consider curb extensions to shorten crossing distance.	Medium
Rendova Road	Fencing damaged, debris obstructing sidewalk.	Improve or repair fencing along roadway and keep sidewalks clear of sand and vegetation.	Medium
–	–	See citywide recommendations for Crescent Street/Avenue, California Avenue, Patton Parkway, and Reindollar Avenue.	–

Marina High School SRTS Recommendations Map



Recommendations

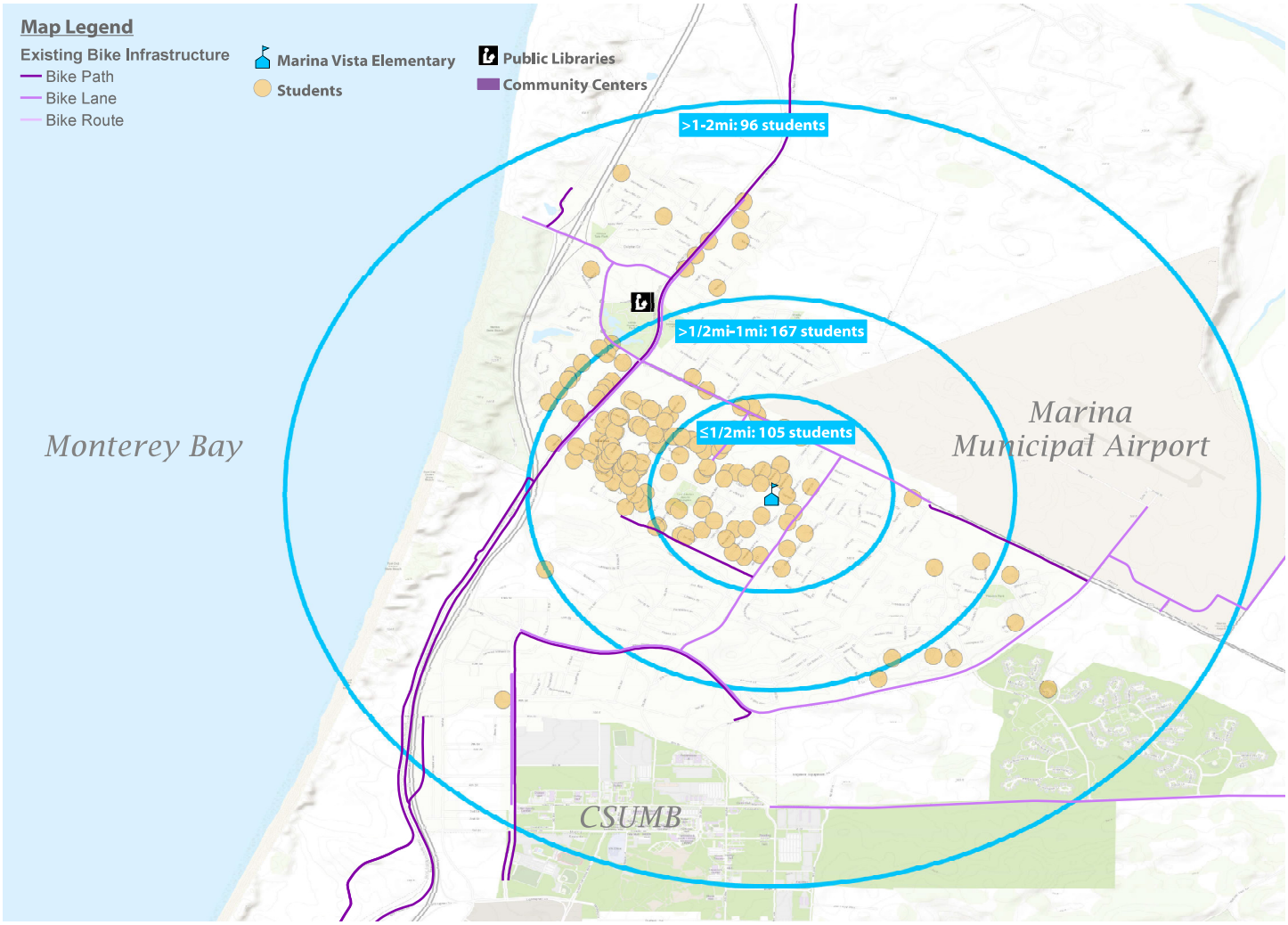
1. Reindollar Avenue between Crescent Street and Vaughan Avenue: Install sidewalk on north side of street.
2. Reindollar Avenue between Vera Lane and Vaughan Avenue: Fill sidewalk gaps on south side of the street.
3. School driveway entrance from Patton Parkway: Convert crosswalk to high visibility.
4. School parking lot near entrance from Patton Parkway: Install sidewalk to close gap between crosswalk and existing sidewalk.
5. Patton Parkway at Crescent Street: Install all-way stop signs. Upgrade crosswalks to high visibility.
6. California Avenue at Marina Heights Drive: Install high-visibility crossing across California.
7. 3rd Street and Imjin Parkway: Include high visibility crosswalks and curb extensions in future signal project.
8. Grant Street pathway: Open gate to allow access. Install pedestrian lighting along pathway.
9. California Avenue at Reindollar Avenue: Install high-visibility crossing across California and one leg of Reindollar. Consider curb extensions to shorten crossing distance.
10. Rendova Road: Improve/repair fencing along roadway and keep sidewalks clear of sand and vegetation.

City of Marina

Marina Vista Elementary

Marina Vista is located in central Marina and draws students from the surrounding neighborhoods. Most students live within one mile of the school (see map below).

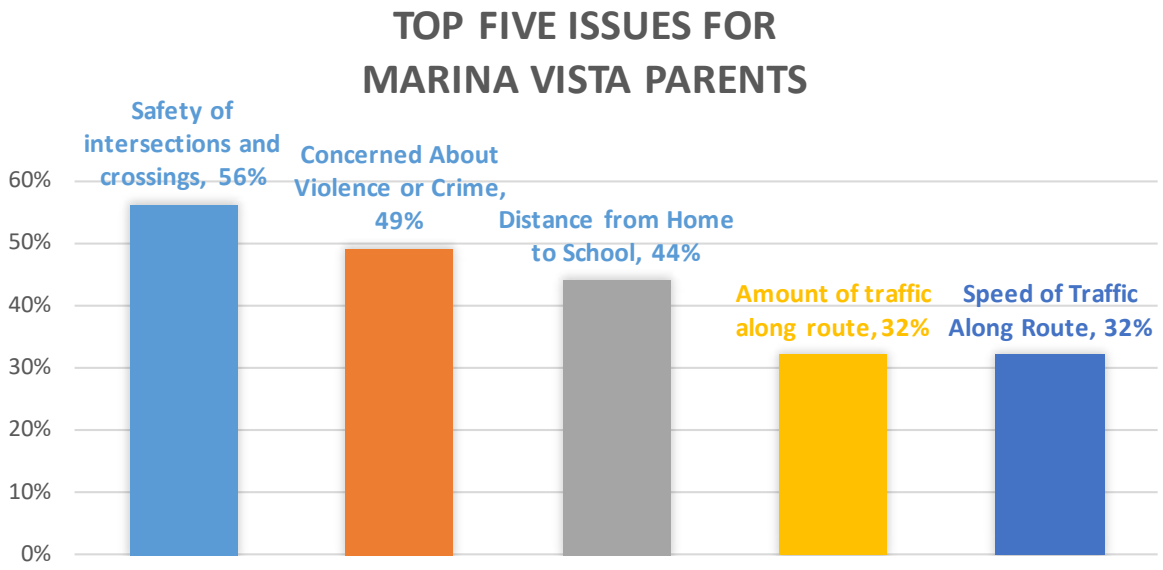
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	448	60.7%	87.8%	32%



Parent Survey

Marina Vista parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 54 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.









Current Infrastructure Conditions

Motorist Conditions

- Marina Vista is located on Carmel Avenue, a two-lane residential roadway with parking on both sides of the street. Carmel Avenue is congested before and after school.
- There is a drop-off loop and visitor parking spaces on the Marina Vista campus. There are several speed bumps within the drop-off loop.
- There is a staff parking lot on the west side of the school campus.
- School bus pick-up and drop-off take place on Carmel Avenue east of the school driveway exit.
- At the intersection of Carmel Avenue and Pleasant Circle, the stop sign for eastbound traffic is located at the school driveway exit rather than at the intersection.

Pedestrian Conditions

- There are intermittent sidewalk gaps on Carmel Avenue west of the school. There is a landscaped median and no sidewalk adjacent to the school parking lot.
- There are yellow crosswalks on all legs of the intersections of Carmel Avenue and Everett Circle, Pleasant Circle, and California Avenue. There are high-visibility yellow crosswalks across Redwood Circle and Redwood Drive at Carmel Avenue.
- There is a pedestrian ramp from Carmel Avenue into the school parking lot on the west side of campus. The ramp is steep and in poor condition, and there is no sidewalk in the school parking lot to connect the ramp to the front of school.
- There are missing curb ramps at many of the intersections on Carmel Avenue surrounding the school.

Bicycling Conditions

- There are no bicycle facilities on Carmel Avenue or other roadways surrounding the school.
- The nearest bicycle facilities are Class II bike lanes on California Avenue.









Recommended Infrastructure Improvements around Marina Vista Elementary

The following table lists recommendations for Marina Vista, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Bus drop-off area on Carmel Avenue	Current location obstructs visibility for drivers leaving school parking lot.	Move bus drop-off to east of western crosswalk at Pleasant Circle–Carmel Avenue intersection.	Medium
Carmel Avenue at Pleasant Circle	Heavy traffic congestion near school, and low pedestrian visibility. Special education buses need to get students onto campus as quickly as possible; a new gate would make the new bus drop-off location workable.	Install curb extensions and upgrade crosswalk on Pleasant Circle to high-visibility. Remove eastern crosswalk from Carmel Avenue to allow bus drop-off closer to school. Install gate into school campus adjacent to bus drop-off area. Install wider sidewalk on north side of Carmel Avenue east of Pleasant Circle.	Medium
School driveway exit	Cars parked near driveway exit obstruct visibility for drivers leaving school parking lot. Eastbound stop sign is set back from Pleasant Circle intersection.	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
Carmel Avenue at Everett Circle	Heavy traffic congestion near school, and low pedestrian visibility.	Install curb extensions, and upgrade crosswalk on Everett Circle to high-visibility.	Medium
Carmel Avenue at Nicklas Lane	Drivers frequently drop students off on Nicklas Lane, where they cross Carmel Avenue without a marked crosswalk.	Install high-visibility crosswalk across Nicklas Lane. Install high-visibility raised crosswalk with RRFB on 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	Heavy traffic congestion near school, and low pedestrian visibility.	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	Heavy traffic congestion near school, and low pedestrian visibility.	Install curb extensions, and install high-visibility crosswalk on Vaughan Avenue.	Medium

Carmel Avenue between sidewalk end and school driveway entrance	Ramp on west side of campus is steep and damaged. The current path to campus from the ramp is unmarked, and pedestrians are hidden by parked cars.	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 to minimize conflict with staff members entering staff parking lot.	Medium
Carmel Avenue between sidewalk end and school driveway exit	Missing sidewalk in front of school.	Convert landscaping to sidewalk.	Medium
Nicklas Lane	Missing sidewalk.	Install sidewalk.	Long
–	–	See citywide recommendations for Carmel Avenue, California Avenue, and Vaughn Avenue.	–





Marina Vista Elementary School SRTS Recommendations Map



Recommended High-Visibility Crosswalk

Recommended Curb Ramps

Recommended Pedestrian Beacon

250 ft 500 ft

N

Recommendations

1. Bus drop-off area on Carmel Avenue:
Move to east of western crosswalk at Pleasant Circle/Carmel Avenue intersection.

2. 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.

3. Carmel Avenue at Everett Circle/Drive:
Install curb extensions and upgrade crosswalk across Everett Circle to high-visibility.

4. 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.

5. Carmel Avenue at Redwood Circle/Drive:
Install curb extensions on all four corners of intersection. Reduce to one vehicle lane for each leg of intersection.

6. Carmel Avenue at Vaughan Avenue:
Install curb extensions and install high-visibility crosswalk across Vaughan Avenue.

7. 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.

8. Carmel Avenue between sidewalk end and school driveway exit:
Convert landscaping to sidewalk.

9. Nicklas Lane
Install missing sidewalk.

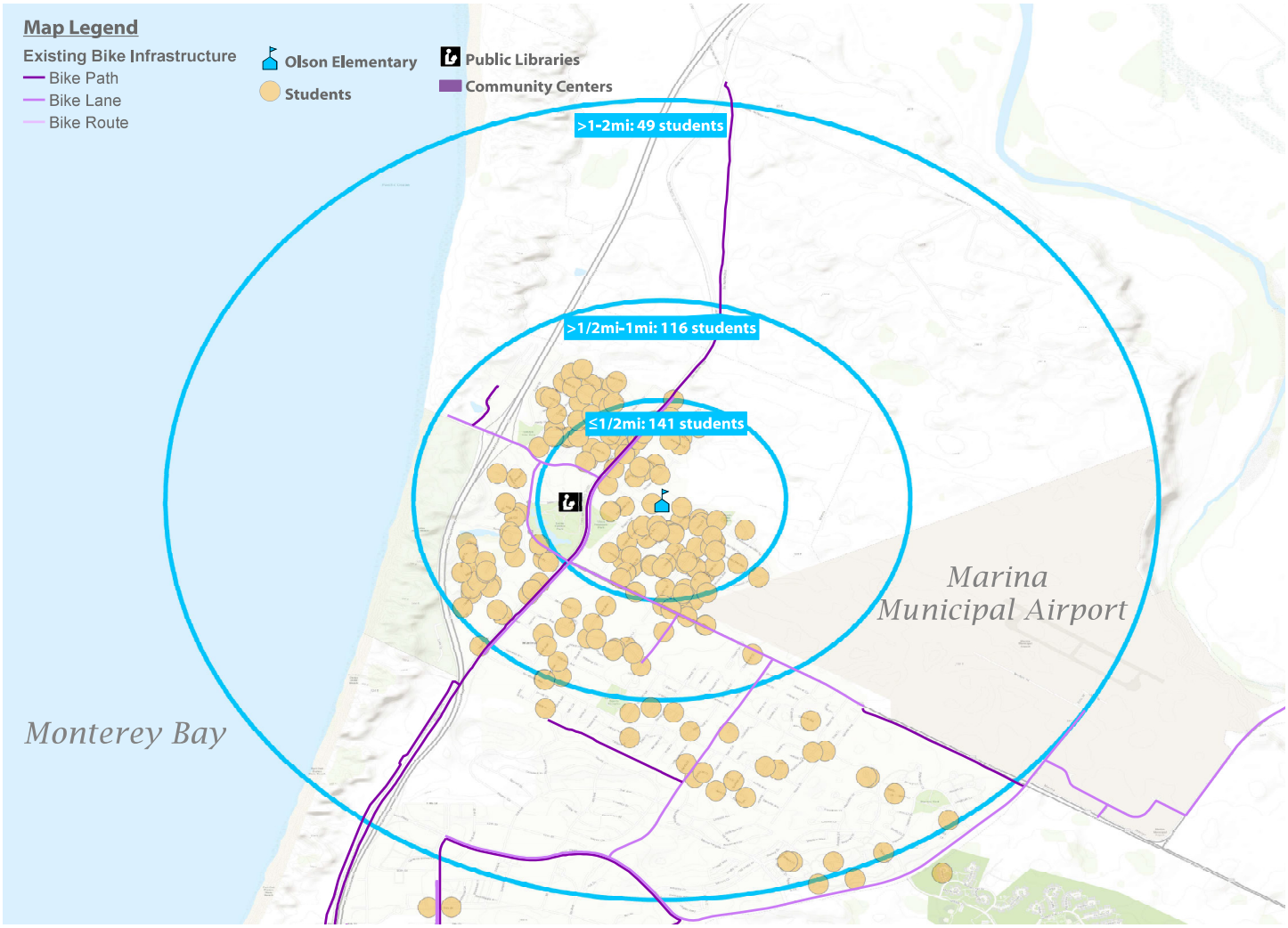
10. School driveway exit:
Install curb extensions on both sides of driveway to prevent drivers from parking in existing red zone and narrow driveway. Move existing stop sign to Pleasant Circle intersection and install Keep Clear markings across school driveway.

City of Marina

Olson Elementary

Olson is located at the northern edge of Marina and draws most students from the surrounding neighborhoods. Some students must cross the major roadway corridors of Reservation Road and Del Monte Boulevard to reach the school (see map below).

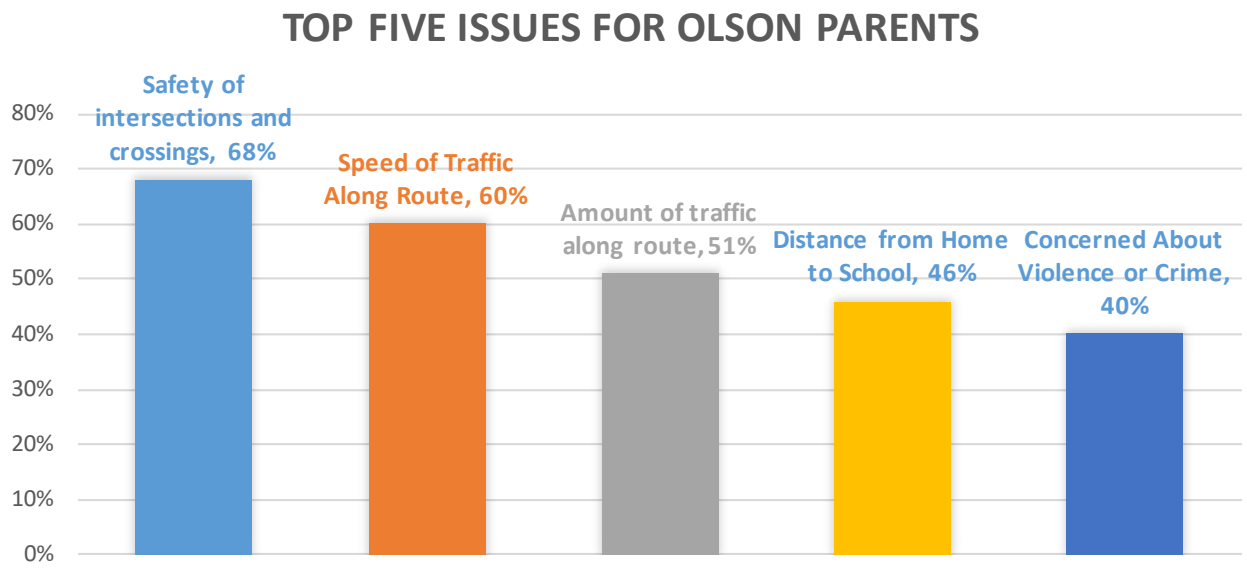
Grade Levels	Number of students	Students residing within one mile of school	Students qualifying for free or reduced-price meals	Students using active transportation
K–5	360	71.4%	62.2%	18%



Parent Survey

Olson parents were asked to complete a bilingual paper survey about their attitudes toward walking and biking to school in August of 2018, and 105 surveys were received. The full survey report is in Appendix 2.

The survey asked parents to select the most important factors in their decisions whether to allow their children to walk or bike to school. The top five issues for parents whose children do not currently walk or bike to school are listed in the graph below.







Current Infrastructure Conditions

Motorist Conditions

- Olson Elementary is located on Beach Road, a two-lane residential roadway with parking on both sides of the street. Beach Road is very congested before and after school.
- There is a drop-off area and small parking lot on the school campus. There is a parking lot on the west side of campus that is reserved for staff. Left turns are prohibited out of the school parking lot.
- The morning sun creates visibility issues for eastbound traffic at certain times of the year.
- Bus drop-off takes place on Beach Road east of Melanie Road, adjacent to the school campus.

Pedestrian Conditions

- There are sidewalks on both sides of Beach Road near the school. There are several sidewalk gaps on the south side of Beach Road between Del Monte Boulevard and Fitzgerald Court.
- There is no sidewalk on the north side of Beach Road between the Methodist Church and De Forest Road. Sidewalks cannot be installed in this location because there is a row of heritage trees that cannot be removed.
- There is a high-visibility yellow crosswalk across Beach Road to the west of the school driveway entrance, and another across Fitzgerald Court at Beach Road.
- There are yellow crosswalks on all legs of the intersection of Beach Road and Melanie Road.
- There are missing curb ramps at many intersections surrounding the school.
- There is a pedestrian pathway to the school campus from Michael Drive.

Bicycling Conditions

- There are no bicycle facilities on Beach Road or other residential roadways near the school.
- The nearest bicycle facility is the Monterey Peninsula Recreation Trail adjacent to Del Monte Boulevard.









Recommended Infrastructure Improvements around Olson Elementary

The following table lists recommendations for Olson, and the following map shows their locations in relation to the school.

Location	Issue	Recommendation	Timeframe
Beach Road at Melanie Road	Heavy traffic congestion near school, low pedestrian visibility.	Install curb extensions on all legs of crosswalk. Upgrade crosswalks to high-visibility.	Medium
School drop-off loop	Drop-off loop is congested before and after school.	Reconfigure to have two drop-off lanes with center sidewalk space.	Long
Mid-block crossing on Beach Road in front of school	Current crossing placement encourages families to cross through school parking lot. Limited pedestrian visibility.	Move crossing east of school driveway, avoiding residential driveway. Upgrade to raised crosswalk and install RRFBs.	Medium
School campus east of Melanie Road	Important for special education students to enter campus quickly.	Install gate into school campus adjacent to bus drop-off area.	Medium
Beach Road at Fitzgerald Circle	Low pedestrian visibility.	Install curb extensions. Consider high-visibility raised crosswalk on Beach Road.	Medium
Beach Road at Villa Circle	Low pedestrian visibility.	Install curb extensions and high-visibility crosswalk on Villa Circle.	Medium
Beach Road between Cordoza Avenue and Del Monte Boulevard	Dirt pathway and narrow sidewalk on north side of Beach Road.	Install Class I facility on north side of roadway.	Long
Beach Road between Del Monte Bouldevard and De Forest Road	Main route to school.	Study feasibility of Safe Routes to Schools corridor treatments.	Medium
Beach Road at De Forest Road	Drivers speed through turn from Beach Road to De Forest Road, may not see pedestrians in crosswalk near park.	Study options for curb extension or median at southwest corner of intersection to slow right-turning traffic.	Medium
Melanie Road at Susan Avenue	Low pedestrian visibility.	Install curb extensions and high-visibility crosswalk on Susan Avenue. Consider drainage on south side of intersection in design.	Medium
North side of Beach Road between school grounds and trail	Missing sidewalk.	Include sidewalk and path in future development.	Long
Melanie Road between Beach Road and Peninsula Drive	Secondary route to school.	Study feasibility of Safe Routes to Schools connector treatments.	Medium

Beach Road between Del Monte Boulevard and Fitzgerald Circle	Missing sidewalk.	Fill sidewalk gaps.	Long
Marina United Methodist Church	Heavy traffic congestion near school.	Work with church to explore parking lot as alternative drop-off area.	Short
Michael Drive at McCulloch Circle	Frequent drop-off location, low pedestrian visibility.	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
Beach Road at Michael Drive	Low pedestrian visibility.	Install high-visibility crosswalk on Michael Drive with curb extensions on both sides.	Medium
Michelle Court	No direct route to school for students at north end of city.	Study options to construct sidewalk and path between Michelle Court and school campus as part of future development or FORTAG.	Long
–	–	See citywide recommendations for De Forest Road and Cordoza Avenue.	–

Ione Olson Elementary School SRTS Recommendations Map



N

250 ft 500 ft

Recommendations

1. Beach Road at Melanie Road:
Install curb extensions on all legs of crosswalk. Upgrade crosswalks to high-visibility.

2. School drop-off loop:
Reconfigure to have two drop-off lanes with center sidewalk space.

3. 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.

4. School campus east of Melanie Road:
Install gate into school campus adjacent to bus drop-off area.

5. Marina United Methodist Church:
Work with church to explore parking lot as alternate drop-off area.

6. Michael Drive at McCulloch Circle:
Install high-visibility crosswalk at south leg of interstection. Consider curb extension on east end of crosswalk. Install curb extension on west end of crosswalk.

7. Beach Road at Fitzgerald Circle:
Install curb extensions. Consider high-visibility raised crosswalk across Beach Road.

8. Beach Road at Villa Circle:
Install curb extensions and high-visibility crosswalk across Villa Circle.

9. Beach Road between Cordoza and Del Monte Boulevard:
Install Class I facility on north side of roadway.

10. Beach Road between Del Monte and DeForest:
Study feasibility of Safe Routes to Schools Corridor treatments.

11. North side of Beach Road between school grounds and trail:
Include sidewalk and path as part of future development.

12. Beach Road at DeForest Road:
Study options for curb extension or median at southwest corner of intersection to slow right-turning traffic.

13. Melanie Road at Susan Avenue:
Install curb extensions and high-visibility crosswalk across Susan Avenue. Consider drainage on south side of intersection in design.

14. Melanie Road between Beach Road and Peninsula Drive:
Study feasibility of Safe Routes to Schools Connector treatments.

15. Beach Road at Michael Drive:
Install high-visibility crosswalk across Michael Drive with curb extensions on both sides.

16. Michelle Court:
Study options to construct sidewalk and path between Michelle Court and school campus as part of future development or FORTAG.

17. Beach Road between Del Monte and Fitzgerald:
Fill sidewalk gaps.

Chapter 4: Citywide Recommendations

The infrastructure recommendations in this Plan are broken into two categories: citywide recommendations, which serve multiple schools or address larger corridor-wide issues, and school-specific recommendations, which address the area immediately around each school. Citywide recommendations can be found below, and school-specific recommendations are given in chapter 3.

Seaside Citywide Recommendations

Location	Recommendation	Timeframe
2nd Avenue between Gigling Road and existing Class I path just north of Lightfighter Drive	Install Class I shared-use path.	Medium
All schools	Install secure bike parking.	Short
All schools	Where feasible, reduce speed limit around schools.	Medium
All schools	Conduct comprehensive school signage inventory and install missing signage. Upgrade stop signs near schools to flashing stop signs. Ensure that sign placement maintains ADA access on sidewalks.	Medium
All schools	Review ADA accessibility guidelines and construct accessible paths between public right-of-way and school entrances where needed.	Long
All schools	Install RRFBs at all uncontrolled crosswalks near schools. Add curb extensions or center medians at all offset crosswalks.	Medium
Broadway Avenue/Obama Way east of Fremont Boulevard	Road diet to install protected bikeways or buffered bike lanes. Install protected bikeway on north side of Broadway between Yosemite and Mescal. Study feasibility of Safe Routes to Schools corridor treatments, especially near school.	Long
Chapel Drive between Normandy Road and Gigling Road	Construct FORTAG major spur trail in utility right-of-way adjacent to Chapel Drive. Consider fire station project in final design.	Long
East Seaside between Highland Elementary and Ord Terrace Elementary	Explore feasibility of pathway connecting Highland Elementary and Ord Terrace Elementary on city parks, school property, and public roadways.	Medium
Fremont Boulevard between Military Avenue and Canyon Del Rey Boulevard	Study options for enhanced bike facility. If not feasible, install Class II bike lanes and a buffer where possible.	Long
General Jim Moore Boulevard between Divarty Street and Normandy Road	Install Class I shared-use path.	Long
Gigling Road between 6th Division Road and 7th Avenue	Install Class II bike lanes between 6th Division Road and General Jim Moore, and Class IV bike facility on south side of Gigling Road between General Jim Moore and 7th Avenue.	Medium

Gigling Road between General Jim Moore and 7th Avenue	Install trail crossing over Gigling Road at terminus of FORTAG trail. Construct meandering trail on north side of Gigling Road, per Campus Town development plans.	Long
Kimball Avenue between Fremont Boulevard and Mescal Street	Study feasibility of Safe Routes to Schools corridor treatments, especially near school.	Medium
LaSalle Avenue	Study feasibility of Safe Routes to Schools corridor treatments, especially near school.	Medium
Mescal Street/Plumas Avenue between Hilby Avenue and Tweed Street	Install separated bikeway. Install sidewalks to close sidewalk gaps.	Long
Military Avenue	Study feasibility of Safe Routes to Schools connector treatments, especially near school.	Medium
Mingo Avenue between Noche Buena and Yosemite	Study feasibility of Safe Routes to Schools connector treatments, especially near school.	Medium
Monterey Road between Buna Road and 6th Division Road	Install Class II bike lanes.	Long
Noche Buena Street near Seaside High and Del Rey Woods Elementary	Study feasibility of Safe Routes to Schools corridor treatments near schools.	Medium
Ord Grove Avenue and Hacienda Street	Study feasibility of Safe Routes to Schools connector treatments, especially near school.	Medium
Parker Flats Cut Off Road between Gigling Road and Normandy Road.	Study traffic volumes and consider removing center line and installing advisory bike lanes.	Medium
Sonoma Avenue from Mescal Street to Canyon Del Rey Boulevard	Study feasibility of Safe Routes to Schools corridor treatments, especially near school.	Medium
Waring Street and Flores Street between Plumas Avenue and Military Avenue	Study feasibility of Safe Routes to Schools connector treatments, especially near school.	Medium
Yosemite Street between Military Avenue and Hilby Avenue	Study feasibility of Safe Routes to Schools corridor treatments, especially near school. Explore converting Yosemite Street to one-way between Mingo Avenue and La Salle Avenue.	Medium

City of Seaside SRTS Recommendations Map



Recommendations

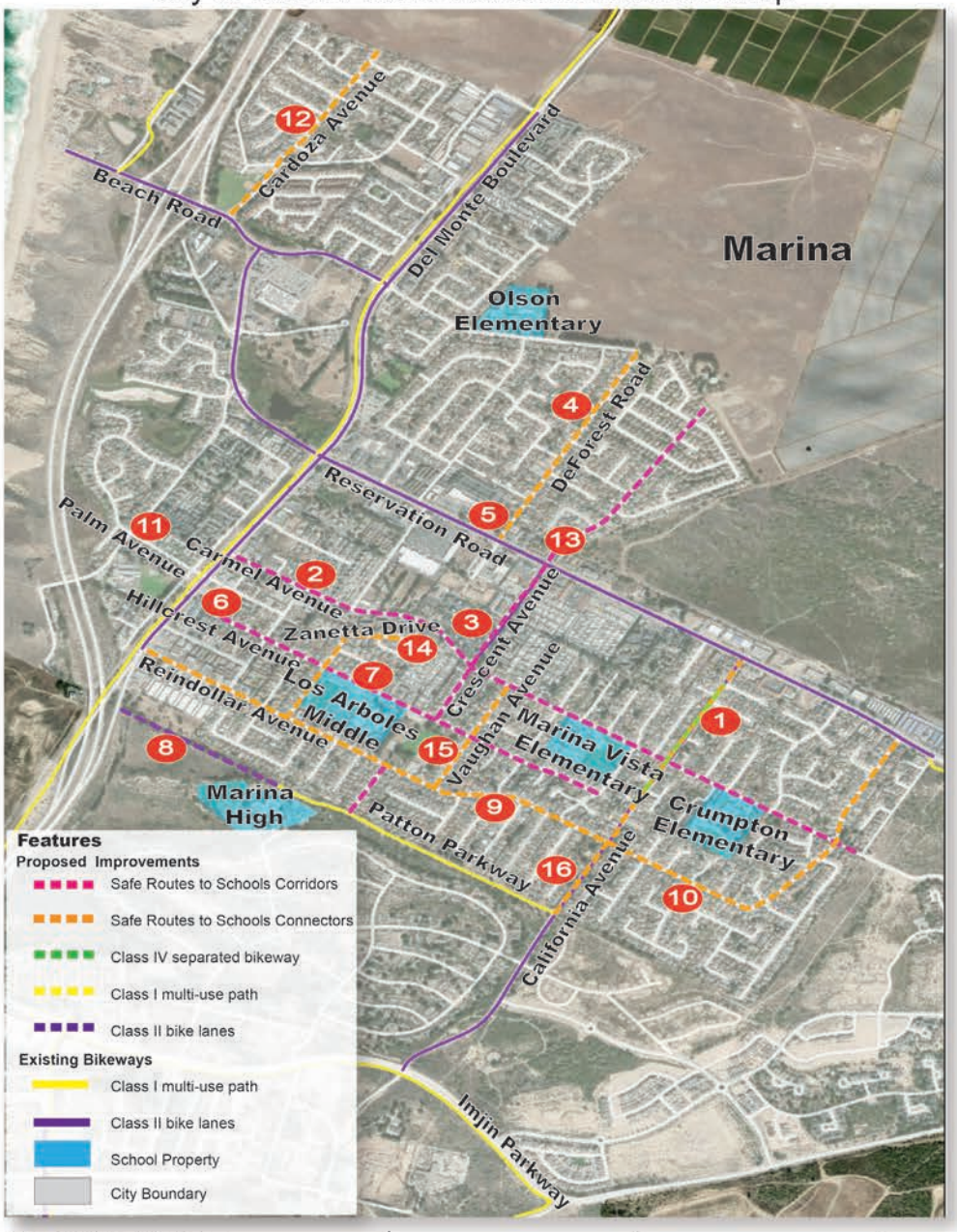
1. 2nd Avenue between Gigling Road and existing Class I path just north of Lightfighter Drive:
   Install Class I shared-use path.
2. Broadway Avenue/Obama Way east of Fremont Boulevard:
   Road diet to install protected bikeways or buffered bike lanes. Install protected bikeway on north side of Broadway between Yosemite and Mescal. Study feasibility of Safe Routes to Schools Corridor treatments, especially near school
3. Chapel Drive between Normandy Road and Gigling Road:
   Construct FORTAG major spur trail in utility right of way adjacent to Chapel Drive. Consider possible fire station project in final design.
4. East Seaside between Highland Elementary and Ord Terrace Elementary:
   Explore feasibility of pathway connecting Highland Elementary and Ord Terrace Elementary on City parks, school property and public roadways.
5. Fremont Boulevard between Military Avenue and Canyon Del Rey Boulevard:
   Study options for enhanced bike facility. If not feasible, install Class II bike lanes and a buffer where possible.
6. General Jim Moore Boulevard between Divarty Street and Normandy Road:
   Install Class I shared-use path.
7. Gigling Road between 6th Division Road and 7th Avenue:
   Install Class II bike lanes between 6th Division Road and General Jim Moore, and Class IV bike facility on south side of Gigling Road between General Jim Moore and 7th Avenue.
8. Kimball Avenue between Fremont Boulevard and Mescal Street:
   Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.
9. Gigling Road between General Jim Moore and 7th Avenue:
   Install trail crossing at Gigling Road at terminus of FORTAG trail. Construct meandering trail on north side of Gigling Road, per Campus Town development plans.
10. LaSalle Avenue:
    Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.
11. Mescal Street/Plumas Avenue between Hilby Avenue and Tweed Street:
    Install separated bikeway. Install sidewalks to close sidewalk gaps
12. Military Avenue:
    Study feasibility of Safe Routes to Schools Connector treatments, especially near school.
13. Mingo Avenue between Noche Buena and Yosemite:
    Study feasibility of Safe Routes to Schools Connector treatments, especially near school.
14. Monterey Road between Buna Road and 6th Division Road:
    Install Class II bike lanes.
15. Noche Buena Street near Seaside High and Del Rey Woods Elementary:
    Study feasibility of Safe Routes to Schools Corridor treatments near schools.
16. Ord Grove Avenue + Hacienda Street:
    Study feasibility of Safe Routes to Schools Connector treatments, especially near school.
17. Parker Flats Cut Off Road between Gigling Road and Normandy Road:
    Study traffic volumes and consider removing center line and installing advisory bike lanes.
18. Sonoma Avenue from Mescal to Canyon Del Rey:
    Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.
19. Waring Street + Flores Street between Plumas Avenue and Military Avenue:
    Study feasibility of Safe Routes to Schools Connector treatments, especially near school.
20. Yosemite Street between Military Avenue and Hilby Avenue:
    Study feasibility of Safe Routes to Schools Corridor treatments, especially near school. Explore converting Yosemite to 1-way between Mingo and La Salle.

Marina Citywide Recommendations

Location	Recommendation	Timeframe
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 Avenue 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.	Medium
Carmel Avenue	Improve lighting and install missing sidewalks. Widen sidewalks where 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 down right turns.	Medium
De Forest Road	Study feasibility of Safe Routes to Schools connector treatments, especially near schools.	Medium
De Forest Road at Reservation Road	Study intersection improvements, including high-visibility crosswalks, pedestrian refuge islands, and leading pedestrian intervals.	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 Extension between Patton Parkway and Del Monte Boulevard	Install Class I or Class II bike facility as part of Patton Parkway Extension project.	Long
Reindollar Avenue: California to Eddy, Vera to Vaughn, and Del Monte to Sunset	Fill sidewalk gaps.	Long
Reindollar Avenue, Bostick Avenue and 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 and 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

City of Marina SRTS Recommendations Map



1. California Ave between Windsor Court and Tamara Court: Install Class IV separated bikeway. If infeasible, install Class II bike lanes.
2. Carmel Avenue: Improve lighting and install missing sidewalks. Widen sidewalks as feasible. Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools.
3. Carmel Avenue at Crescent Avenue: Install curb extension at northwest corner of intersection to slow right turns.
4. DeForest Road: Study feasibility of Safe Routes to Schools Connector treatments, especially near schools.
5. DeForest Road at Reservation: Study intersection improvements including high visibility crosswalks, pedestrian refuge islands, and leading pedestrian intervals.
6. Del Monte Boulevard at Palm Avenue: Conduct collision analysis to identify bicycle and pedestrian crossing improvements.
7. Hillcrest Avenue: Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools.
8. Patton Parkway between Patton Parkway and Del Monte: Install Class I or Class II bike facility as part of Patton Parkway Extension project.
9. Reindollar (California to Eddy, Vera to Vaughn, Del Monte to Sunset) : Fill sidewalk gaps.
10. Reindollar Avenue + Bostwick Avenue + Bayer Street: Study feasibility of Safe Routes to Schools Connector treatments, especially near schools.
11. Palm Avenue between Lake Drive and Marina Drive : Fill sidewalk gaps.
12. Cordoza Avenue: Study feasibility of Safe Routes to Schools Connector treatments.
13. Crescent Street/Avenue: Study feasibility of Safe Routes to Schools Connector treatments.
14. Zanetta Drive : Study feasibility of Safe Routes to Schools Connector treatments.
15. Vaughn Avenue: Study feasibility of Safe Routes to Schools Connector treatments.
16. California Avenue : Study feasibility of Safe Routes to Schools Connector treatments.

Chapter 5: Non-Infrastructure Recommendations

The project recommendations in the School Profiles section (chapter 3) address engineering, the first of the Six E's. The other five—education, encouragement, enforcement, evaluation, and equity—are equally important for increasing active transportation trips to school. The recommendations below are for all school sites and are arranged by implementing agency and by the six E's. Some recommendations are listed under multiple organizations that could take the lead on implementation. Non-infrastructure recommendations for individual school sites are included in the School Profiles section.

Transportation Agency for Monterey County (TAMC)

Education

- Install traffic gardens at elementary schools and Lincoln-Cunningham Park.
- Promote TAMC program that allows citizens to report sidewalk and bicycle facility hazards.

Encouragement

- Work with schools to develop SchoolPool carpooling programs, with incentives for participation such as priority parking spaces and drop-off lane.

Monterey Peninsula Unified School District

Education

- Incorporate traffic safety into school curriculum.
- Work with TAMC and other Safe Routes to Schools partners to provide bicycle and pedestrian safety education and training at every elementary school.

Encouragement

- Adopt a district-wide policy supporting active transportation projects and programs.
- Orientation for principals and school staff on Safe Routes to Schools programs and best practices.
- Where a bus stop for one school is near another school, relocate the bus stop or adjust pickup times to reduce school congestion.
- Promote events that encourage active transportation, such as Walk to School Day and Bike to School Day.

Enforcement

- Reassess crossing guard funding structure to allow at least one crossing guard per school for both morning drop-off and afternoon pick-up times, or develop volunteer crossing guard program to recruit and motivate volunteers.

Cities of Seaside and Marina: Public Works and Police Departments

Education

- Run a citywide traffic safety education campaign, such as Street Smarts, that includes information on how to use new infrastructure such as roundabouts and sharrows.

Enforcement

- Continue targeted traffic enforcement near schools at start of school year.
- Train police officers to teach traffic safety and to accurately report collisions involving bicyclists or pedestrians.
- City of Marina: Clarify municipal code to forbid parking on curb returns.



School Sites

Education

- Distribute a traffic circulation plan and bike and pedestrian safety information to parents at the beginning of school year through all possible communication channels (email, handouts, PeachJar, parent meetings, back to school nights, etc.)
- Hold school safety assemblies for students at the beginning of the school year to go over safe walking, biking, and drop-off practices.
- Pass out bike maps, resource lists, and bike cage information to students every fall, and conduct annual bike safety clinics.
- Develop a curriculum for teaching students about the climate impacts of transportation, transportation infrastructure, and the built environment.
- For high school students, promote bus routes for school transportation, develop carpool incentive programs, and offer bike maintenance courses through ROP program.
- For high school students, expand health leadership groups to include active transportation issues, such as student bike/ped counts, active transportation projects, and Safe Routes to Schools support for younger students.



Encouragement

- Designate an administrative staff person as Safe Routes to Schools contact at each school.
- Host biannual Walk and Bike to School Day events.
- Develop walking/rolling school bus programs with incentives for participation.



- Develop SchoolPool carpooling programs with incentives for participation, including priority parking spaces and drop-off lanes.
- Establish and encourage use of Park and Walk/Ride locations.
- Promote and incentivize middle- and high-school bike clubs, mountain bike clubs, and skateboard clubs.
- Promote and incentivize family walking and biking groups to encourage more eyes on the street.
- Stagger school start times for schools within two blocks of each other (Marshall and Dual Language Academy, King Elementary and ISM).
- Adjust school delivery times to avoid drop-off periods.

Enforcement

- When possible, have school staff or volunteers help with traffic control in school parking lots for 15 minutes before and after school (Marshall Elementary is a model).
- Pursue AAA School Safety Patrol programs (Ord Terrace Elementary is a model).

Non-Profits and Monterey County Health Department

Education

- Develop programs and events to provide parents and guardians with traffic safety education:
  - Community traffic safety education events on weekends.
  - Traffic safety messaging at established parent meetings and events, such as back to school nights and spring open houses.
  - Traffic safety education staff at schools during drop-off.
- Provide pedestrian safety training in after-school programs, such as the Boys and Girls Club.
- Provide pedestrian safety education and training for 2nd graders, including classroom education and on-blacktop or neighborhood walking instruction.
- Provide bicycle safety education and training for 5th graders, including classroom education and on-bike safety rodeos taught by certified safety instructors.
- Develop a vertical education program with specific safety messaging for every grade level.
- Pass out bike maps, resource lists, and bike cage information to students every fall, and conduct annual bike safety clinics.
- Develop a curriculum for teaching students about the climate impacts of transportation, transportation infrastructure, and the built environment.
- For high school students, promote bus routes for school transportation, develop carpool incentive programs, and offer bike maintenance courses through ROP program.
- For high school students, expand health leadership groups to include active transportation issues, such as student bike/ped counts, active transportation projects, and Safe Routes to Schools support for younger

students.

- Promote TAMC program that allows citizens to report sidewalk hazards.

Encouragement

- Provide orientation for principals and school staff on Safe Routes to Schools programs and best practices.
- Develop year-round walking/rolling school bus programs with incentives for participation.
- Develop walking/rolling school bus toolkit and training presentation for parent volunteers.
- Develop SchoolPool carpooling programs, with incentives for participation such as priority parking spaces and drop-off lanes.
- Consider program to provide free bus passes to students.
- Offer middle- and high-school bike clubs, mountain bike clubs, and skateboard clubs.
- Coordinate family walking and biking groups to encourage more eyes on the street.
- Develop and promote earn-a-bike or bike loan programs, in which students earn a bike by riding frequently or maintaining perfect attendance.

Enforcement

- Develop an annual crossing guard training program.

Equity

- Consider language accessibility in program development and emphasize the relationship between health and active transportation in all program messaging.
- Provide bilingual materials and staff for all programs.







Monterey-Salinas Transit

Encouragement

- Consider a program to provide free bus passes to students.

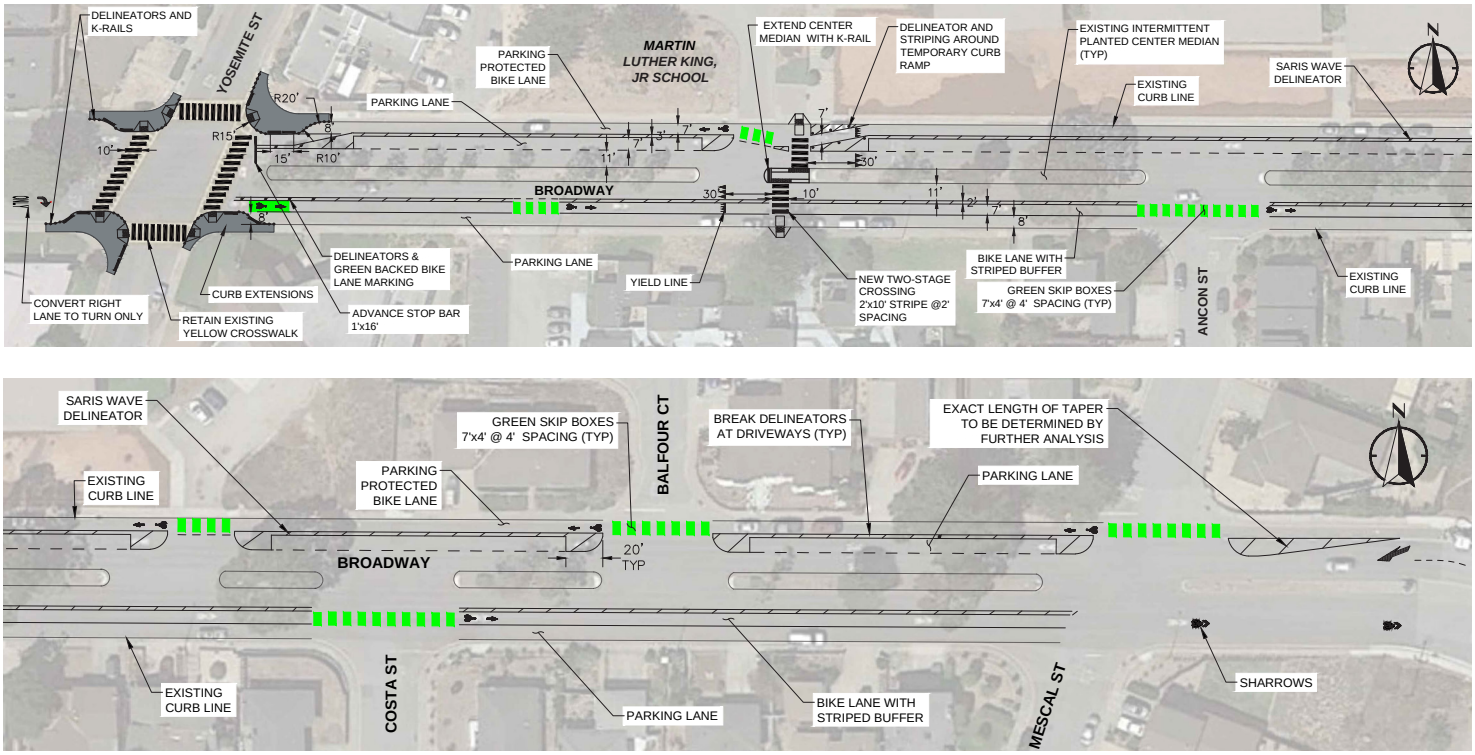
Chapter 6: Funding and Implementation

In May of 2019, the planning team hosted two events to demonstrate several of the recommendations from the Complete Streets Plan. The goal of the safe streets demonstrations was to see how the recommendations worked in practice and to get feedback from the community on whether they should be made permanent.

Seaside Demonstration

The Seaside demonstration took place on Broadway Avenue from May 1 to May 13, 2019. The demonstration was installed between Yosemite Avenue and Mescal Street in front of Martin Luther King Jr. School of the Arts (MLK). During the demonstration, Broadway Avenue was reduced from four travel lanes to two. A temporary parking-protected bike lane was installed on the north side of the street and a buffered bike lane on the south side, curb extensions at the intersection of Broadway Avenue and Yosemite Street, and an offset crosswalk on Broadway Avenue at the school driveway.

Demonstration Plans near Martin Luther King Jr. School of the Arts



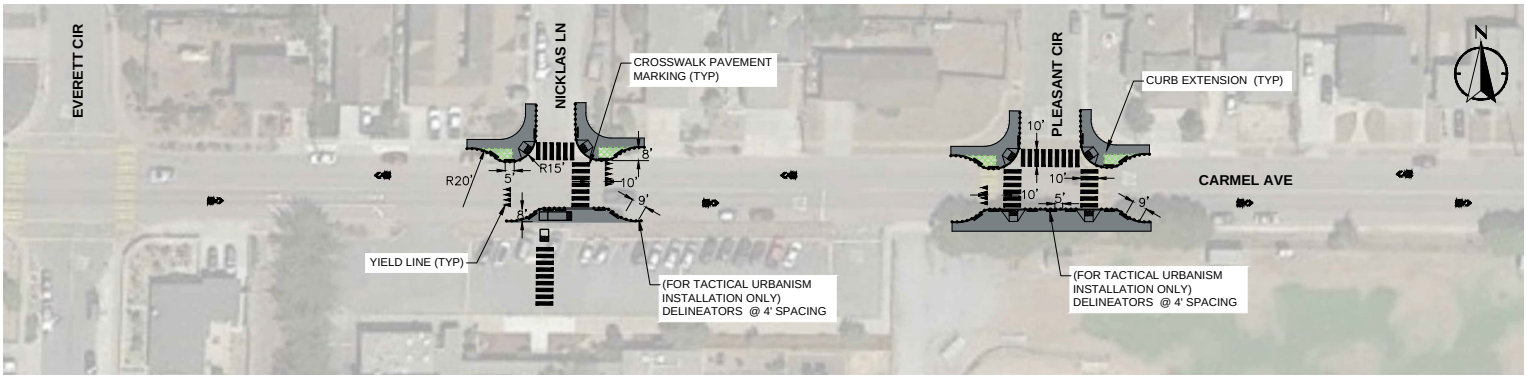
Source: Alta Planning + Design, 2019.

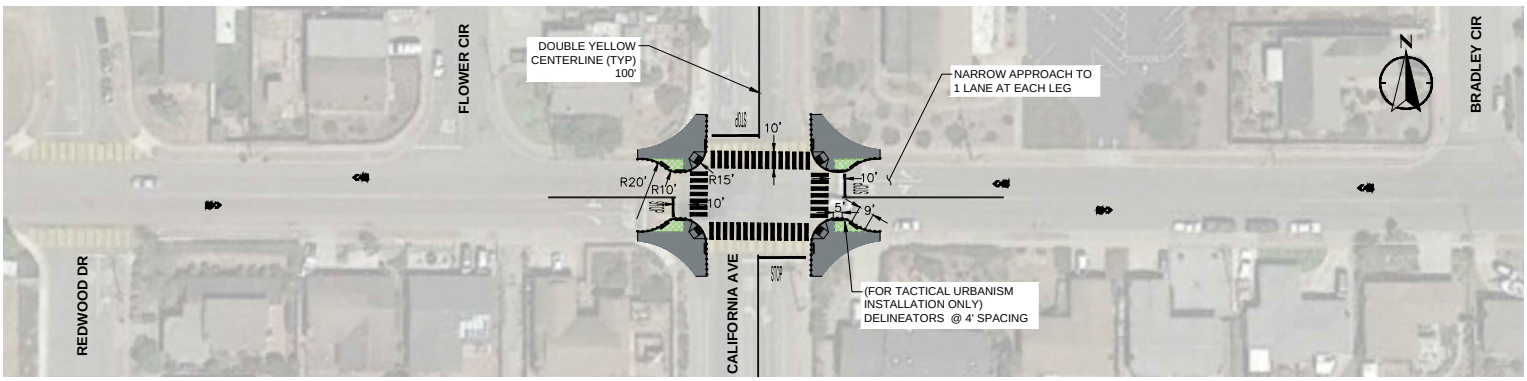
These changes were designed to address safety concerns along the Broadway Avenue corridor, including high traffic speeds, a lack of designated bicycle facilities, and pedestrian safety at the intersection of Broadway Avenue and Yosemite Street. The planning team also observed students and families crossing Broadway Avenue in front of the school without a marked crosswalk, and a temporary crosswalk was installed to give pedestrians a safe place to cross. The treatments included in the safe streets demonstration were designed to work together: the reduction from four travel lanes to two provided space for bicycle lanes and lowered traffic speeds, which made the new offset crosswalk safer.

Marina Demonstration

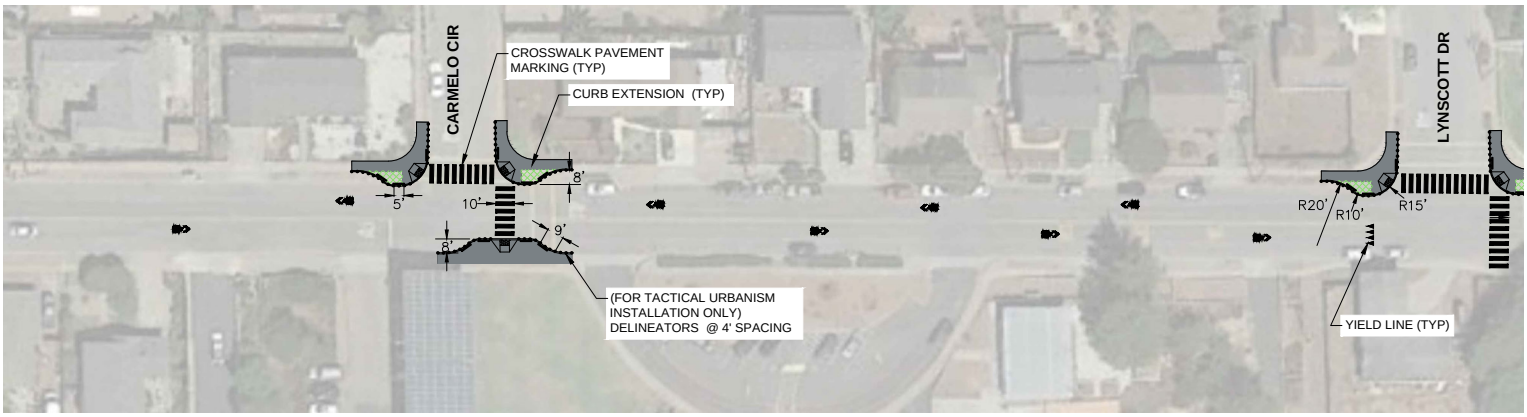
The Marina demonstration took place on Carmel Avenue in Marina from May 14 to May 30, 2019. The demonstration was installed between Nicklas Lane and Lynscott Drive in front of Marina Vista Elementary and Crumpton Elementary. During the demonstration, a temporary crosswalk was installed on Carmel at Nicklas Lane, and the crosswalks near Crumpton Elementary were upgraded to high visibility. Temporary curb extensions were installed on Carmel at the intersections of Nicklas Lane, the Marina Vista school driveway exit, Pleasant Circle, California Avenue, Carmelo Circle, the Crumpton school driveway exit, and Lynscott Drive. The intersection of Carmel and California was reduced to one lane at each intersection approach.

Demonstration Plans near Marina Vista Elementary





Demonstration Plans Near Crumpton Elementary



Source: Alta Planning + Design, 2019.

These treatments were designed to slow traffic on Carmel Avenue, increase the visibility of pedestrians, and provide a safe crossing of Carmel Avenue in front of Marina Vista Elementary. The Marina demonstration did not include new bike facilities, although sharrows were installed along Carmel Avenue. One goal of the temporary curb extensions was to slow traffic and create a more comfortable environment for bicycling.



Outreach Methods

Public input was a key measure of success for the demonstrations. A survey was developed that asked participants about their experiences with various elements of the demonstrations, and whether they would like to see the changes made permanent. Overall, 292 surveys were received from participants in the Seaside and Marina demonstration events.

The planning team worked to inform the community about the demonstrations and collect their feedback through the following outreach methods:



- Presentations to the Seaside City Council, Marina City Council, Seaside Traffic Advisory Committee, Marina Public Works Commission, Transportation Agency for Monterey County Bicycle and Pedestrian Facilities Advisory Committee, and Monterey Peninsula Unified School District Board.
- Project posters and fliers posted at businesses throughout Seaside and Marina.
- Press coverage in the Monterey Herald, Monterey Weekly, and KION news.
- Banners announcing the demonstrations installed in front of MLK, Marina Vista, and Crumpton, including an invitation and a link to take the survey.
- Fliers dropped off to neighbors on Broadway Avenue and Carmel Avenue a week before the demonstration, which included project information and a survey link.
- Announcements of the upcoming demonstration at meetings and community gatherings held at neighboring schools (Marina Vista, Olson, Crumpton).
- Project information and flier sent out through engaged parents (PTA).
- Project information and a survey link posted to the Safe Routes to Schools Plan website, the City of Seaside website, and Facebook, and emailed out to 130+ contacts on the Safe Routes to Schools Plan contact list.
- Survey link sent to parents at each school via Parentsquare and social media multiple times before, during, and after the demonstration.
- Staff members on-site on the first day of each demonstration, before and after school, to explain the project to parents and hand out surveys.



- Bike and walk to school days hosted by the Transportation Agency for Monterey County at MLK, Marina Vista, and Crumpton during the demonstrations. These events included a booth where staff conducted outreach and handed out surveys.
- Boxes of pre-stamped surveys installed on Broadway Avenue and Carmel Avenue during the demonstration.
- Surveys distributed to neighbors along the Broadway Avenue and Carmel Avenue corridors, and to Villa Del Monte residents in Seaside.
- Final outreach by staff to parents on the last day of each demonstration, handing out surveys and informing them that the demonstration was ending.

Data Analysis: Seaside

Traffic Counts

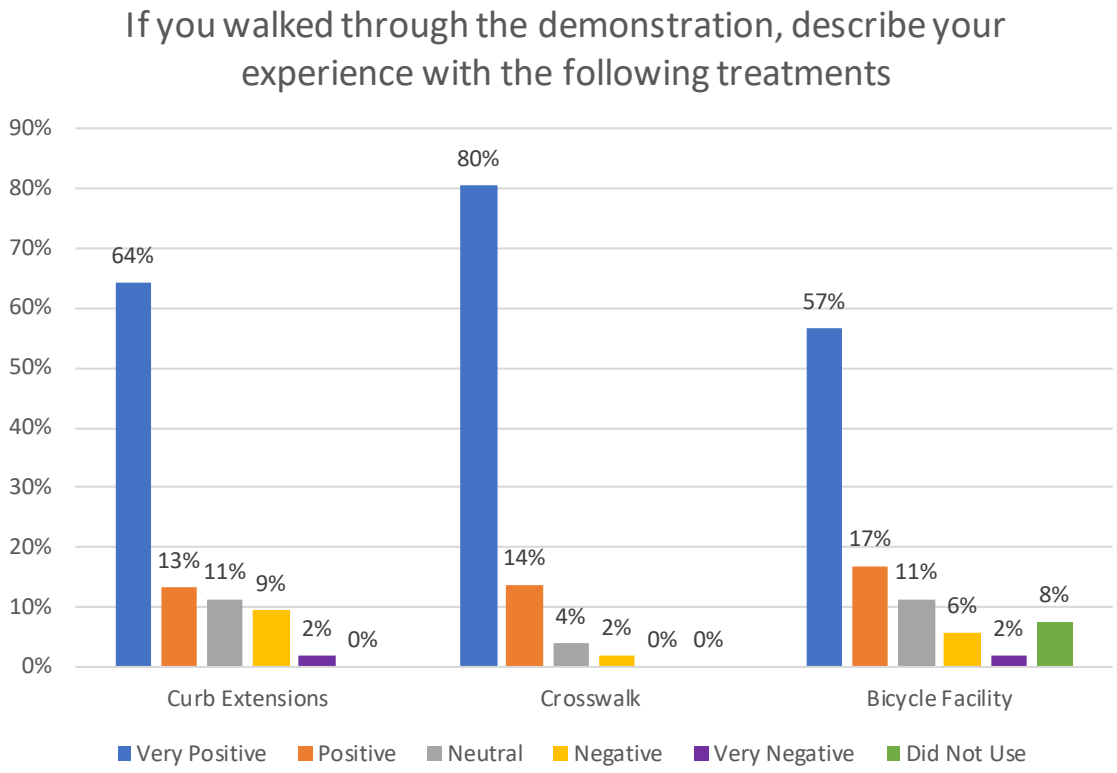
Traffic counts were conducted over an eight-day period for Broadway Avenue before and during the safe streets demonstration. The demonstration was successful in reducing traffic speeds: the average traffic speed was three miles per hour slower for eastbound traffic during the demonstration, and one mile per hour slower for westbound traffic. The 85th percentile speed, which is used as the basis for setting speed limits in California, was also reduced by three miles per hour for eastbound traffic and one mile per hour for westbound traffic. This outcome is consistent with studies conducted in other cities, which have found that reducing the number of travel lanes reduces traffic speeds.



Survey Data

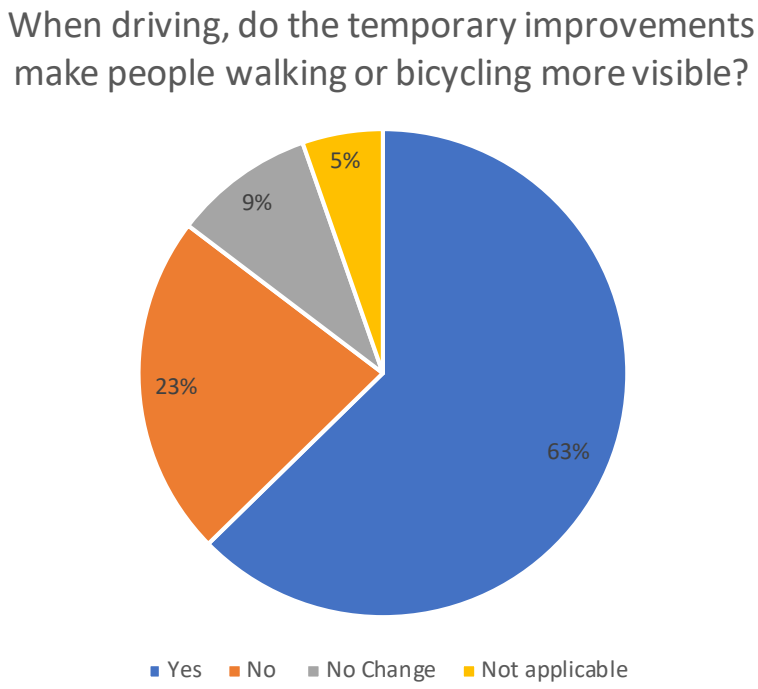
The planning team received 119 survey responses for the Seaside demonstrations: 73 electronic responses and 46 hard-copy ones.

The majority of respondents (83) experienced the demonstration event by car, 58 respondents walked, and 27 cycled (respondents could select more than one mode). Of those who walked, a strong majority had a "very positive" experience with the temporary curb extensions, offset crosswalk, and bicycle facilities. The offset crosswalk was the most popular feature among this group, with 94% of respondents reporting a positive or very positive experience. In addition, 85% of respondents said that the changes made walking on Broadway more comfortable, while 11% disagreed and 4% felt there was no change.



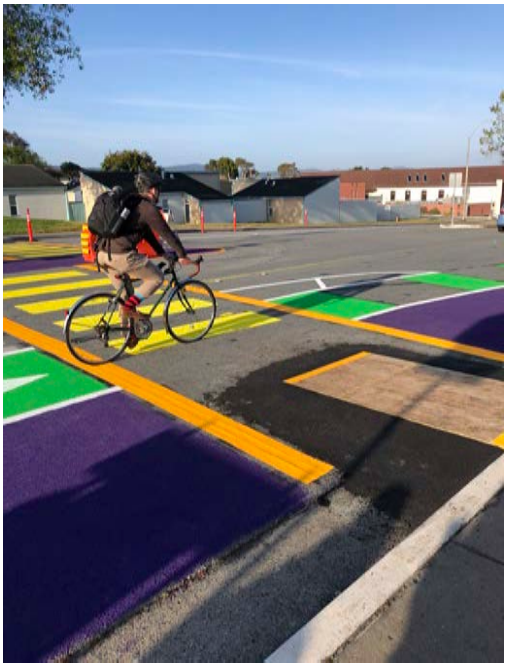
Fewer respondents experienced the event on bicycle, but their response was also overwhelmingly positive. Of the 27 respondents who biked through the demonstration, 84% had a positive or very positive experience with the bicycle facilities, 81% had a positive or very positive experience with the curb extensions, and 85% had a positive or very positive experience with the crosswalks. In addition, 81% of respondents said that the temporary improvements made bicycling feel more comfortable .

81% of respondents experienced the demonstration by car. Of this group, 58% had a positive or very positive experience with the curb extensions, while 26% had a negative or very negative experience. The crosswalk was again the most popular improvement, with 74% of respondents reporting a positive or very positive experience. Just under half of respondents had a positive or very positive experience with the bicycle facilities. The majority of respondents said that the temporary improvements made people who were walking or biking more visible, while 32% disagreed or saw no change. When asked if the temporary improvements made people who were biking and walking more predictable, 58% said yes, while 40% said no or saw no change.



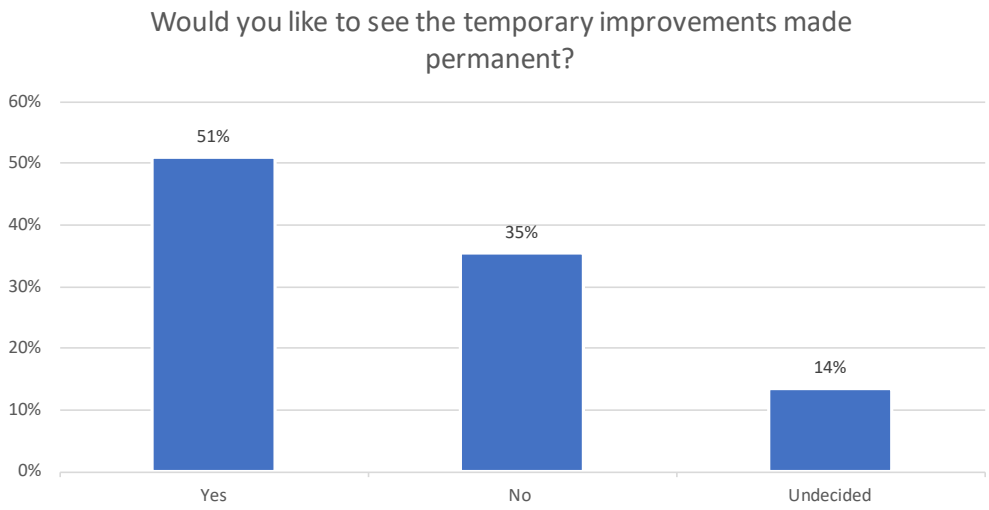






The majority of respondents (62%) said that the demonstration was easy to navigate and understand. When asked what made the treatments confusing, the top two responses people gave were the difficulty of identifying the new lane lines, and general unclarity about the meanings of the purple paint, wave delineators, etc. Drivers wondered whether bike lanes on Broadway Avenue were necessary, as since they did not see high volumes of bicyclists using the street.

Just over half of respondents would like to see the temporary improvements made permanent, with 35% saying no and 14% undecided.



In addition, 36% of respondents said they were likely to use the facility on foot if it became permanent, and 27% would definitely use it; 37% were either not likely or not at all likely to use the facility on foot. Just under half of respondents (47%) said they were likely to or would definitely use the facility on bike, and 53% said they were not likely or not at all likely to. This is an increase from the number of respondents who said they had biked through the demonstration and indicated an increased interest in biking if there were dedicated bicycle facilities on Broadway Avenue. Most respondents (73%) said they were likely to or would definitely use the facility in a car if it were made permanent, and 26% said they were either not likely or not at all likely to drive through the demonstration.

When respondents were asked what their favorite thing about the demonstration was, increased safety was the top response (in 13 surveys) followed by the high-visibility crosswalks (9). Other common responses were the vibrant colors and the bicycle lanes. When asked what they would change about the demonstration, 13 people said that they wouldn't change anything. Five wanted to remove the bike lane, particularly the parking-protected bike lane, which some felt put parking spots in the middle of the street. Several respondents wanted to see a passing lane added so that through-traffic could pass drivers waiting to enter the school parking lot.

Finally, respondents were asked if they had any other comments they wanted to share. Ten people were happy about the demonstration. One respondent wrote, "I like the physical separation for the bikes—it is not safe with the regular bike lane." Twelve people did not see the need for the demonstration. For example, "I do not think that making Broadway one lane each way is a good idea. It is a main street. Not too many bikes."

Respondent Demographics

62% of respondents were parents of students at MLK Elementary or the International School of Monterey, and 3% had students at Highland Elementary, which is located a few blocks south of the demonstration site. 35% of respondents did not have children at a local school. 86% reported living at a zip code in Seaside, with 8% living in Marina and the remaining 8% in Del Rey Oaks, Monterey, or Pebble Peach. The most common reported age group was 36–50 (36%); 33% of respondents were 19–35 and 29% were 51 or older. Only two respondents were under 18. 65% of respondents were female, and the most common reported race was Hispanic/Latinx (44%). 29% of respondents were White/Caucasian, 6% were of mixed ethnicity, 5% were African American, and 4% were Asian or Asian American.

Data Analysis: Marina

Traffic Counts

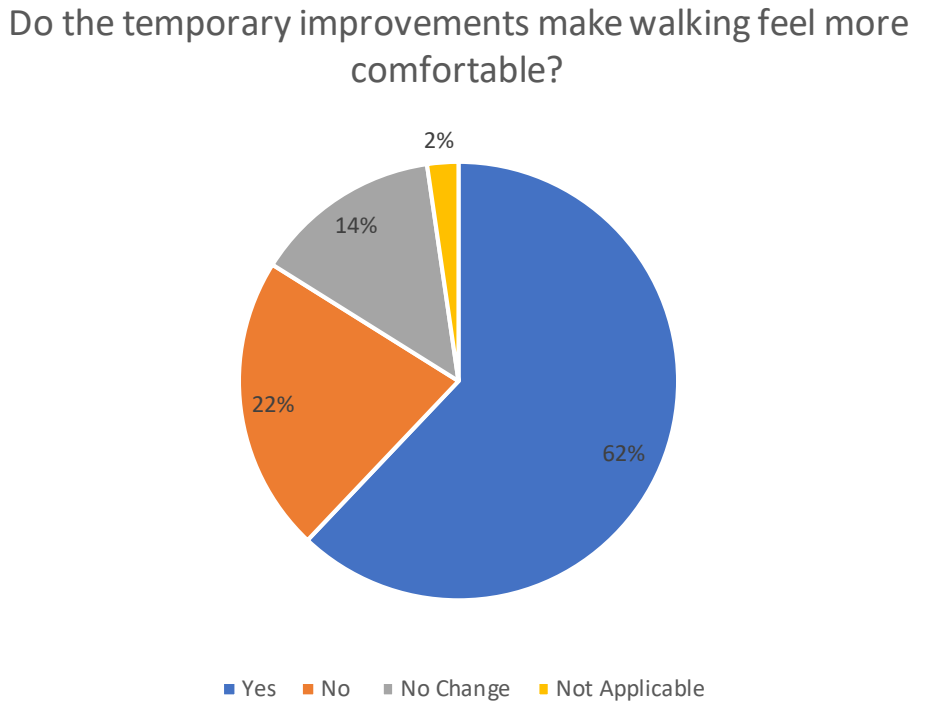
Traffic counts were conducted over an eight-day period at three locations before and during the safe streets demonstration: Carmel Avenue between Vaughn Avenue and Everett Circle, between Carmelo Circle and Lynscott Drive, and between Lynscott Drive and Barrett Lane. The demonstration was only moderately successful in reducing traffic speeds: two of the three count locations showed less that one mile per hour change in average speeds during the demonstration. The third location, Carmel Avenue between Carmelo Circle and Lynscott Drive, showed a one mile per hour speed reduction for both westbound and eastbound traffic during the demonstration. The 85th percentile speed, which is used as the basis for setting speed limits in California, was reduced by nearly two miles per hour for both westbound and eastbound traffic on Carmel Avenue between Carmelo Circle and Lynscott Drive.



Survey Data

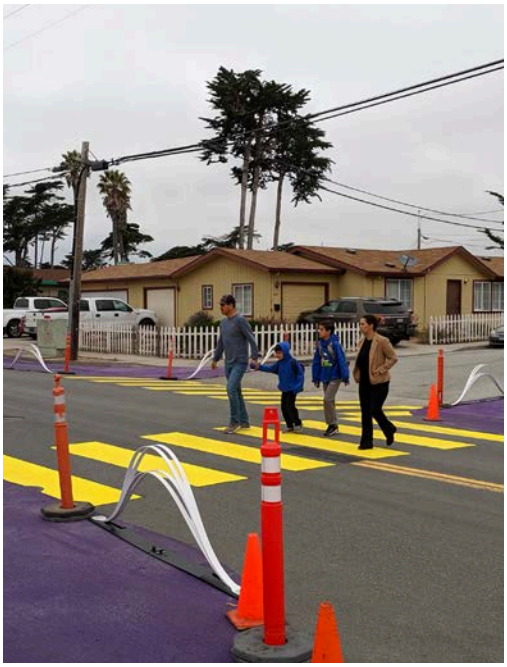
The planning team received 173 survey responses for the Marina demonstration: 81 electronic and 92 hard-copy.

The majority of respondents (136) experienced the demonstration event by car, with 88 walking and 19 using bikes (respondents could select more than one mode). Of the respondents who walked through the demonstration, 58% had either a positive or a very positive experience with the temporary curb extensions, and 75% had a positive or very positive experience with the upgraded crosswalks. 30% had a negative or very negative experience with the curb extensions, and 17% had a negative or very negative experience with the crosswalk. 62% said that the changes made walking on Carmel Avenue more comfortable, while 22% disagreed and 14% felt there was no change.



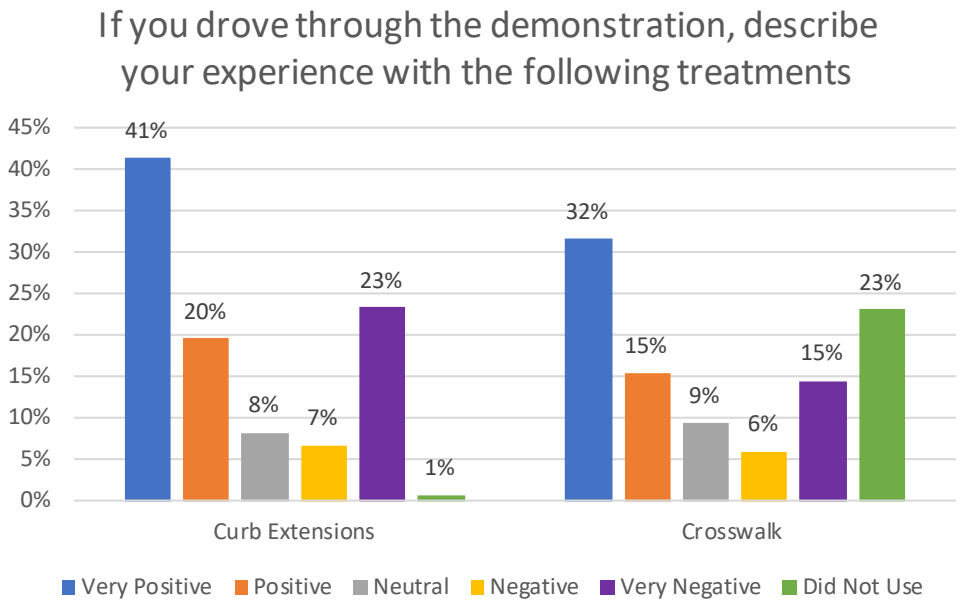






Fewer respondents experienced the event on bicycle. Of the 19 respondents who did, 38% had a positive or very positive experience with the curb extensions, and 57% had a negative or very negative experience. 48% had a positive or very positive experience with the crosswalks, and 48% had a negative or very negative experience. It is important to note that the actual numbers were small: for example, 7 respondents had a very negative experience with the crosswalks, while 6 people had a very positive experience. Respondents were split on whether the changes made bicycling more comfortable, with 47% saying yes and 47% saying no.

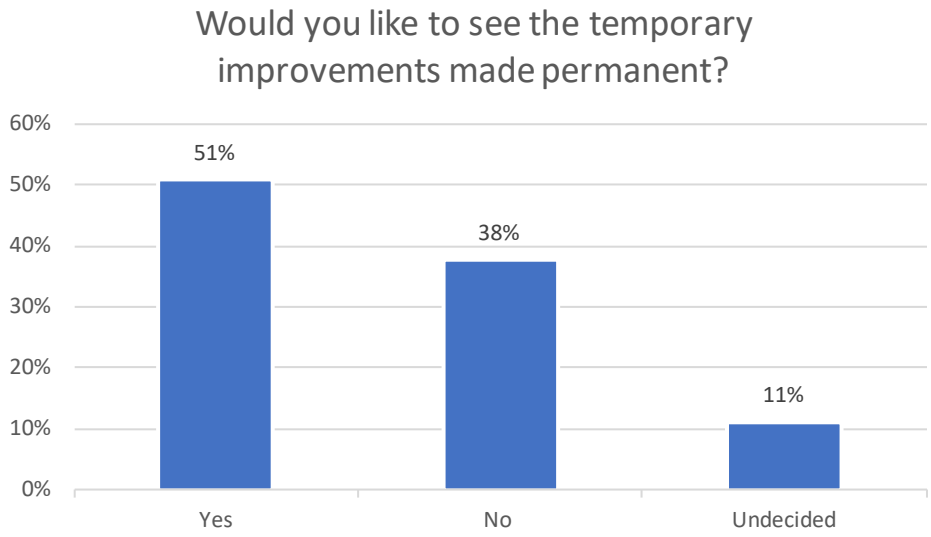
87% of respondents experienced the demonstration by car. Of these, 61% had a positive or very positive experience with the curb extensions, and 30% had a negative or very negative experience. 47% of respondents had a positive or very positive experience with the crosswalks, 21% had a negative or very negative experience, and 23% did not use them.



Half the respondents said that the temporary improvements made people more visible when walking or biking, and 49% disagreed or saw no change. When asked if the temporary improvements made people who were biking or walking more predictable, 45% said yes and 54% said no or saw no change.

The majority of respondents (61%) said that the demonstration was easy to navigate and understand, and 39% said the opposite. When asked what made the treatments confusing, the top two responses were the difficulty of making turns around the new curb extensions and general unclarity about the meaning of the purple paint, wave delineators, etc. Several comments mentioned that the curb extensions forced vehicles (especially larger ones) into opposing traffic during turns. Other sources of confusion were the visual clutter of the demonstration, the narrower lanes, and the additional traffic caused by the demonstration.

Just over half the respondents would like to see the temporary improvements made permanent, with 38% saying no and 11% undecided.



When asked whether they would use the facility on foot if it became permanent, 36% of respondents said they were likely to, and 19% would definitely use it. These numbers are similar to the number of respondents who indicated that they had walked through the demonstration. 45% were either not likely or not at all likely to use the facility on foot. The majority of respondents (65%) said they were either not likely or not at all likely to use the facility on bike, with 35% saying they were likely to use it or would definitely use it. This is an increase from the number of respondents who said they had biked through the demonstration and could indicate an increased interest in biking if the curb extensions and crosswalks were installed permanently. The majority of respondents (71%) said they were likely to or would definitely use the facility in a car if it were made permanent, while 29% said they were either not likely or not at all likely to drive through the demonstration.

When respondents were asked what their favorite thing about the demonstration was, increased safety was the top response (in 22 surveys) followed by the high-visibility crosswalks (20). Other frequent responses were that the demonstration slowed down traffic (12), that it was highly visible or increased pedestrian visibility (11), and that it was a community event and a learning opportunity for students (10).

When asked what they would change about the demonstration, 22 respondents said that they wouldn't change anything, 23 were opposed to the demonstration and wanted it taken down, and 22 wanted to change the curb extensions; many commented that they were too wide and forced drivers into the opposing traffic lane when turning right. Other requested changes were for better community notification and for crossing guards, police or school staff to help with traffic control before and after school.

Finally, respondents were asked if they had any other comments they wanted to share. 19 people were happy about the demonstration; one wrote, "Even as a driver, every day I pass through this school zone and have definitely noticed the difference in children when they walk to and from school. They are not so afraid when crossing the sidewalks." 16 people did not see the need for the demonstration. For example, "There is not enough foot or bicycle traffic on these streets to make such a dramatic change that negatively impacts drivers." There were also comments about the challenging curb radii, the need for more enforcement, the need for speed bumps, and parents not respecting the "No left turn" signs on their way out of the school parking lots.

Respondent Demographics

Nearly 60% of respondents were parents of students at Crumpton Elementary or Marina Vista Elementary, and 6% had students at Los Arboles Middle School, which is located a few blocks away from the demonstration site. 35% of respondents did not have children at a local school. 87% reported living at a zip code in Marina, 5% lived in or around Salinas, and the remaining 8% came from Seaside, Castroville, and Carmel. The most common reported age group among respondents was 36–50 (45%); 20% were aged 19–35 and 35% were 51 or older. Only one respondent was under 18. Nearly 70% of respondents were female, and the most commonly reported race was White/Caucasian (34%). 22% of respondents were Hispanic/Latinx, 16% were of mixed ethnicity, 7% were Asian or Asian American, and 3% were African American.

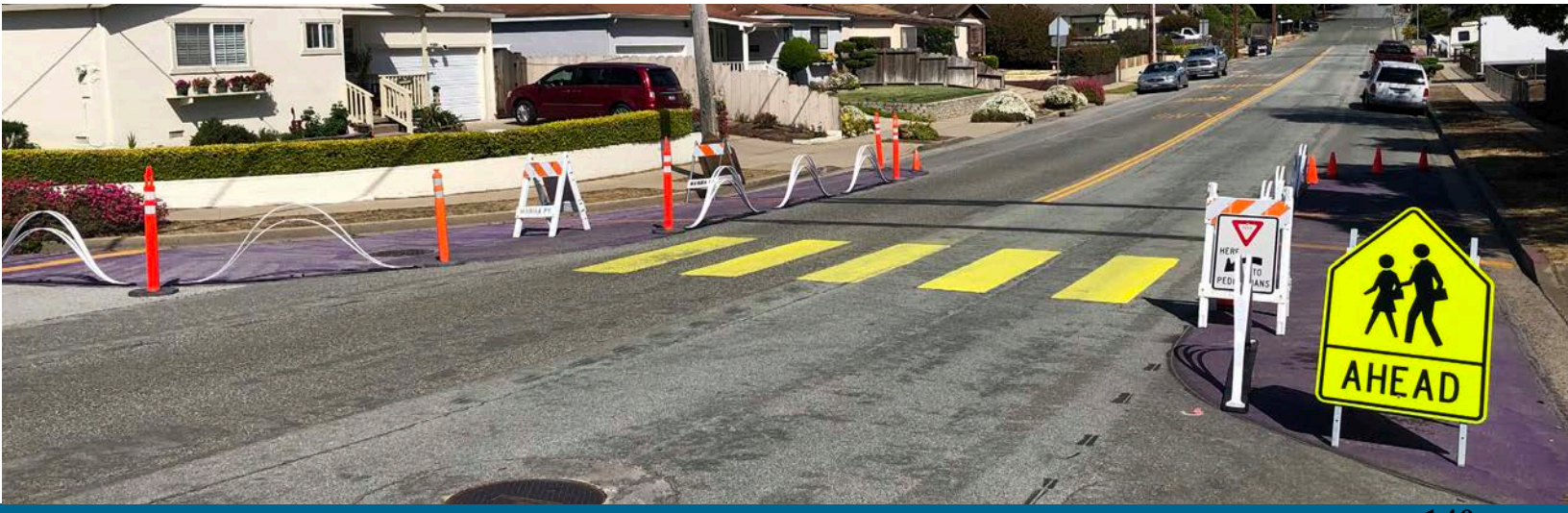
Lessons Learned

The safe streets demonstrations were a learning experience for the planning team. One significant lesson was that in-person outreach was the best way to let parents know that the demonstrations were coming, and that messaging should include specific instructions about what parents should do during the demonstrations, including where to park and how much extra time to allow for the trip to school.

The recommendations were also adjusted as a result of the demonstrations. In Seaside, a recommendation was added to explore either creating a left-turn pocket into the school parking lot or preventing left turns into the parking lot and installing a roundabout at Broadway Avenue and Ancon Street to allow drivers to turn around on Broadway and enter the school parking lot from the east. These recommendations were designed to address the congestion that resulted when through traffic could not pass drivers who were waiting to enter the school parking lot. It was also clear from the demonstration that the intersection of Broadway Avenue and Yosemite Street would need to function more efficiently for a lane reduction on Broadway Avenue to work. As a result, a recommendation was added to study the possibility of installing a roundabout to allow traffic to move more smoothly through this intersection and improve pedestrian safety.

In Marina, the main concern with the demonstration was the size of the curb extensions, particularly at the intersection of Carmel Avenue and California Avenue. If this project were funded, the size of the curb extensions would be adjusted to ensure that vehicles of all sizes could pass through the intersection safely. The recommendations for the intersection of Carmel Avenue and Pleasant Circle were also adjusted to ensure that bus drop-off could take place as close to the school entrance as possible without obstructing visibility for drivers leaving the school parking lot.

The Marina demonstration did not result in a significant reduction in traffic speeds. If Safe Routes to Schools projects are installed permanently on Carmel Avenue, additional measures can be considered to calm traffic along the corridor.



Chapter 7: Funding, Implementation, and Maintenance

Anticipated Future Funding

The 2018 Regional Transportation Plan (RTP) produced by the Transportation Agency for Monterey County (TAMC) identifies federal, state, and local funding sources that are available for transportation projects in Monterey County. The RTP also contains a list of all programs and projects anticipated to be needed to maintain and improve the transportation system over the next two decades. The cost of implementing the full list of transportation needs is approximately $3.71 billion, of which the RTP estimates only 11.8% will be available through 2040.[20] Because the transportation funding needs exceed the available funding, the RTP project list is divided between "constrained" projects, which are higher priority projects that could be funded with the anticipated revenues, and "unconstrained" projects, which cannot be implemented by 2040 without significant new funding. Bicycle and pedestrian projects and programs account for approximately 4% of the constrained project list.[20]

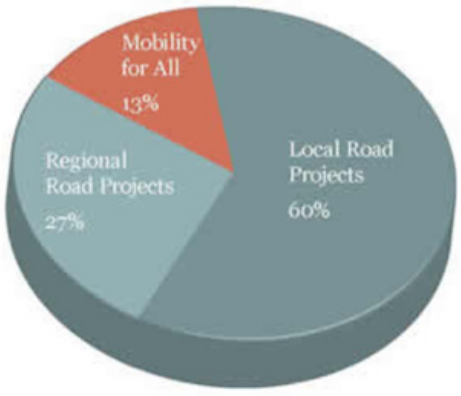
The RTP identifies $20 million in funding for Safe Routes to Schools, which will provide a funding source for the projects in this Plan.[20] Other constrained projects include improvements to bicycle and pedestrian facilities.

Implementing the projects in the Complete Streets Plan will require TAMC and the Cities of Marina and Seaside to leverage the funding identified in the RTP. The total cost of the projects described in this Plan is more than $30 million. This is significantly more than the $20 million identified for Safe Routes to Schools projects in Monterey County. Project cost estimates for most projects are provided in Appendix 4.

Funding Sources

To address the ongoing shortfall in transportation funding, Monterey County voters approved Measure X in 2016. Measure X establishes a 3/8 percent sales tax that will provide approximately $20 million annually for local transportation projects over the next 30 years.[20] Sixty percent of the funds are distributed by formula to cities and the County of Monterey for road maintenance and repair. Funding in the Pedestrian and Bike Safety and Mobility category can be used for Safe Routes to Schools projects.

Measure X Funding Categories



Source: Transportation Agency for Monterey County, www.tamcmonterey.org/measure-x/background

20. Monterey County Regional Transportation Plan: https://www.tamcmonterey.org/wp-content/uploads/2018/06/Chapter-2-Policy-Element.pdf.

The following table lists potential grant and program funding sources that can be used to implement the projects identified in this plan.

LOCAL

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
Measure X regional sales tax	X	X	X	X
Transportation Development Act funding	X	X	X	
City general funds	X	X	X	X
Foundations	X	X	X	
Businesses and corporations	X		X	
Developer impact fees	X			

STATE

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
Active Transportation Program	X	X	X	
California Office of Traffic Safety			X	
AB 2766	X	X	X	
State Highway Operations & Protection Program (SHOPP)	X	X		
Surface Transportation Improvement Program (STIP)	X			

FEDERAL

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
Surface Transportation Block Grant	X			
Highway Safety Improvement Program	X		X	
Regional Surface Transportation Program	X	X		
Better Utilizing Investments to Leverage Development (BUILD) Program	X			

Implementation and Reporting

The projects in this Plan will be implemented over time as funding becomes available. Leveraging local funds with additional grant funding will be critical for implementation. There is also the opportunity for the Cities of Seaside and Marina to implement bicycle and pedestrian improvements as part of their street and road improvements.

Individual projects will be prioritized for funding through the RTP update process and the City of Seaside and City of Marina Capital Improvement Programs. Reporting on Plan implementation will occur through an annual report to the TAMC board on the Measure X Safe Routes to Schools Program, and through updates to the city councils of Seaside and Marina during the annual City budgeting processes. The Cities of Seaside and Marina will also provide updates to the city councils on any grant applications, funding agreements, or other Council actions necessary for the delivery of Complete Streets Plan projects.

Maintenance

The Cities of Seaside and Marina currently employ the following maintenance policies and procedures to keep city facilities in good repair. Facilities constructed on private property and programs implemented by others and outside of city jurisdiction are not maintained by the City.

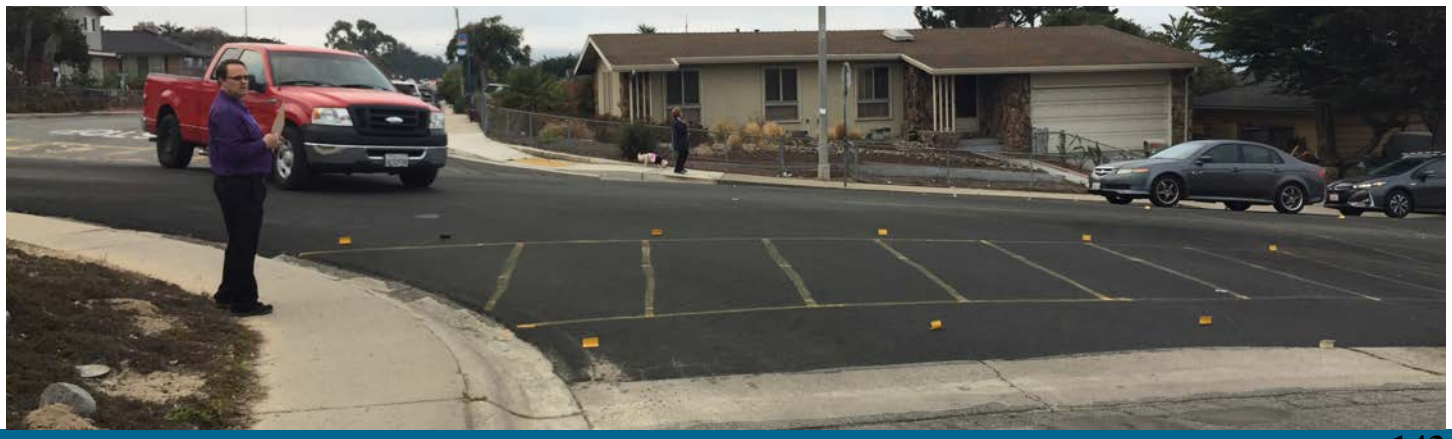
City of Seaside

- See Click Fix is a smartphone application that residents can use to inform the City of issues that need attention. Members of the public can input any concern and will receive a follow-up response on the appropriate course of action. Staff members assess each concern and either generate a work order for staff action or forward the matter to the appropriate outside agency. Signage, striping, potholes, and sidewalk hazards can all be reported. The app allows the public to receive responses without following up via a phone call or other means.

- Public roadways, including Class II bike lanes, are evaluated through the City's Pavement Management System. The goal of this program is to identify needed pavement maintenance and improvements and program maintenance and improvement activities according to available funding. Bikeway improvements are incorporated into these projects. The program is updated every two years.

- Signage and striping are assessed regularly by City staff and replaced on scheduled maintenance periods.

- Per the California Streets and Highways Code, property owners are responsible for the maintenance of sidewalks that front their parcels. Pedestrian facilities were evaluated by the City in 2016, and the City is now developing a program to maintain or replace sidewalks.



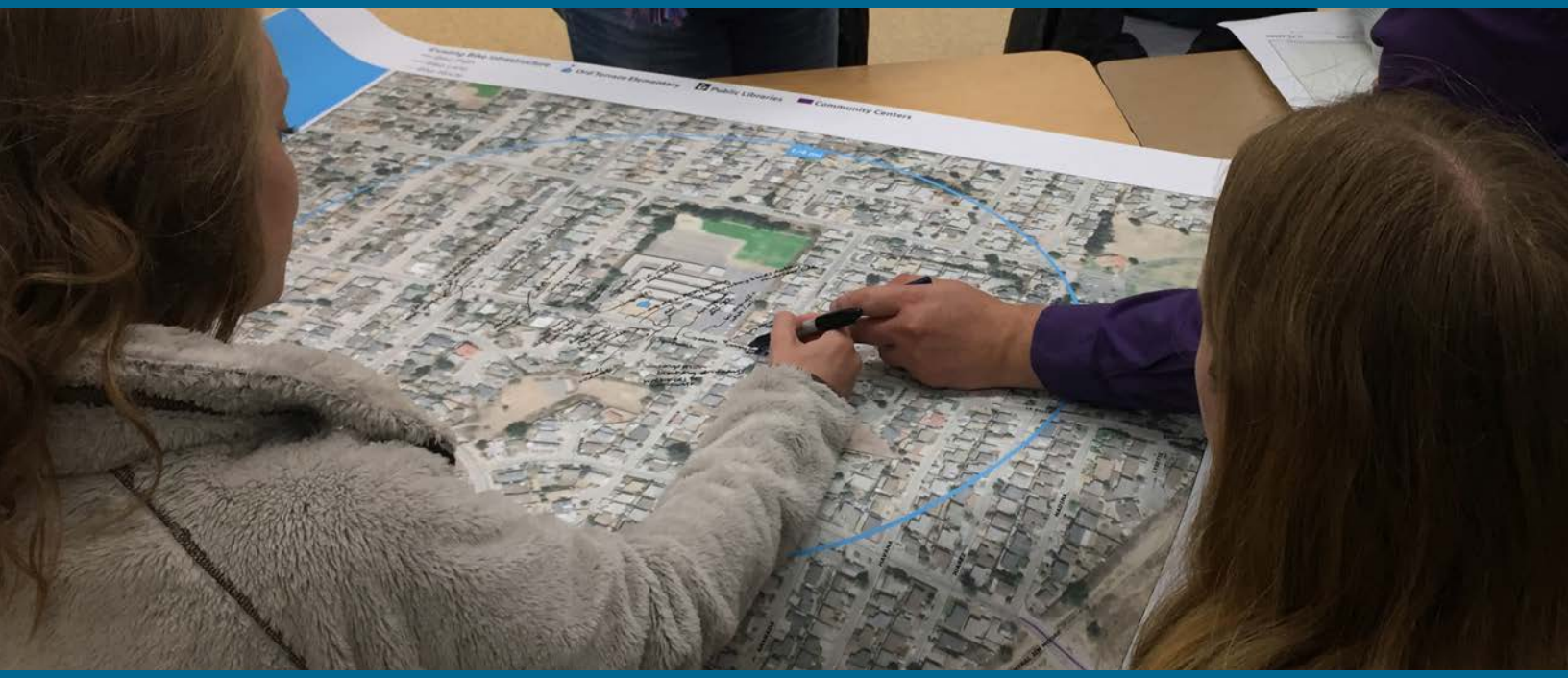
City of Marina

- Public roadways, including Class II bike lanes, are assessed regularly as part of the City's Pavement Management System. Roadways in good condition are maintained by receiving a slurry seal and are restriped every five to ten years. Roadways in poor condition are resurfaced or reconstructed as needed.

- Signage and striping are assessed regularly by City staff and replaced as needed.

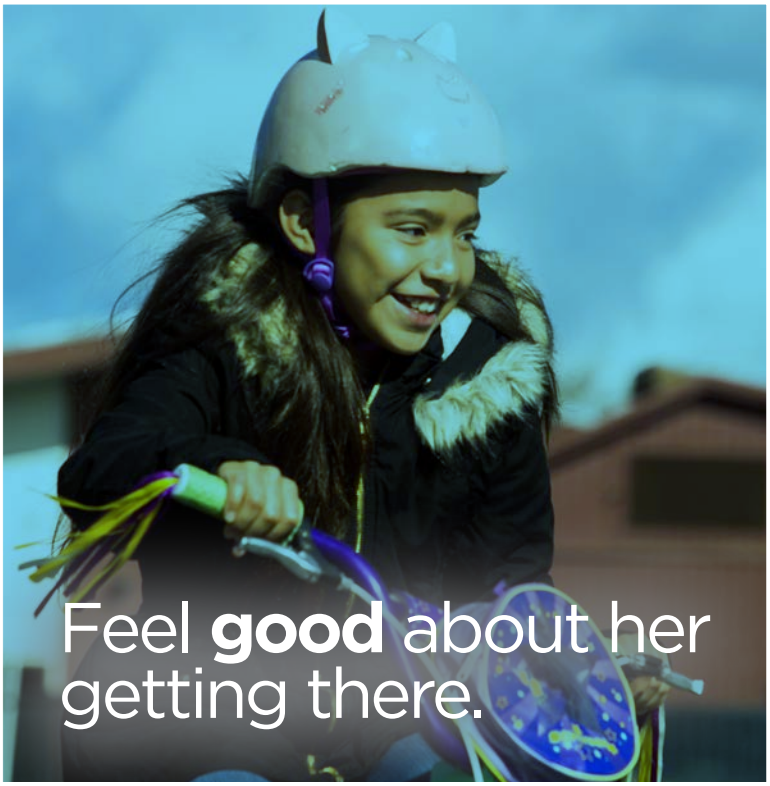
- Per the California Streets and Highways Code, property owners are responsible for the maintenance of sidewalks that front their parcels. Pedestrian facilities are evaluated regularly by City staff and maintained as needed or replaced in coordination with the property owners.





Appendices

Public Meetings - Poster and Banner



Join us in planning a safer way to school.

Over the next two years, members of our community will create a Safe Routes to Schools plan for 15 schools in Marina and Seaside to make it safer and easier for students to walk and bike to school.
Join us for a public meeting to learn more about the planning process, share your concerns, and suggest ways to make walking and biking to school safer, easier, and more fun.

Dinner, childcare, and Spanish translation provided.
For more information and ways to participate in the process, visit www.ecoact.org/planningmonterey

Wednesday, August 29, 6:30 – 8:00pm	Thursday, August 30, 6:30 – 8:00pm
MLK Elementary	Crumpton Elementary
1713 Broadway Ave., Seaside	460 Carmel Ave., Marina



Safe Routes to School Audit Poster

YOU ARE INVITED!

Over the next two years, our community will create a Safe Routes to Schools Plan for 15 schools in Marina and Seaside. The plan will identify barriers to students walking and biking to school safely and include a list of projects that will improve access to schools.

Give your input on traffic safety issues around each school by participating in a school walking audit. See below for the list of dates and RSVP at **www.ecoact.org/planningmonterey**

All parents and community members are welcome!

	SCHOOL	JURISDICTION	AUDIT DATE	AUDIT TIME
1	Olson Elementary	Marina	9/5/2018	7:30-9:00a
2	Seaside Middle School	Seaside	9/6/2018	7:45-9:15a
3	Marina Vista Elementary	Marina	9/11/2018	7:30 – 9:00a
4	Marshall Elementary	Seaside	9/12/2018	7:30-9:00a
5	King Elementary	Seaside	9/13/2018	7:30-9:00a
6	International School of Monterey	Seaside	9/18/2018	7:30-9:00a
7	Central Coast High School	Seaside	9/19/2018	7:15-8:45a
8	Los Arboles Middle School	Marina	9/20/2018	8:00-9:30a
9	Crumpton Elementary	Marina	9/25/2018	7:30-9:00a
10	Dual Language Academy	Seaside	9/26/2018	7:30-9:00a
11	Marina High School	Marina	9/27/2018	7:20-8:50a
12	Highland Elementary	Seaside	10/16/2018	7:30-9:00a
13	Ord Terrace Elementary	Seaside	10/17/2018	7:30-9:00a
14	Seaside High School	Seaside	10/18/18	7:00 – 9:00a
15	Del Rey Woods Elementary	Seaside	TBD	TBD

Spring Presentation Poster

SPRING SAFE ROUTES TO SCHOOLS PRESENTATIONS

We want to hear from you! Join us to give your feedback on recommendations to improve safety, reduce traffic and make it easier to bike and walk to your child's school.

SCHOOL	DATE	TIME
Highland Elementary – Parent Meeting	2/19/19	6:00pm
Seaside High School – ELAC Meeting	2/26/19	6:00pm
Del Rey Woods – Parent meeting	2/27/19	8:00am
Marshall Elementary – PTA Family Night	3/1/19	5:00pm
Marina Vista Elementary – PTA Meeting	3/5/19	5:30pm
International School of Monterey – Coffee with Admin	3/8/19	8:00am
Martin Luther King School	3/11/19	1:30pm
Olson Elementary – PTA Meeting	3/12/19	5:30pm
Seaside Middle School – Site Council Meeting	3/14/19	4:00pm
Dual Language Academy – Site Council Meeting	3/14/19	6:15pm
Ord Terrace Elementary – ELAC Meeting	4/9/19	8:15am
Central Coast High School – Open House	5/9/19	5:15pm
Los Arboles Middle School – Site Council Meeting	5/22/19	5:00pm
Crumpton Elementary	TBD	TBD
Marina High School	TBD	TBD

For more information on each meeting contact Gino Garcia, Assistant Planner with Ecology Action, at **(831) 915-9750** or **ggarcia@ecoact.org**

https://ecoact.org/planningmonterey

Pop Ups - Marina Survey

Marina Safe Streets Event Participant Survey
Demostración de Calles Seguras de Marina
Encuesta de Participante

1. Did you experience the demonstration event on foot? / ***Puso usted a prueba la demostración caminando?***
   - ☐ Yes / ***Si***
   - ☐ No

2. If yes, how would you describe your experience using this space? Please describe your experience interacting with each of the features listed below. For each feature, place a check in the box that best describes your experience. / ***Si contesto Si, como describiría su experiencia usando este espacio? Por favor describa su experiencia interactuando con cada una de las instalaciones en la lista siguiente. Para cada instalación indique en la casilla que mejor describa su experiencia.***

   a. Curb extension / ***Extensión de acera***
      - ☐ Very positive / ***Muy positiva***
      - ☐ Positive / ***Positiva***
      - ☐ Neutral / ***Neutro***
      - ☐ Negative / ***Negativa***
      - ☐ Very negative / ***Muy negativa***
      - ☐ Did not use / ***No la use***



Curb Extension

   b. High-visibility crosswalk / ***Cruce peatonal de alta-visibilidad***
      - ☐ Very positive / ***Muy positiva***
      - ☐ Positive / ***Positiva***
      - ☐ Neutral / ***Neutro***
      - ☐ Negative / ***Negativa***
      - ☐ Very negative / ***Muy negativa***
      - ☐ Did not use / ***No la use***



High Visibility Crosswalk

3. Do the temporary improvements make walking feel more comfortable? / ***Con los mejoramientos temporarios, se siente más cómodo(a) caminando?***
   - ☐ Yes / ***Si***
   - ☐ No / ***No***
   - ☐ No change / ***No hay cambio***
   - ☐ Not applicable / ***No aplica***

Pop Ups - Marina Safe Streets Demonstration Event Poster



Pop Ups - Seaside Safe Streets Demonstration Event Poster



Pop Ups - Seaside Banner



Pop Ups - Seaside Survey English

Seaside Safe Streets Demonstration Event Participant Survey

1. Did you experience the demonstration event on foot?
   - ☐ Yes
   - ☐ No

2. If yes, how would you describe your experience using this space? Please describe your experience interacting with each of the features in the table below. For each feature, place a check in the box that best describes your experience.

   a. Curb extension
      - ☐ Very positive
      - ☐ Positive
      - ☐ Neutral
      - ☐ Negative
      - ☐ Very negative
      - ☐ Did not use



Curb Extension

   b. High-visibility crosswalk
      - ☐ Very positive
      - ☐ Positive
      - ☐ Neutral
      - ☐ Negative
      - ☐ Very negative
      - ☐ Did not use



High Visibility Crosswalk

   c. Bicycle facility
      - ☐ Very positive
      - ☐ Positive
      - ☐ Neutral
      - ☐ Negative
      - ☐ Very negative
      - ☐ Did not use



Bicycle Facility

Pop Ups - Seaside Survey Spanish

Seaside Safe Streets Event Participant Survey
Demostración de Calles Seguras de Seaside
Encuesta de Participante

1. Did you experience the demonstration event on foot? / *Puso usted a prueba la demostración caminando?*
   - ☐ Yes / *Si*
   - ☐ No

2. If yes, how would you describe your experience using this space? Please describe your experience interacting with each of the features below. For each feature, place a check in the box that best describes your experience. / *Si contesto Si, como describiría su experiencia usando este espacio? Por favor describa su experiencia interactuando con cada una de las instalaciones en la lista siguiente. Para cada instalación indique en la casilla que mejor describa su experiencia.*

   a. Curb extension / *Extensión de acera*
      - ☐ Very positive / *Muy positiva*
      - ☐ Positive / *Positiva*
      - ☐ Neutral / *Neutro*
      - ☐ Negative / *Negativa*
      - ☐ Very negative / *Muy negativa*
      - ☐ Did not use / *No la use*


Curb Extension

   b. High-visibility crosswalk / *Cruce peatonal de alta-visibilidad*
      - ☐ Very positive / *Muy positiva*
      - ☐ Positive / *Positiva*
      - ☐ Neutral / *Neutro*
      - ☐ Negative / *Negativa*
      - ☐ Very negative / *Muy negativa*
      - ☐ Did not use / *No la use*


High Visibility Crosswalk

   c. Bicycle facility / *Instalación ciclista*
      - ☐ Very positive / *Muy positiva*
      - ☐ Positive / *Positiva*
      - ☐ Neutral / *Neutro*
      - ☐ Negative / *Negativa*
      - ☐ Very negative / *Muy negativa*
      - ☐ Did not use / *No la use*


Bicycle Facility

Parent Survey Reports - Central Coast High School

Parent Survey Report: One School in One Data Collection Period

School Name: Central Coast High

Set ID: 18064

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 06/12/2019

% Range of Students Involved in SRTS: Don't Know

Tags: High School

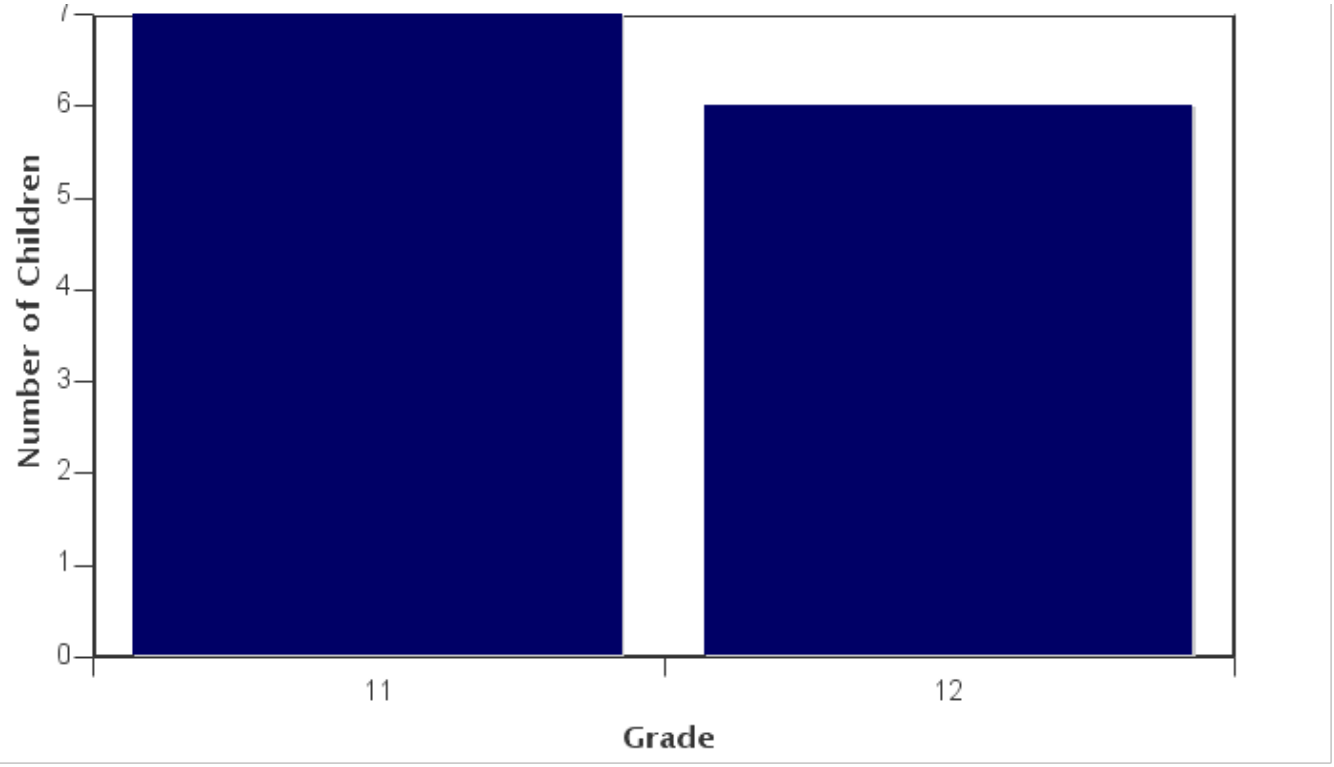
Number of Questionnaires Distributed: 0

Number of Questionnaires Analyzed for Report: 13

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey

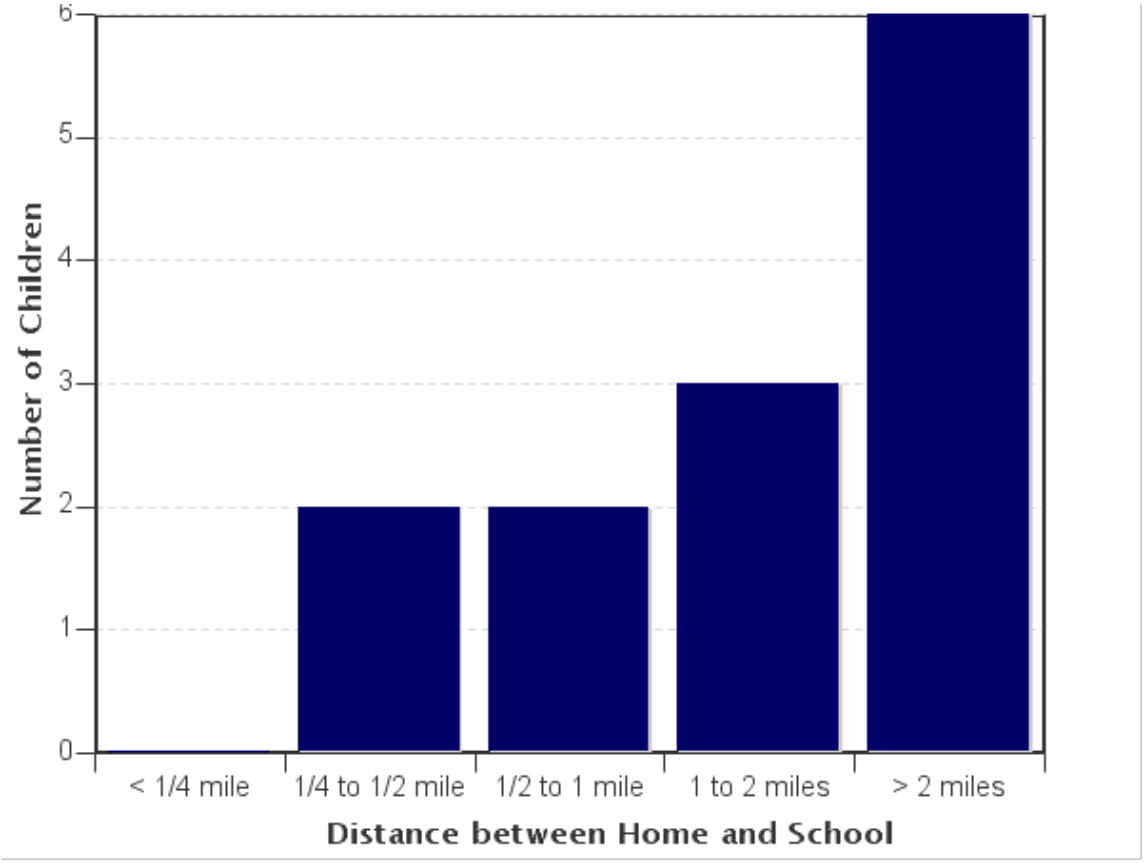


Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
11	7
12	6

No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school

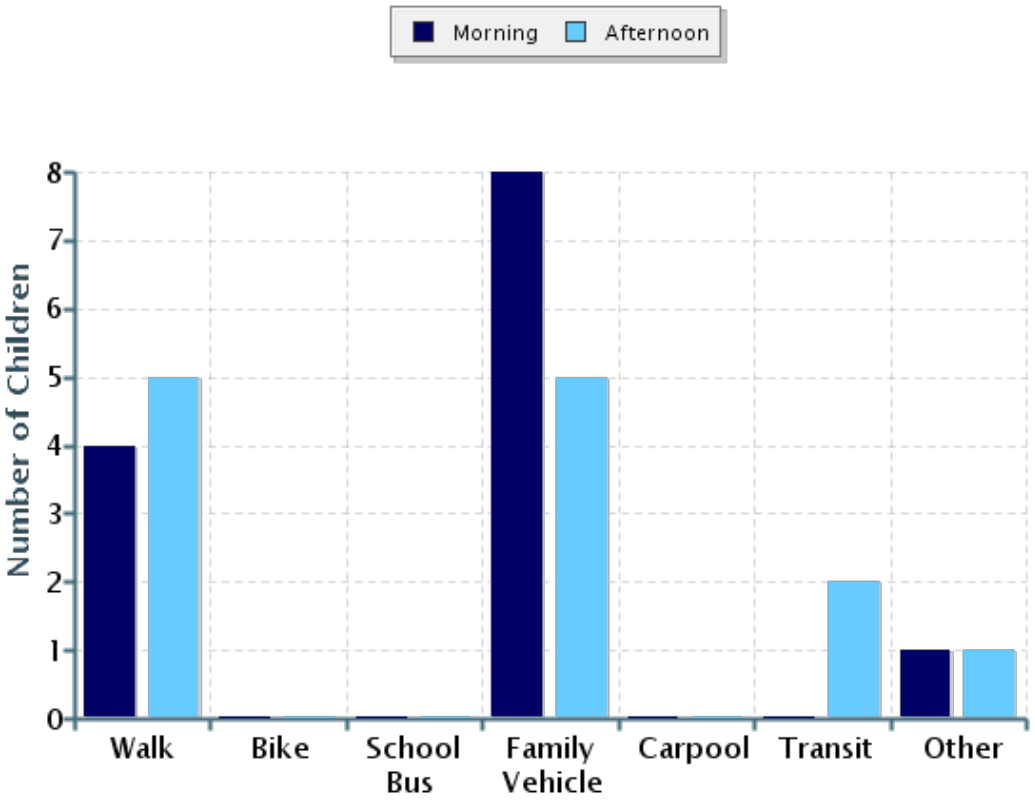


Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	0
1/4 mile up to 1/2 mile	2
1/2 mile up to 1 mile	2
1 mile up to 2 miles	3
More than 2 miles	6

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school

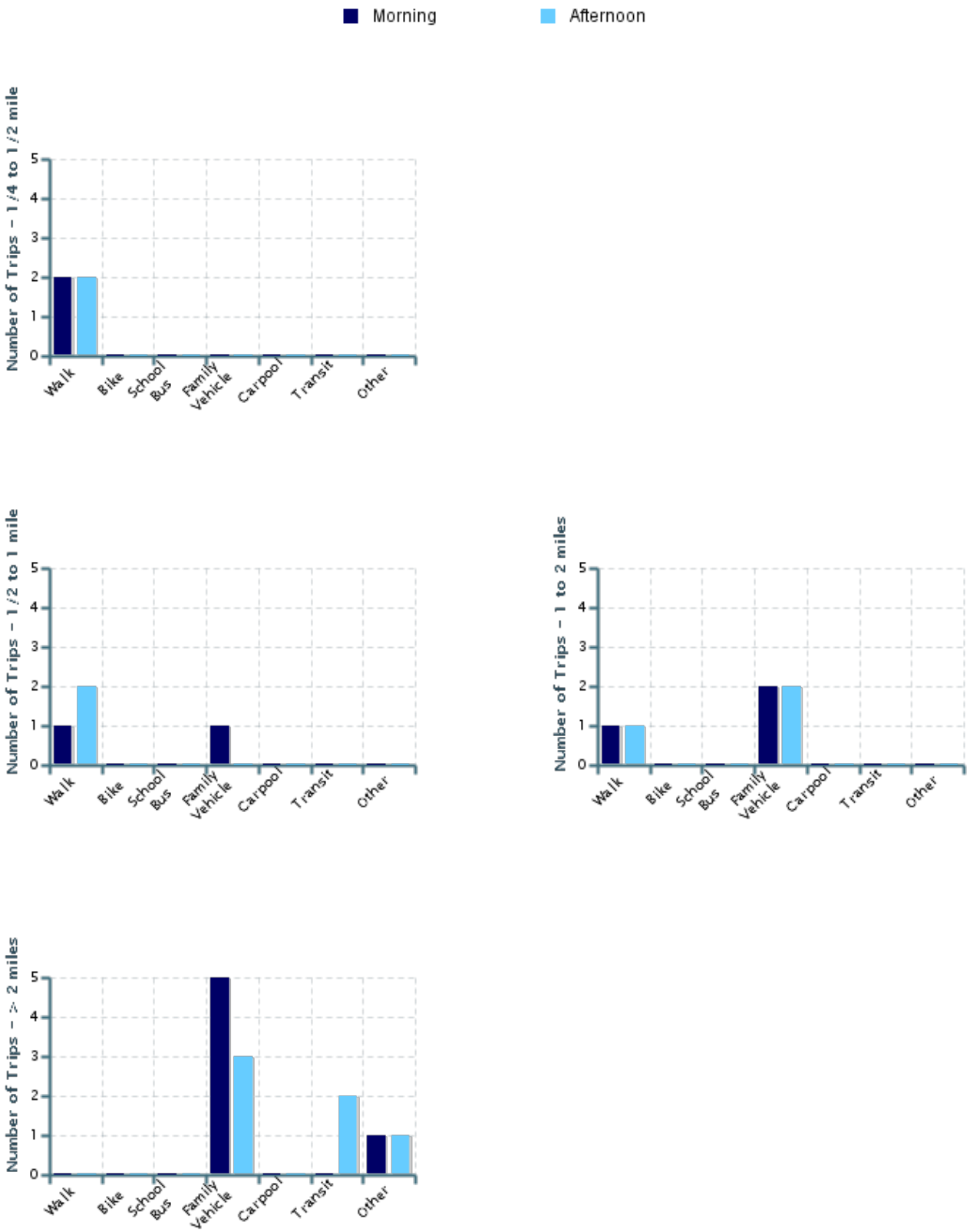


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	13	4	0	0	8	0	0	1
Afternoon	13	5	0	0	5	0	2	1

No Response Morning: 0
No Response Afternoon: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0	0	0	0	0	0	0
1/4 mile up to 1/2 mile	2	2	0	0	0	0	0	0
1/2 mile up to 1 mile	2	1	0	0	1	0	0	0
1 mile up to 2 miles	3	1	0	0	2	0	0	0
More than 2 miles	6	0	0	0	5	0	0	1

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0	0	0	0	0	0	0
1/4 mile up to 1/2 mile	2	2	0	0	0	0	0	0
1/2 mile up to 1 mile	2	2	0	0	0	0	0	0
1 mile up to 2 miles	3	1	0	0	2	0	0	0
More than 2 miles	6	0	0	0	3	0	2	1

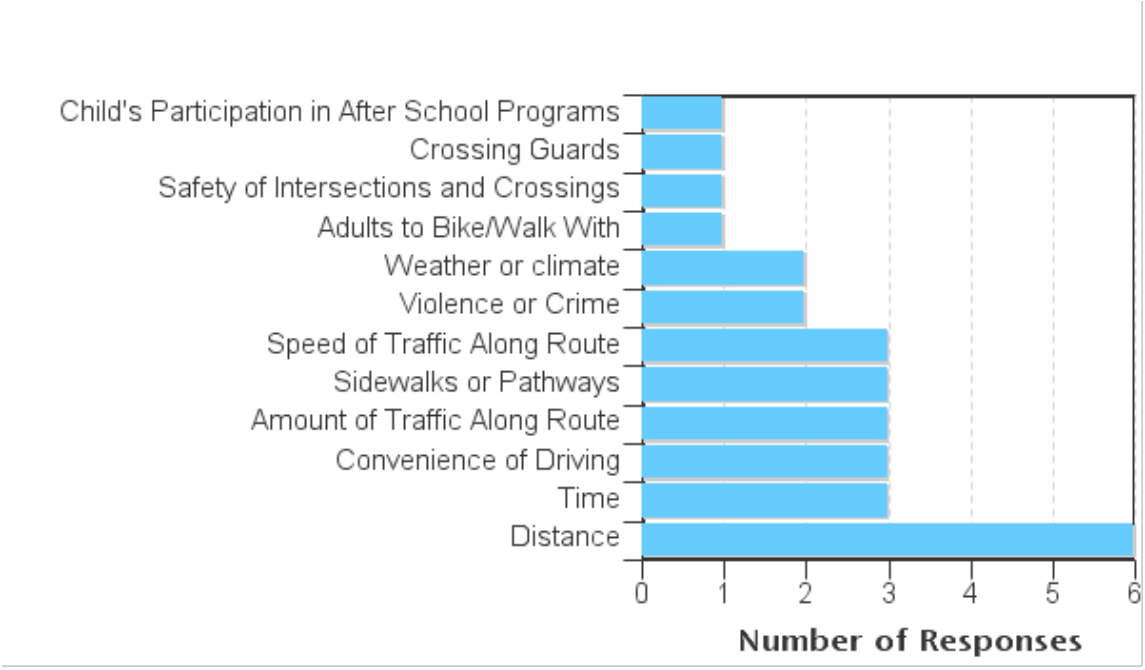
Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Number of children who have asked for permission to walk or bike to/from school by distance they live from school

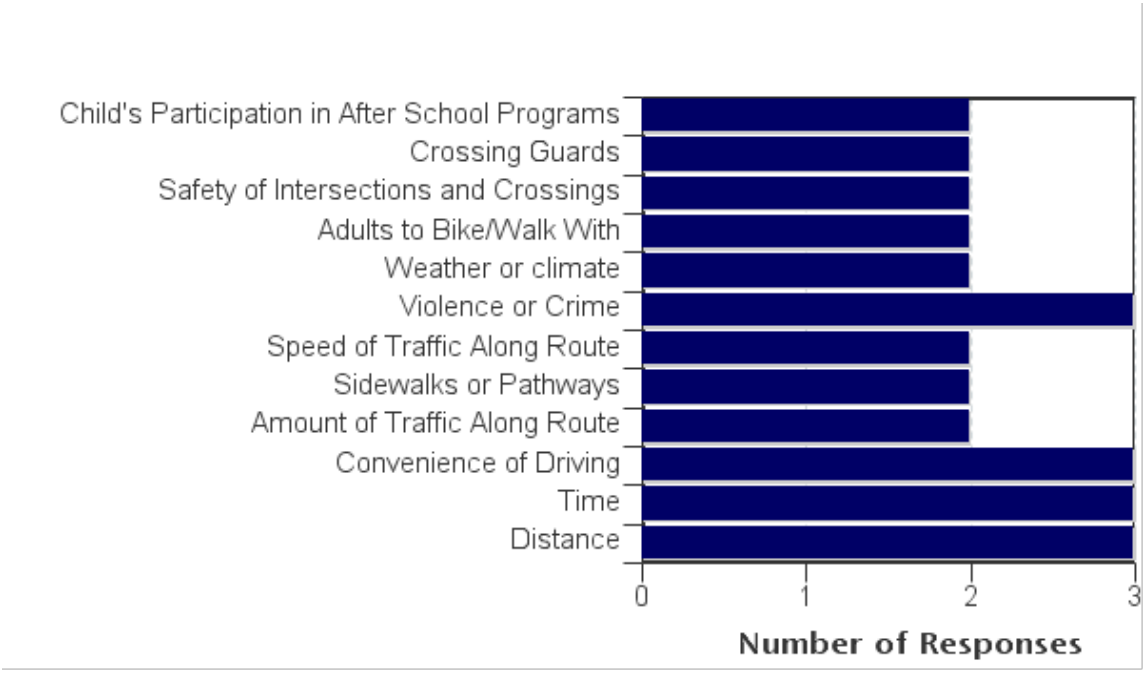
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	6	0	1	2	1	2
No	6	0	1	0	2	3

Don't know or No response: 1
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	6	3
Time	3	3
Convenience of Driving	3	3
Amount of Traffic Along Route	3	2
Sidewalks or Pathways	3	2
Speed of Traffic Along Route	3	2
Violence or Crime	2	3
Weather or climate	2	2
Adults to Bike/Walk With	1	2
Safety of Intersections and Crossings	1	2
Crossing Guards	1	2
Child's Participation in After School Programs	1	2
Number of Respondents per Category	**6**	**4**

No response: 3
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school

Level of support	Number of children
Strongly Encourages	0
Encourages	0
Neither	9
Discourages	2
Strongly Discourages	1

Parents' opinions about how much fun walking and biking to/from school is for their child

Level of fun	Number of children
Very Fun	0
Fun	1
Neutral	8
Boring	0
Very Boring	3

Parents' opinions about how healthy walking and biking to/from school is for their child

How healthy	Number of children
Very Healthy	3
Healthy	5
Neutral	4
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1639664	There are no safe routes from East Garrison to Central Coast High School or Marina High School. There are no sidewalks on Reservations There are no bike lanes
1639677	Transportation to school: walking or carpool

Parent Survey Reports - Crumpton Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Crumpton Elementary

Set ID: 18087

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 06/06/2019

% Range of Students Involved in SRTS: Don't Know

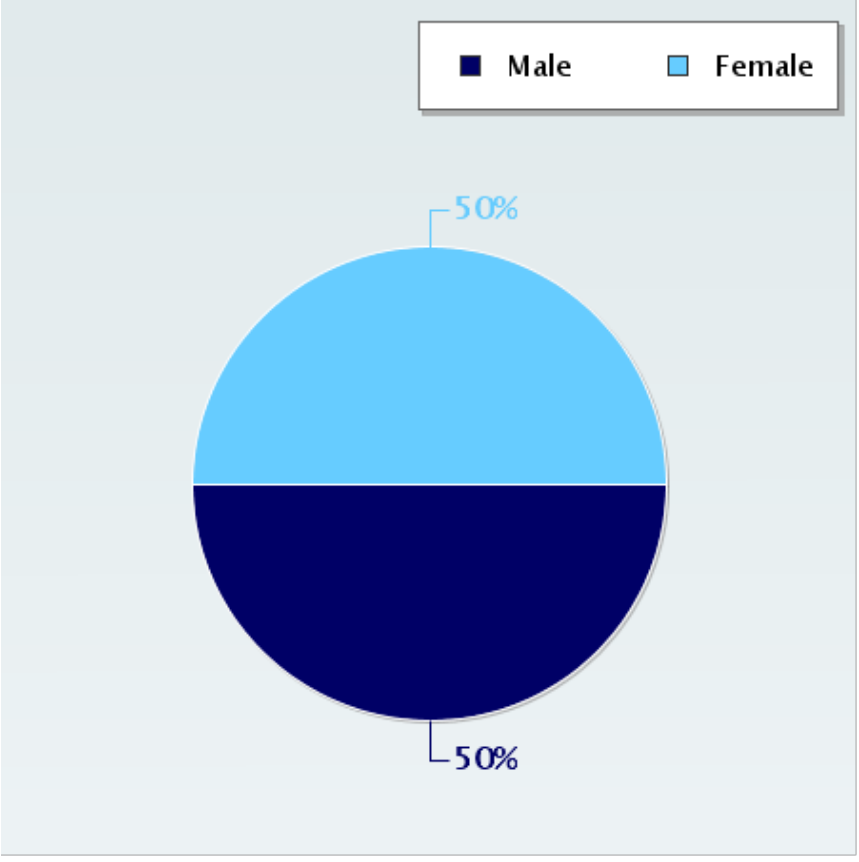
Tags: Elementary School

Number of Questionnaires Distributed: 0

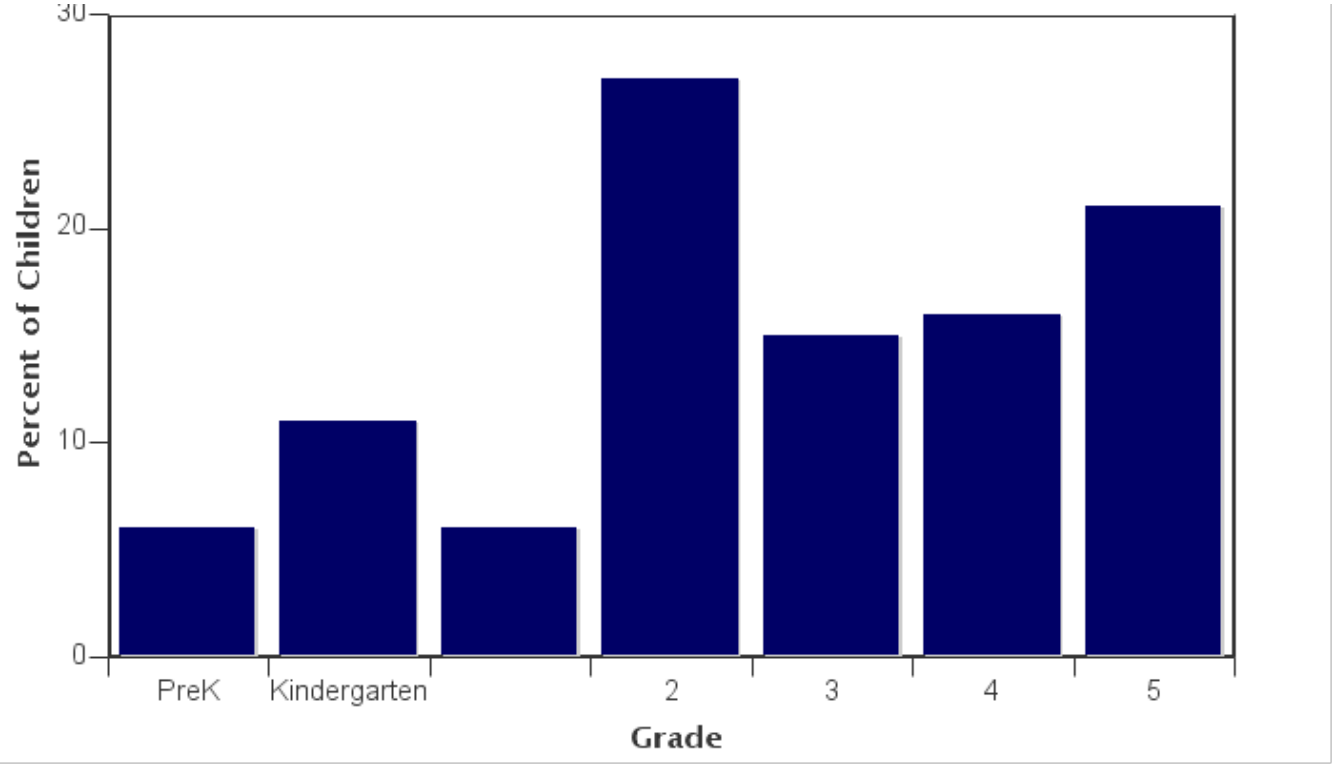
Number of Questionnaires Analyzed for Report: 181

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

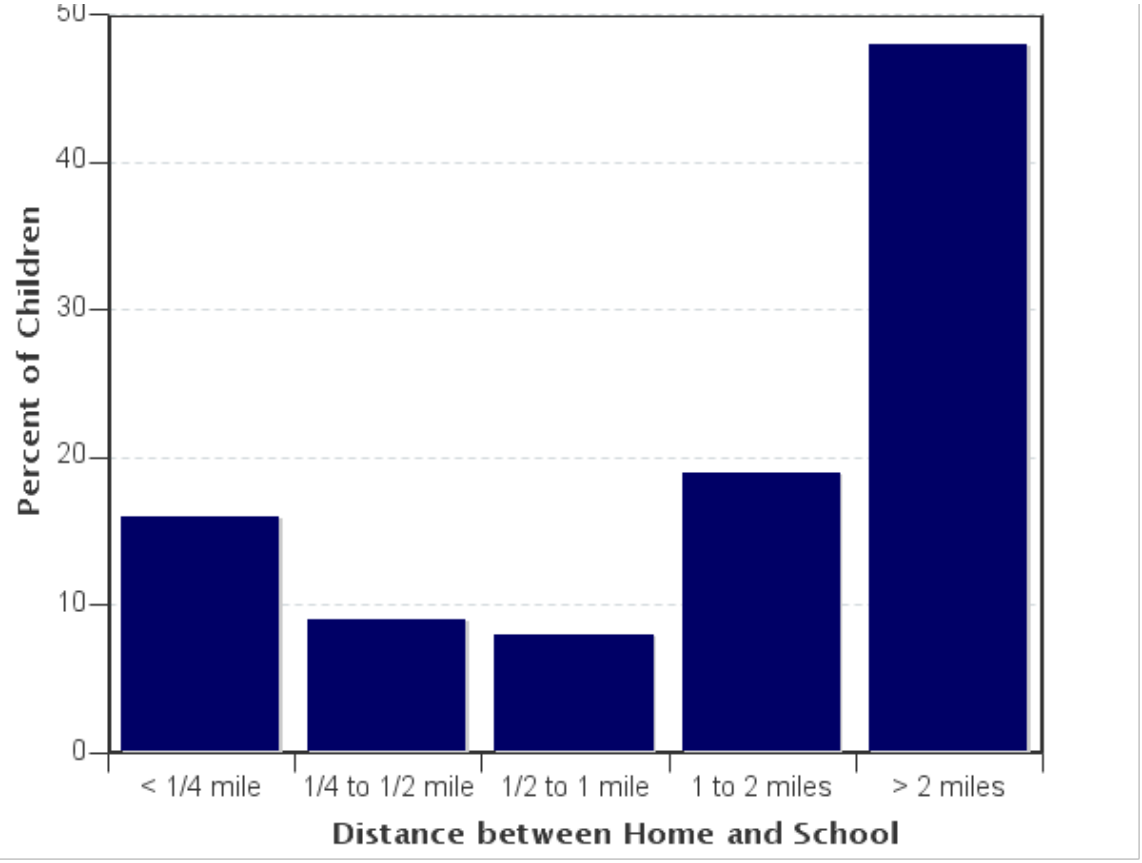


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	10	6%
Kindergarten	19	11%
1	10	6%
2	48	27%
3	26	15%
4	29	16%
5	37	21%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

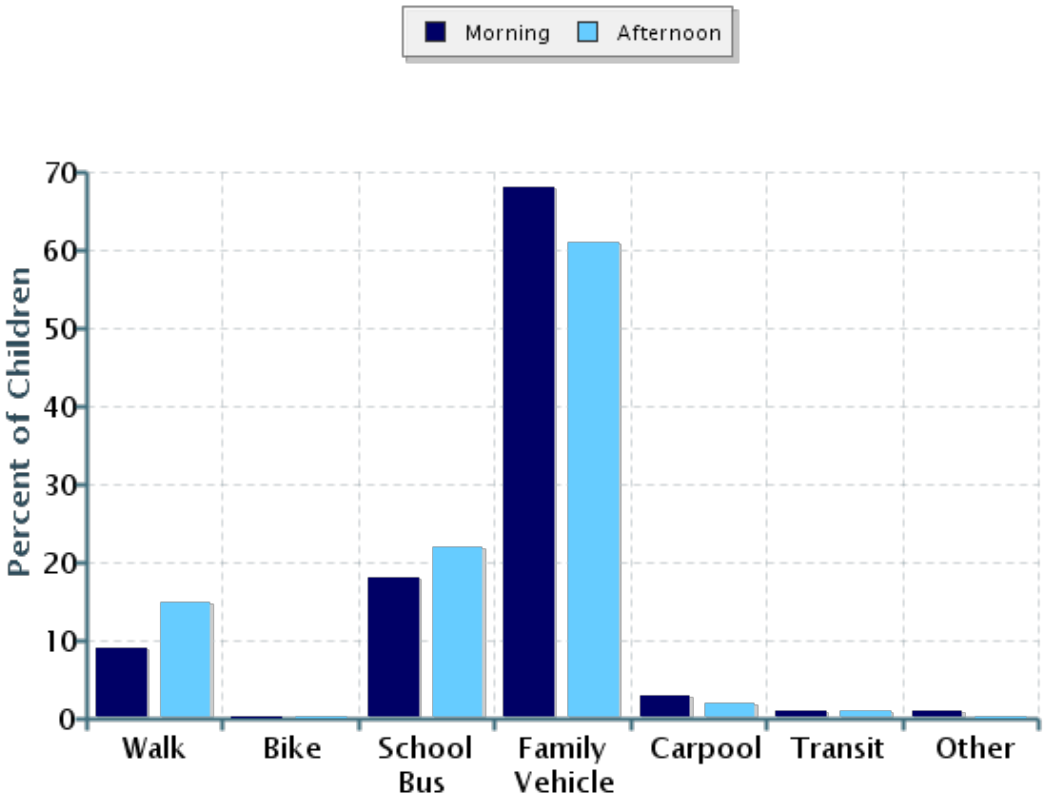


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	26	16%
1/4 mile up to 1/2 mile	14	9%
1/2 mile up to 1 mile	13	8%
1 mile up to 2 miles	30	19%
More than 2 miles	76	48%

Don't know or No response: 22
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

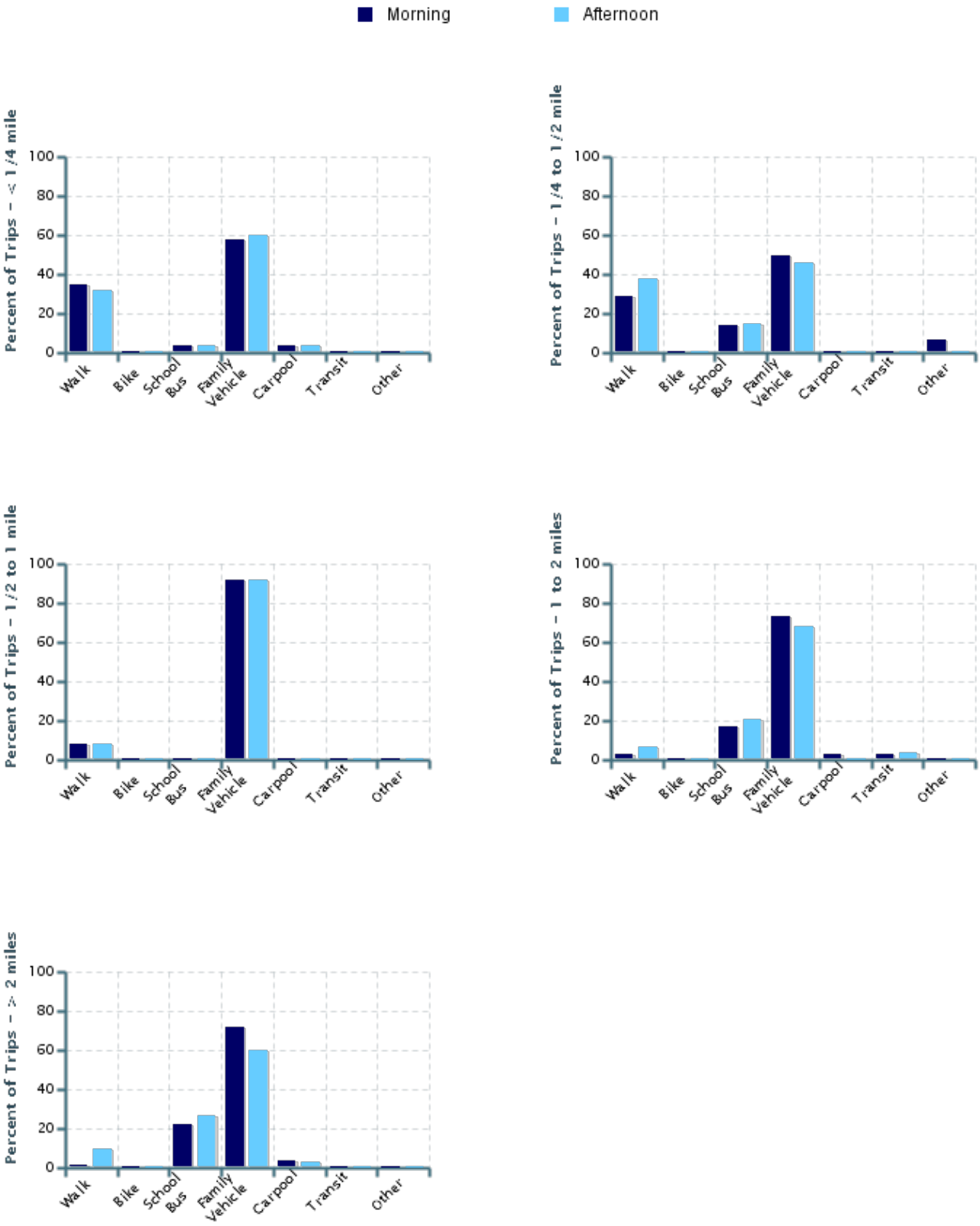


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	180	9%	0%	18%	68%	3%	0.6%	0.6%
Afternoon	172	15%	0%	22%	61%	2%	0.6%	0%

No Response Morning: 1
No Response Afternoon: 9
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	26	35%	0%	4%	58%	4%	0%	0%
1/4 mile up to 1/2 mile	14	29%	0%	14%	50%	0%	0%	7%
1/2 mile up to 1 mile	13	8%	0%	0%	92%	0%	0%	0%
1 mile up to 2 miles	30	3%	0%	17%	73%	3%	3%	0%
More than 2 miles	76	1%	0%	22%	72%	4%	0%	0%

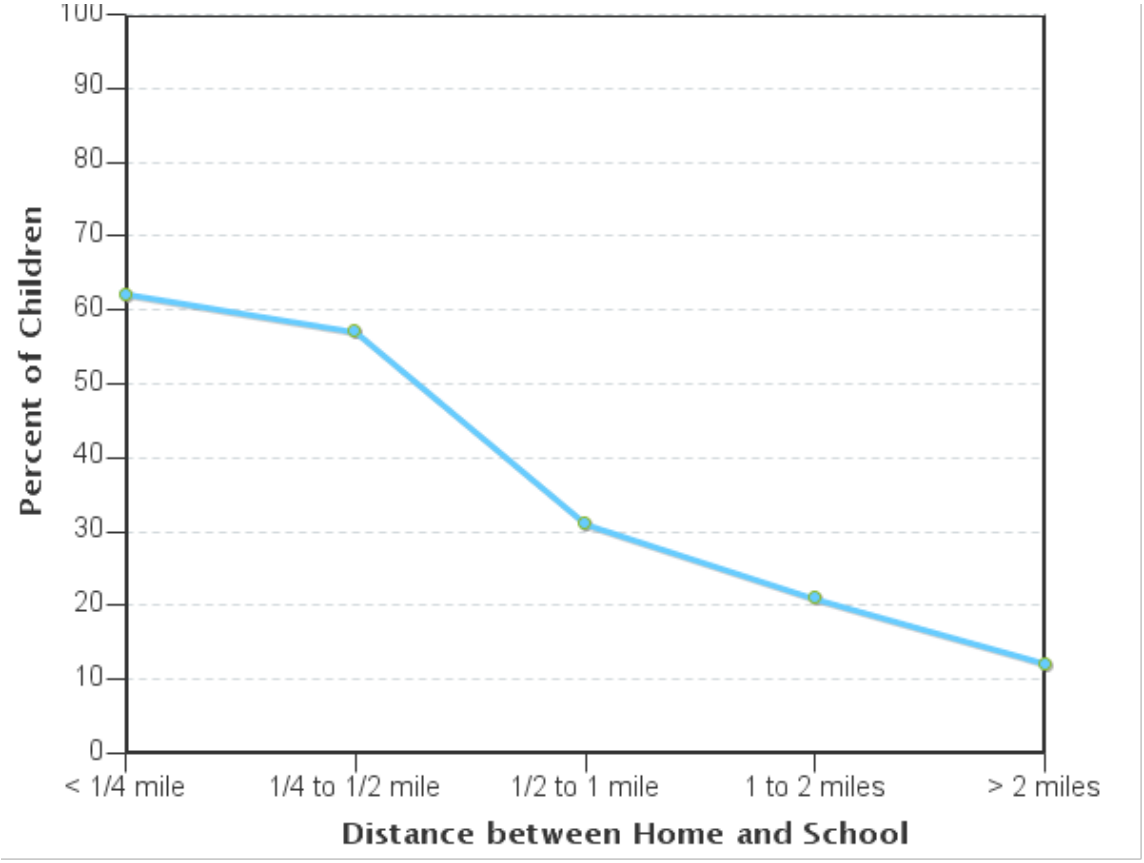
Don't know or No response: 22
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	25	32%	0%	4%	60%	4%	0%	0%
1/4 mile up to 1/2 mile	13	38%	0%	15%	46%	0%	0%	0%
1/2 mile up to 1 mile	12	8%	0%	0%	92%	0%	0%	0%
1 mile up to 2 miles	28	7%	0%	21%	68%	0%	4%	0%
More than 2 miles	73	10%	0%	27%	60%	3%	0%	0%

Don't know or No response: 30
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

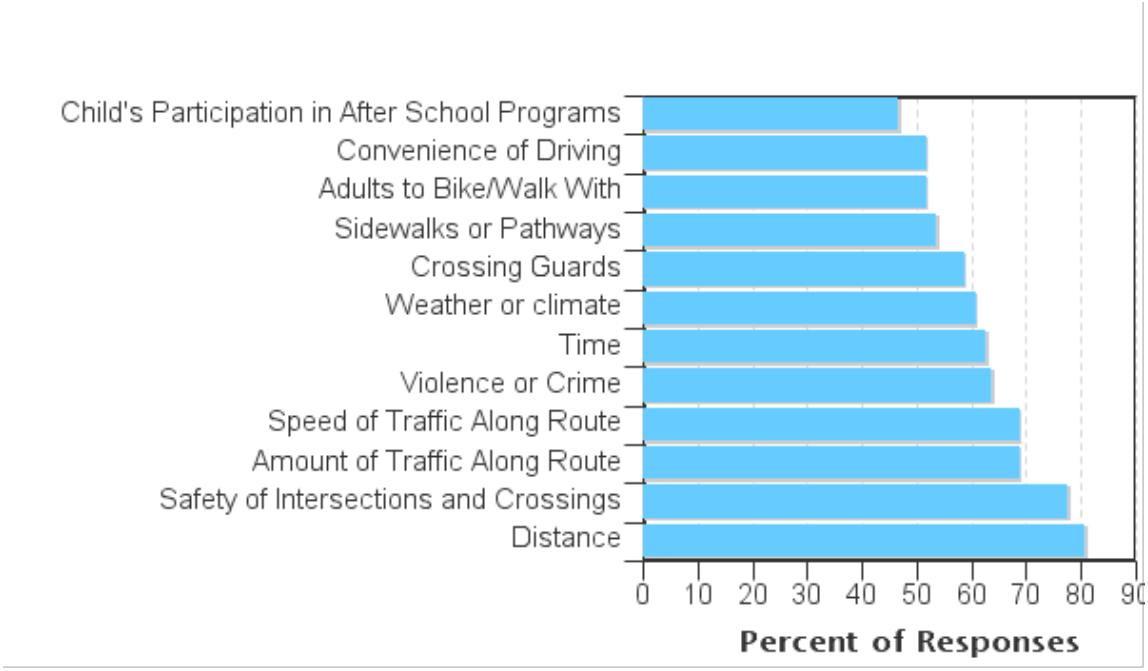


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

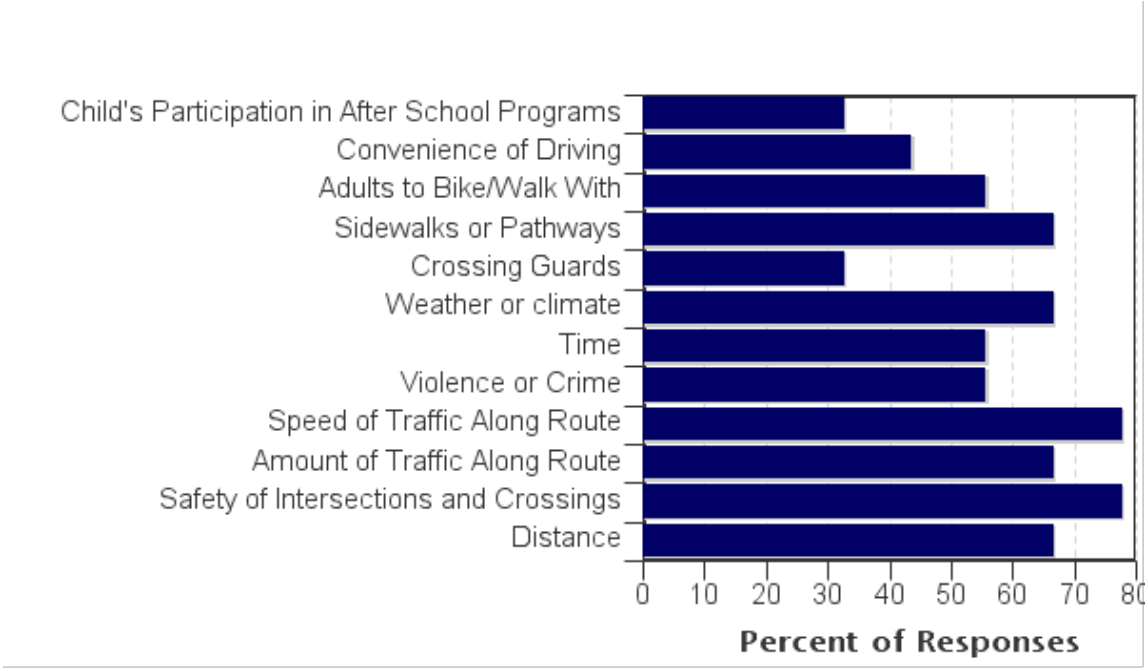
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	43	62%	57%	31%	21%	12%
No	115	38%	43%	69%	79%	88%

Don't know or No response: 23
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

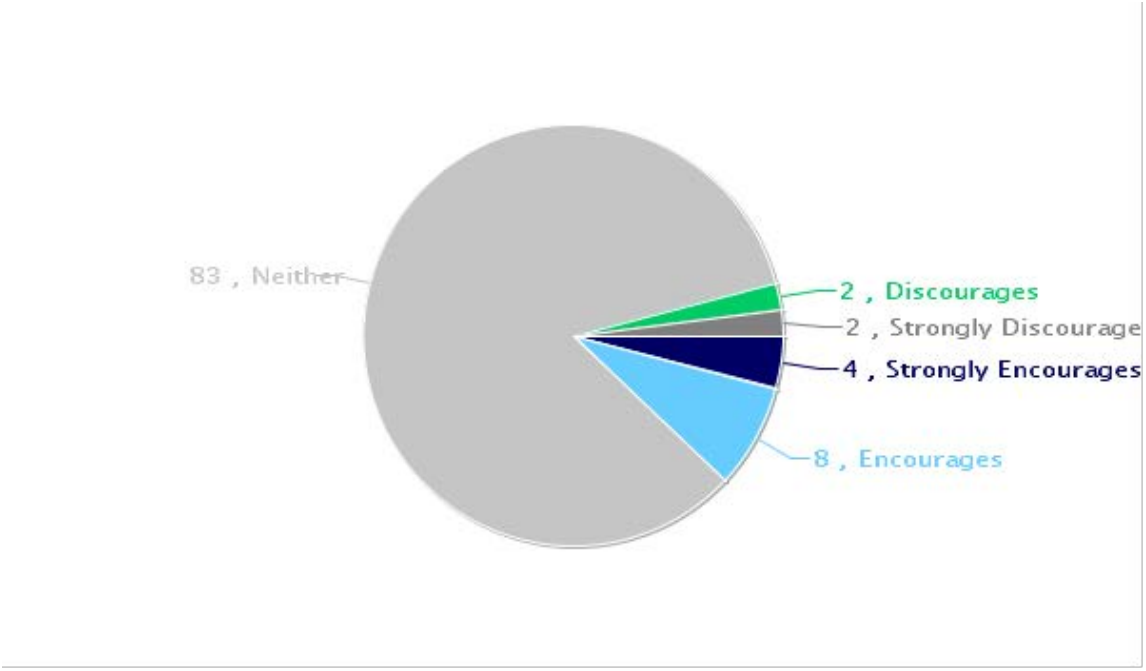


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

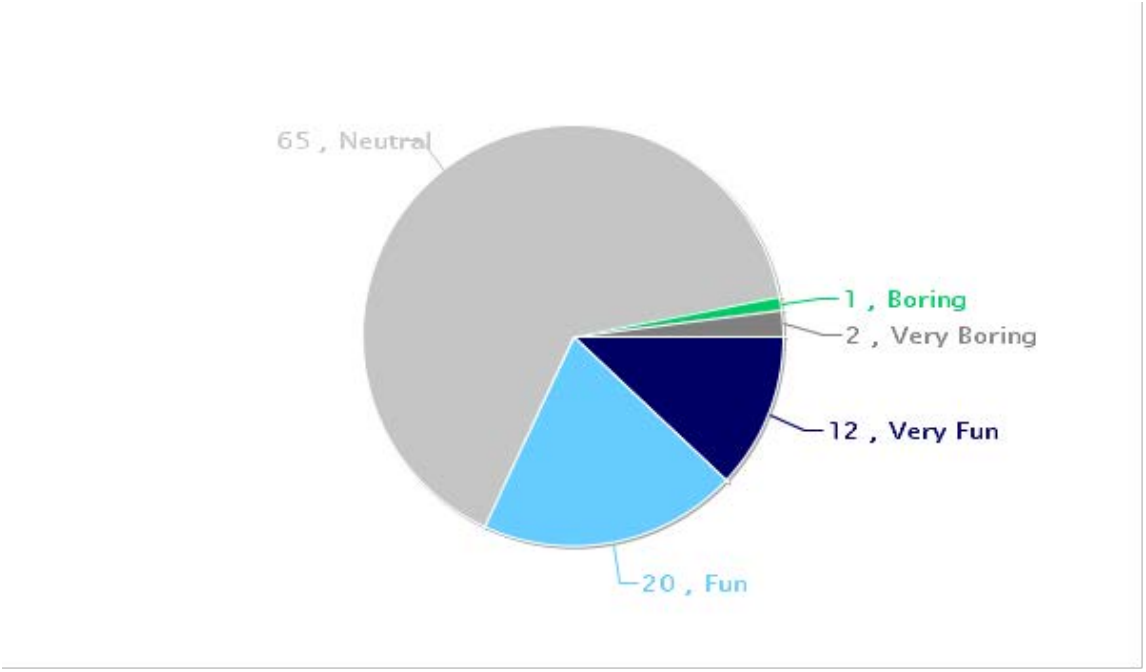
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	81%	67%
Safety of Intersections and Crossings	78%	78%
Amount of Traffic Along Route	69%	67%
Speed of Traffic Along Route	69%	78%
Violence or Crime	64%	56%
Time	63%	56%
Weather or climate	61%	67%
Crossing Guards	59%	33%
Sidewalks or Pathways	54%	67%
Adults to Bike/Walk With	52%	56%
Convenience of Driving	52%	44%
Child's Participation in After School Programs	47%	33%
Number of Respondents per Category	**156**	**9**

No response: 16
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

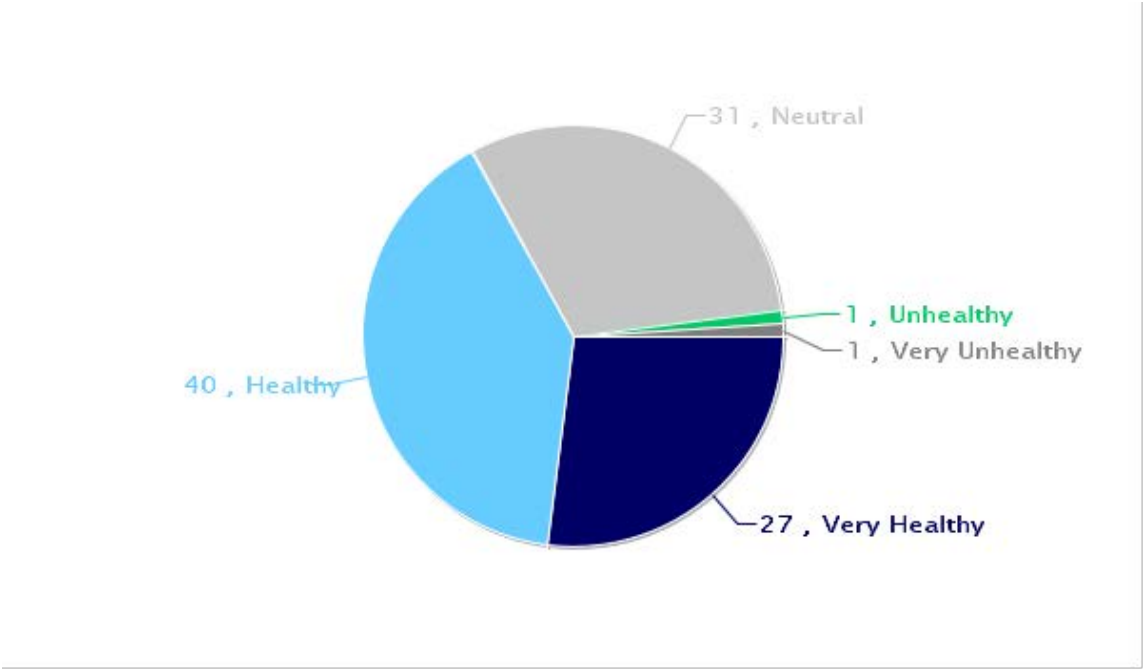
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1635662	Thank you!
1635141	Even though we live like right around the corner from the school it's just convenience to get in the car and drop the little ones to school, then drop off my middle schooler and then off to work I go. That way I know all of my kids made it to school. My mind will be at ease.
1641496	We live close to the school but its just convenient to get them in the car and drop the kids off, then drop my middle schooler off then off to work. That way I know they made it to school.
1641509	Under item 6b, checkmarked "Walk" and added "to Youth/Teen Center"
1641370	Our friend/neighbor also has a daughter at Crumpton and walks girls to and from school everyday.
1640501	Although I am happy with the school my daughter attends, I would like it if it had a "doble inversión" program.
1631738	We live in Salinas and Kensi's school is about 15 miles away I would NEVER allow her to walk or bike that far.
1640639	For us as parents we are really grateful for the school security and we feel safe leaving our kids at school.
1639178	If my daughter had an adult to walk with her, at 13 I would let her walk home.
1641679	Unclear on questions 10 and 11. But I prefer that on days my daughter walks its days I pick her up or her brothers. I dont believe Marina is unsafe. I just dont want to take that chance.
1641681	In my opinion, question 15 is extremely offensive and inappropriate to ask with this survey.
1641514	Although our current school is further than an elem student should bike/walk, I really hope there is a safe travel plan to the middle school so our son and other kids can bike.
1640518	No sidewalks on Reservation Rd
1640627	Only a few times a year he/I ride together Preston Park has not opened the new road to get to school with ease and faster. We go this way - but it's actually a closed road. Otherwise, it's 15 min to go around down Reservation Rd.
1640637	We need bus to stop at closest intersection to our house in E. Garison
1639155	Also marked "bike", "school bus", and "family vehicle" for both parts of Question 6.
1641688	Getting to school on their own is teaching them time management and responsibility.
1641467	Cars sometimes go very fast and also they dont stop when you are trying to cross the street.
1640532	Reservation Rd not safe to bike on (to East Garrison)
1641691	A crossing guard would make her more comfortable.

1641455	We live quite far from the school. Not sure if it would be appropriate to let my kids walk to and from school even if elements in 10 were addressed.
1641460	I'm a single mother of 3 who has worked very hard to work around my children's schedules. I have raised my children with integrity and respect. I trust my children, the way the world is today I dont trust anybody, with my children.
1631709	Also filled in "carpool" for question 6) "how does your child arrive and leave for school on most days?"
1631754	I would not allow my child to walk to school mainly because he has ADHD and has problems focusing and retaining information and directions.
1635665	A child risks danger walking alone; there are some drivers that do not stop.
1641458	Last year my children rode the bus and walked from the stop which was great. However, bus charges have resulted in driving the kids to school this year.
1641512	Not willing to let my 5 year old walk/bike to school. I'm not even comfortable with her taking the bus.
1640597	Safety. Not very many vehicles that I see when dropping off my child slow down and that is a bit scary becasue my oldest was hit by a car near Marina Vista.
1631675	My kid is autistic so it is not safe for him to walk or bike to/from school.
1640535	My children have never biked nor walked to school because we're in a very dangerous time. It is not safe for them to be alone on the street.
1639174	"My child lives in Salinas - this survey does not apply"
1641609	My child is currently without reliable transportation to school, and forced to walk over a mile because the bus is full, he is on a waiting list, and we do not have dependable transportation. Sometimes we get a ride, but our vehicle has car trouble.
1641511	We live where it isn't possible for the children to ride bikes or walk to school.

Parent Survey Reports - Del Rey Woods Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Del Rey Woods Elementary

Set ID: 18054

School Group: CTPG2018_MPUSD

Month and Year Collected: October 2018

School Enrollment: 0

Date Report Generated: 06/11/2019

% Range of Students Involved in SRTS: Don't Know

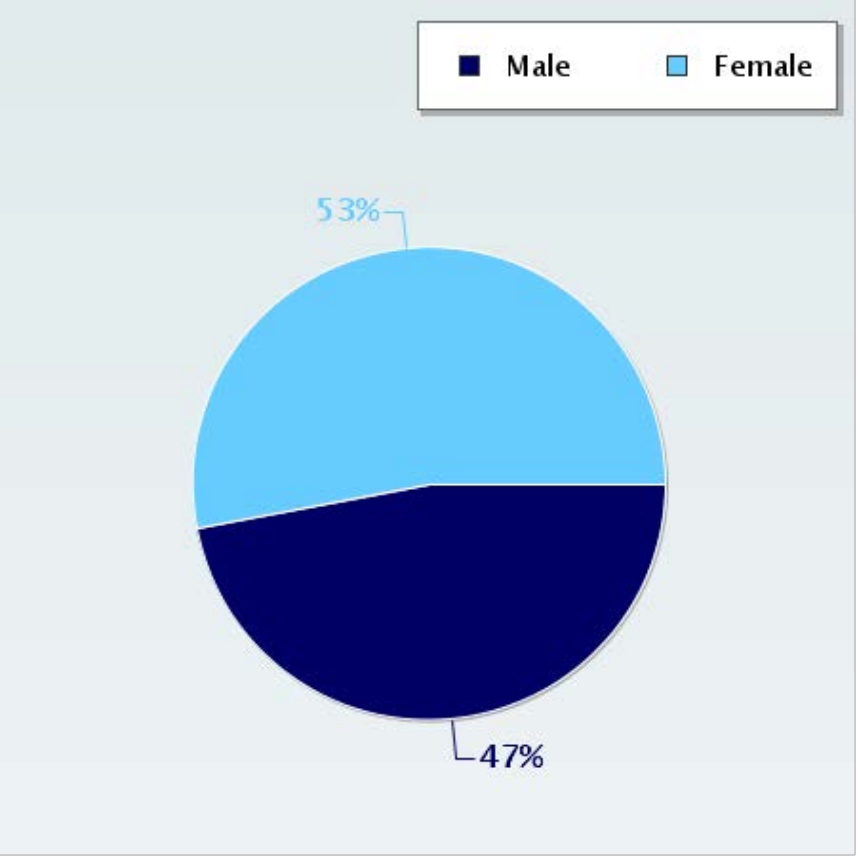
Tags: Elementary School

Number of Questionnaires Distributed: 0

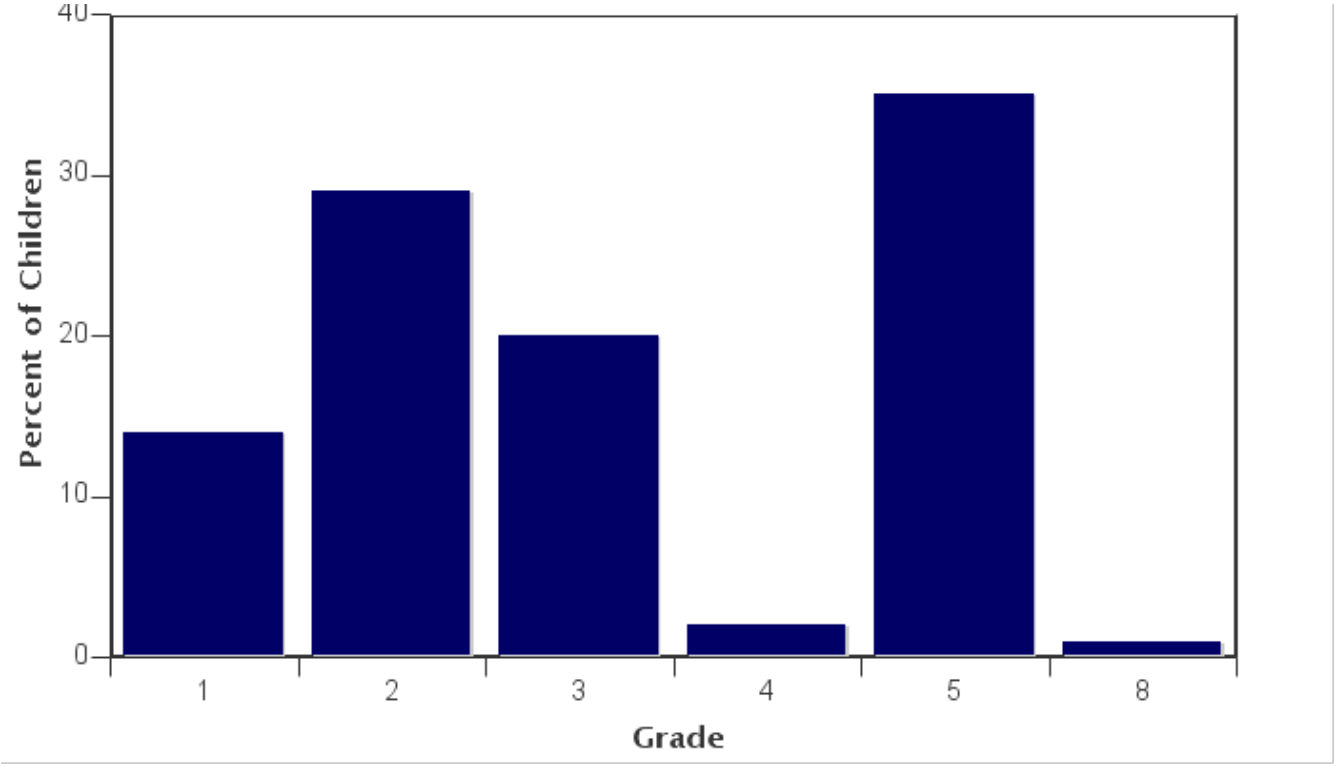
Number of Questionnaires Analyzed for Report: 192

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

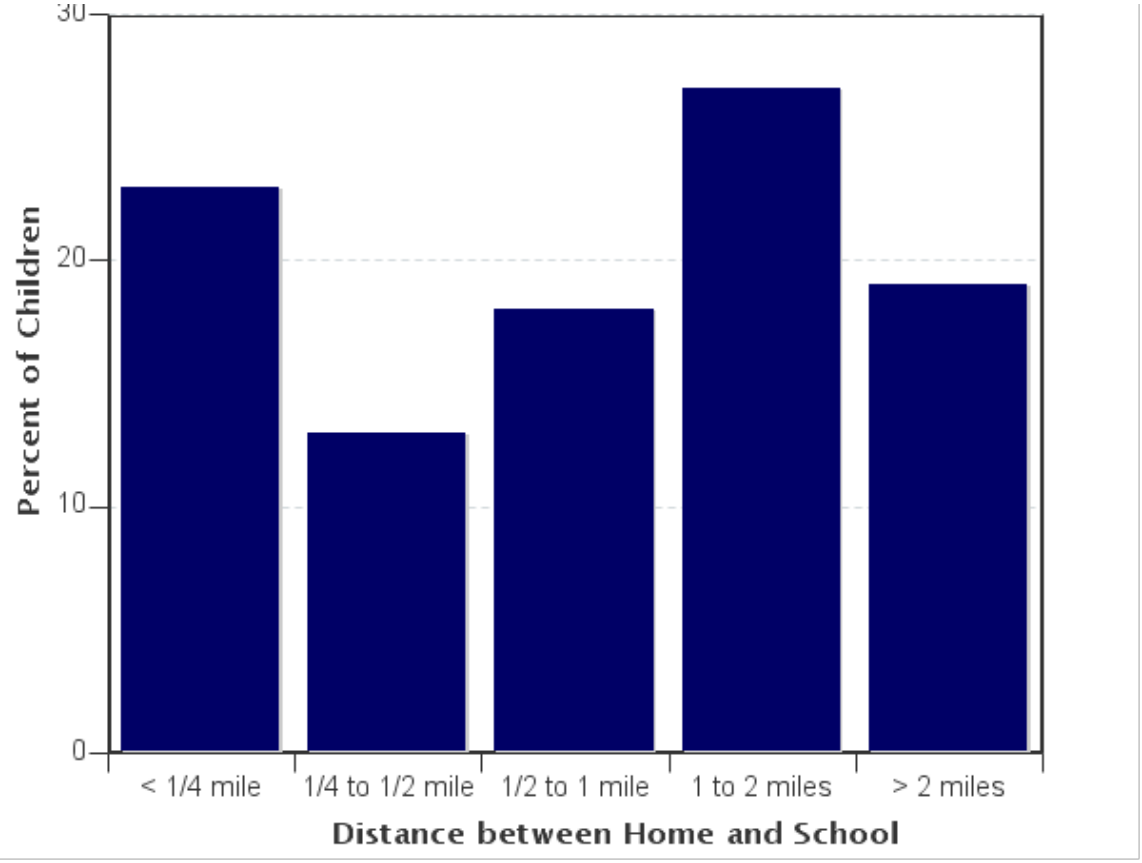


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
1	27	14%
2	54	29%
3	38	20%
4	3	2%
5	65	35%
8	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

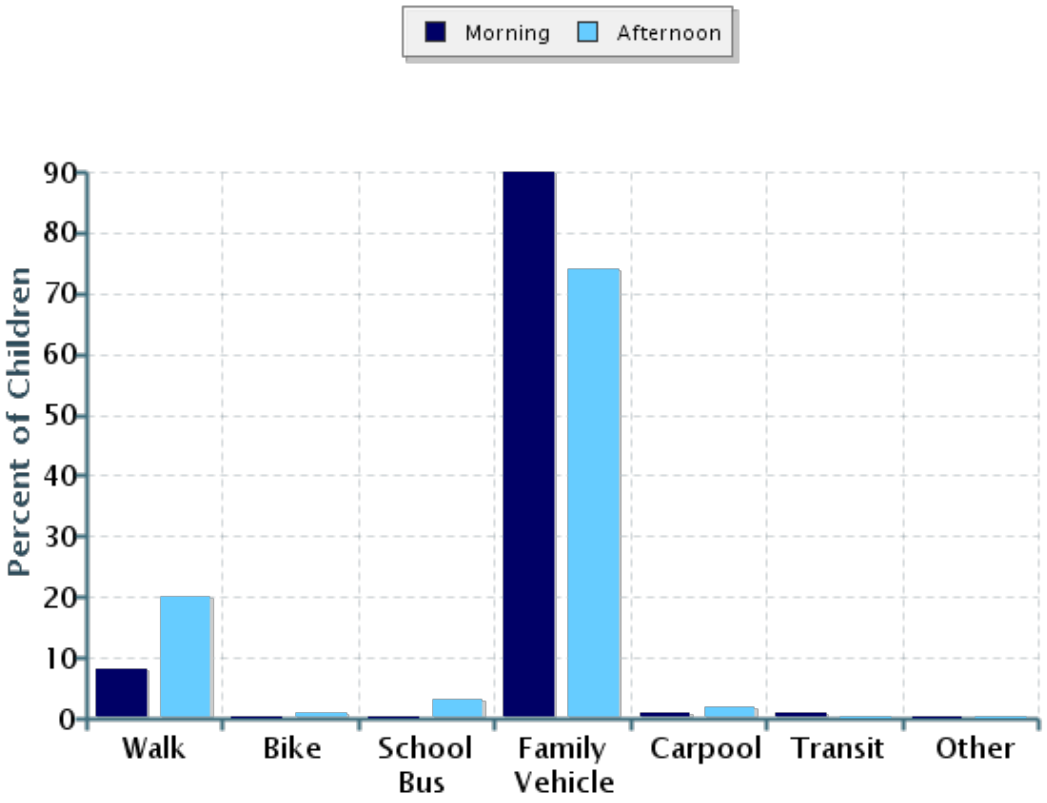


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	38	23%
1/4 mile up to 1/2 mile	22	13%
1/2 mile up to 1 mile	29	18%
1 mile up to 2 miles	44	27%
More than 2 miles	32	19%

Don't know or No response: 27
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

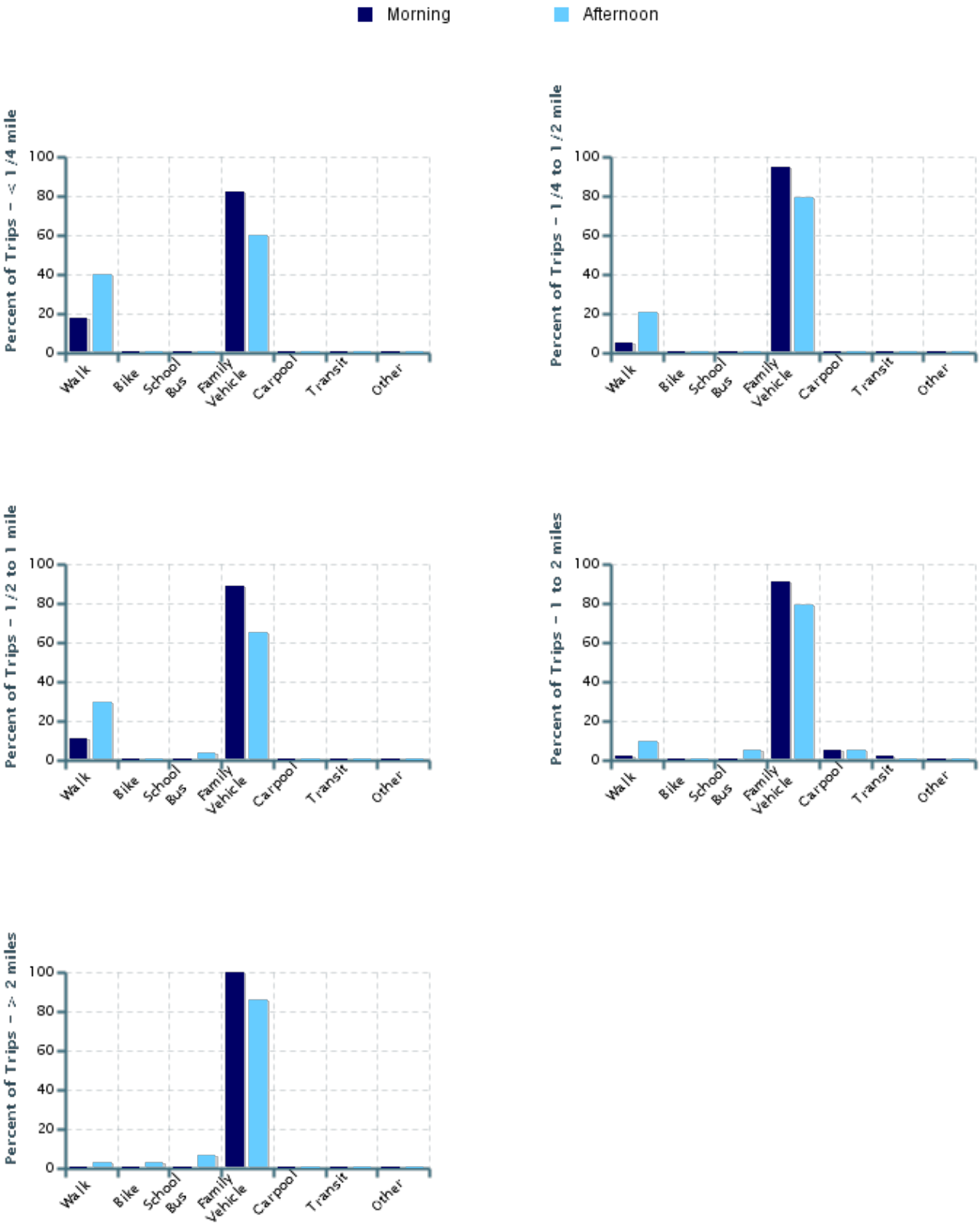


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	188	8%	0%	0%	90%	1%	0.5%	0%
Afternoon	171	20%	0.6%	3%	74%	2%	0%	0%

No Response Morning: 4
No Response Afternoon: 21
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	38	18%	0%	0%	82%	0%	0%	0%
1/4 mile up to 1/2 mile	21	5%	0%	0%	95%	0%	0%	0%
1/2 mile up to 1 mile	28	11%	0%	0%	89%	0%	0%	0%
1 mile up to 2 miles	44	2%	0%	0%	91%	5%	2%	0%
More than 2 miles	32	0%	0%	0%	100%	0%	0%	0%

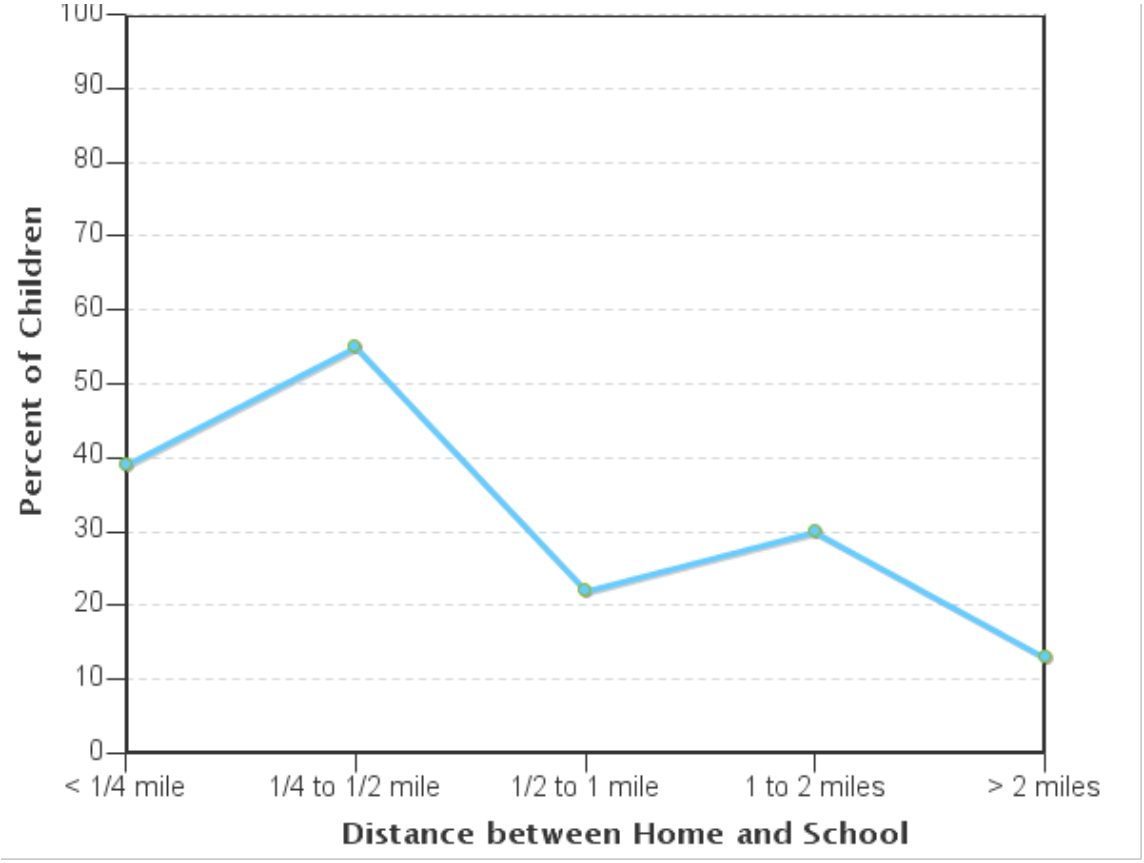
Don't know or No response: 29
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	35	40%	0%	0%	60%	0%	0%	0%
1/4 mile up to 1/2 mile	19	21%	0%	0%	79%	0%	0%	0%
1/2 mile up to 1 mile	23	30%	0%	4%	65%	0%	0%	0%
1 mile up to 2 miles	39	10%	0%	5%	79%	5%	0%	0%
More than 2 miles	29	3%	3%	7%	86%	0%	0%	0%

Don't know or No response: 47
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

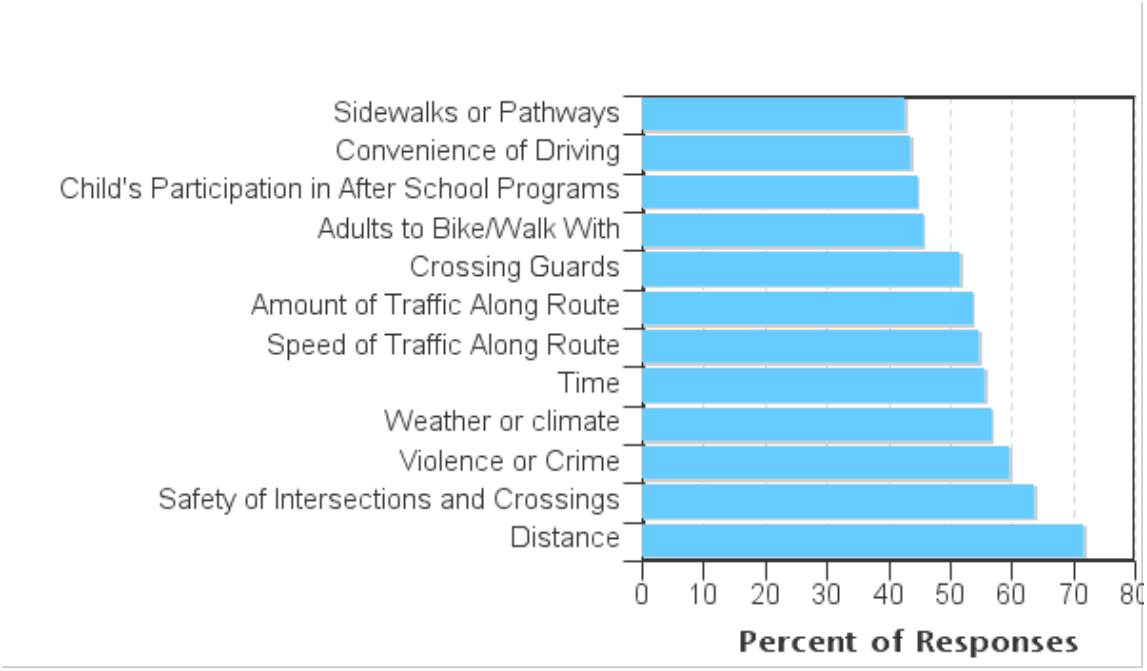


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

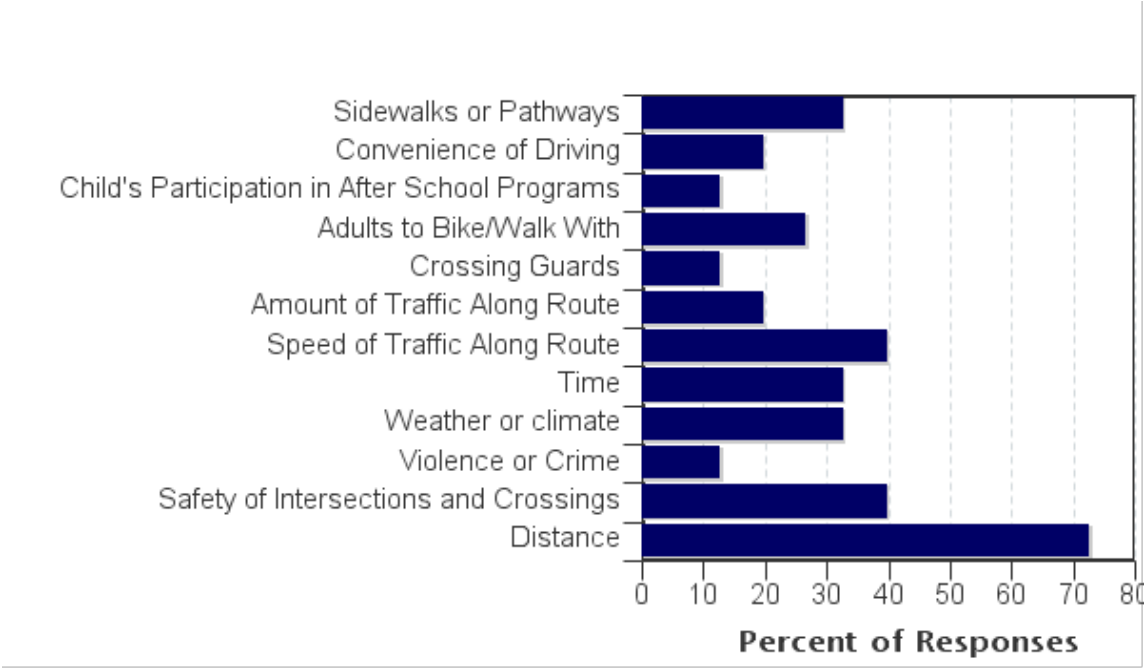
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	50	39%	55%	22%	30%	13%
No	112	61%	45%	78%	70%	88%

Don't know or No response: 30
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

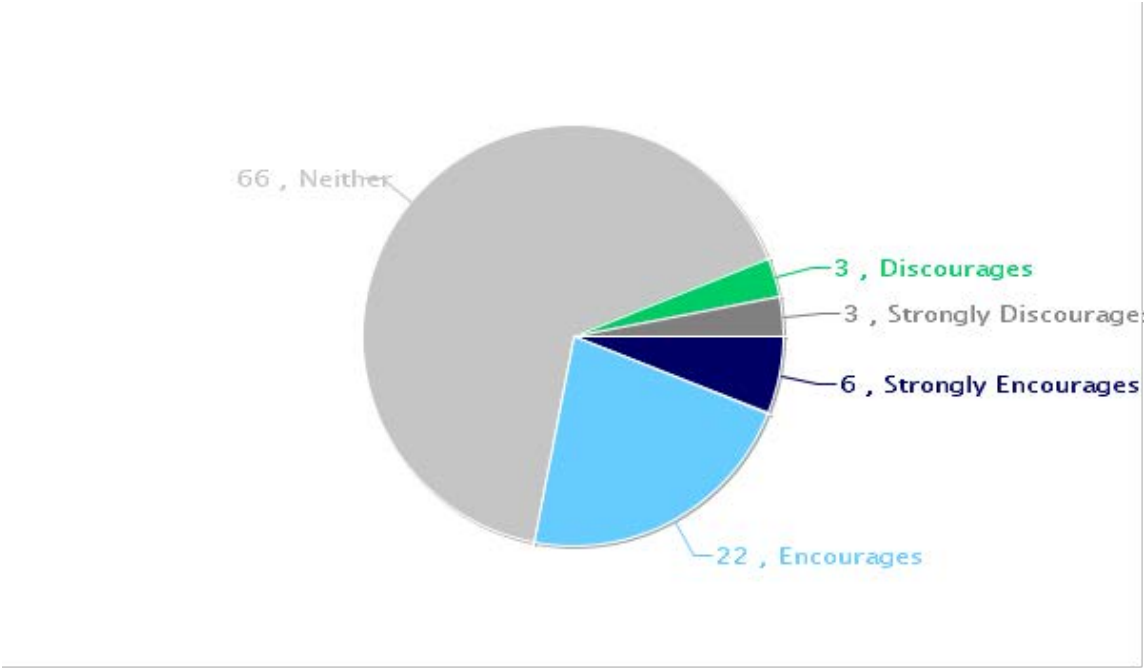


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

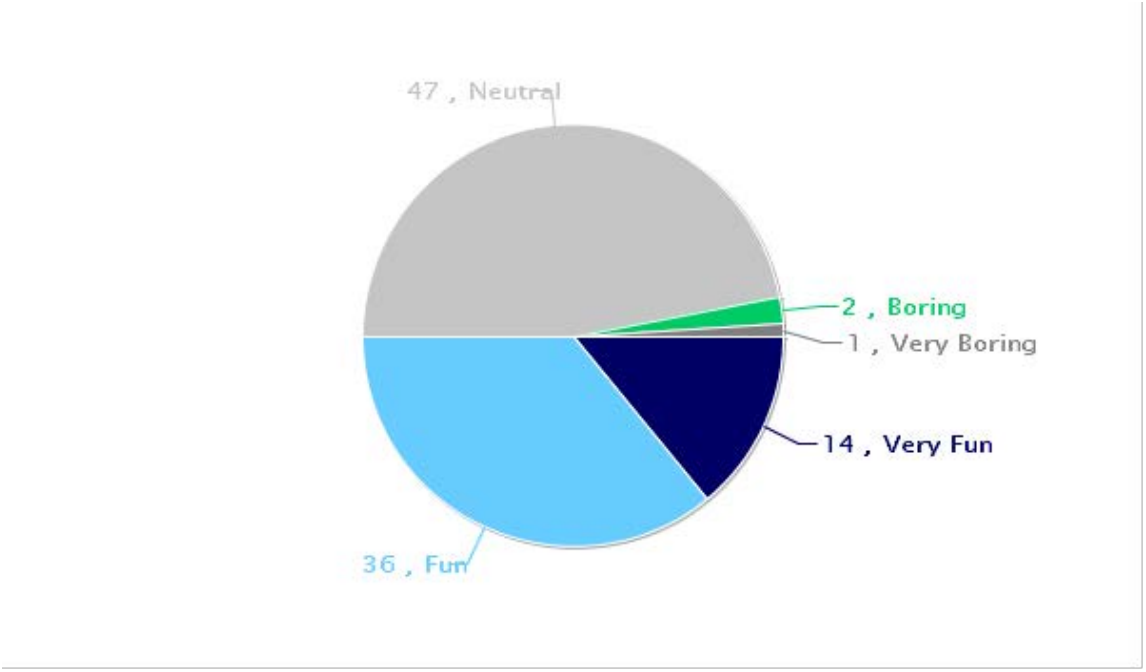
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	72%	73%
Safety of Intersections and Crossings	64%	40%
Violence or Crime	60%	13%
Weather or climate	57%	33%
Time	56%	33%
Speed of Traffic Along Route	55%	40%
Amount of Traffic Along Route	54%	20%
Crossing Guards	52%	13%
Adults to Bike/Walk With	46%	27%
Child's Participation in After School Programs	45%	13%
Convenience of Driving	44%	20%
Sidewalks or Pathways	43%	33%
Number of Respondents per Category	**145**	**15**

No response: 32
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

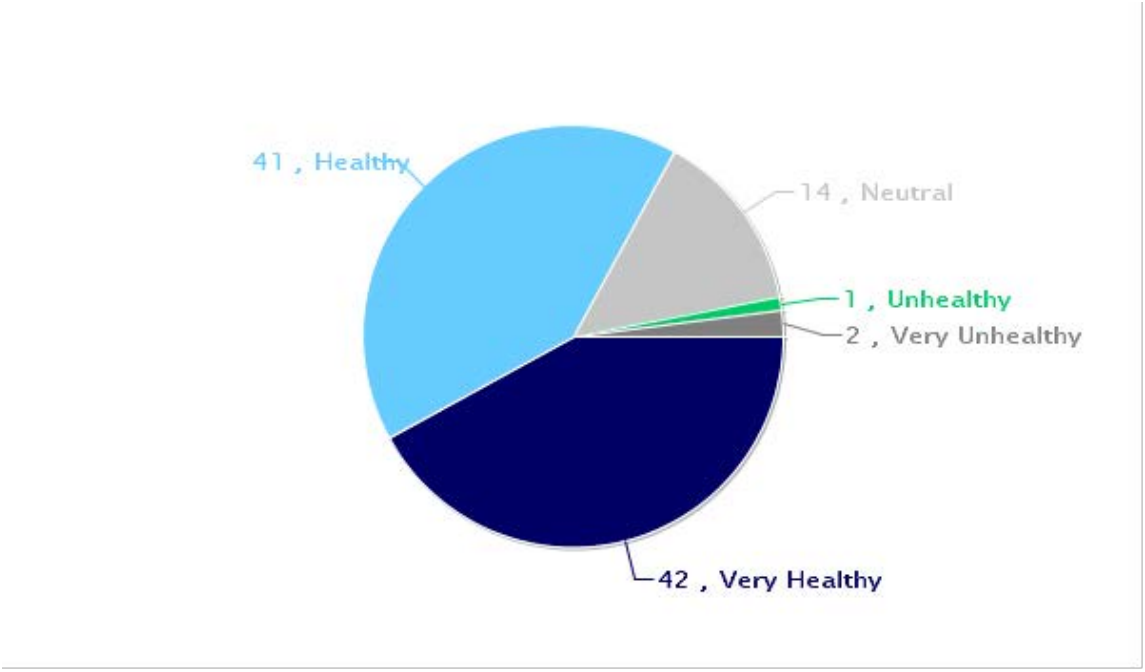
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1647325	Me gustaría que se motivara mas los ninos a caminar a través de información de personal capacitado que les explique la importancia del ejercicio.
1630428	No gustoria que se motivara mas a los ninos a caminar a travez de informacion de personal capacitado. que les explique la importancia del ejercicio. Trans- We would like to provide more motivation about walking to the kids through information by trained personnel who can explain the importance of exercising.
1634408	Trans- That all the questions are well made! Que todas las preguntas estan bien echos!
1647672	Our daughter walks home from school because she likes to and it also helps her out with growing independence in her self.
1647879	He would if we lived closer to school. Distance is the biggest issue.
1648052	Que tengan mas bigilancia en las afueras de la escuela para con los ninos.
1648096	Que toas las preguntas están bien echos.
1632331	Our daughter walks home from school because she likes to and it also her her out with growing independence in herself.
1646339	Streets are over populated, too many cars speed on Kimball and and every school should have crossing guards! No matter the cost!
1634127	Why are we filling out this survey?
1634137	Que tengan mas bicylancia en las afueras de la escuela para con los ninos. Trans- That they have more bicycles on the outskirts of the school for with the children.
1628898	There is nobody in the house to wait for them
1634623	Necesitamos mas apoyo por parte de la escuela (director y maestros). Trans- We need more support from the school (principal and teachers).
1634704	todo meparese vien. Trans- All looks good to me.
1634733	nosotors caminamos y andamos enbisicleta yes muy divertido y gracias por las preguntas. Trans- We walk and ride bicycle yes very fun and thank you for the questions.
1647992	We don't live in Seaside or Del Rey Oaks. We live in Salinas.
1634076	ninguno Trans- none.
1634771	me gustarian que psuieran otro stop sign antes de llegar a la escuela por ejemplo antes de llegar a la noche buena mas abaso de la kimball los carros vienen muy rapido y si estuviera otro stop es mas seguro para los ninos caminar a o de la escuela. Trans- I would like if they put another stop sign before entering the school for example before getting to Noche Buena, a bit below Kimball the cars drive too fast and if there was another stop sign it would be safer for the children to walk to and from school.

1634758	We do not live in Seaside or Del Rey Oaks. We live in Salinas.
1628854	que es saludable caminar y andar en bicicleta pero siempre pensando que nuestros hijos esten bien vayan ala escuela. Trans- It is healthy to walk and ride a bicycle but always thinking that our children are well going to school.
1628930	Hay algunas calles que no tienan banqueta y es necesario. Trans- There are some streets without sidewalk and it's necessary.
1647678	Road by the front of school are dangerous, big tree roots pushed street upwards. Hazardous! Cars need to be directed by someone kids crossing can't be seen due to big dumpsters behind school. Very dangerous.
1634683	En mi opinion deberian a ver mas policias en entrada y salida de la escuela. Hay muchas persakes que no respetan los nuces cerca de la escuela solo miran un lado no a todos como de ser. Trans- In my opinion there should be more police at the entrance and exit of the school. There are too many people who don't respect the lights near schools only look one way and not all ways as they should.
1634066	Vivo lejos u mucho trafico y peligroso. Trans- I live far and too much traffic and dangerous.
1634782	para mi noes seguro kese bayan algo yo siempre la yebo caminando y me atocado mirar keay carros asta arrebasan ban bien duro porke sele asetarde ay algunos kenose paran ni adar el pase aunke miren auno ke kiere clusar poreso nose mease bien keanden solos los ninos. Trans- For me it's not safe for them to go a bit I always take her walking and I've had to see cars even passing others really fast because they're running late and there are some that don't stop to let people cross even if they see that one is ready to cross that's why I don't believe it's right that the children are out alone.
1630405	Aveces aigunos carros sales resio y eso no esta bien porque hay ninos. Trans- Sometimes some cars come out fast and that's not good because there are kids.
1630436	sin comentarios. Trans- no comments
1634751	nosotros mandamo a nuetro hijo a la escuela para que estudia mas ya que nosotro no tubimo mucho estudio por la pobresa que tubimo en nuestro pais. Trans- We send our son to school to study more since we didn't have much schooling due to poverty we had in our country.
1634098	My child walks home from school but not to school. It would be nice if the kids were to SAFELY get to and from school but with all of the excessive unnecessary speeding of parents it would in my opinion be very UNSAFE to walk or ride their bikes without a parent to safely get them across these streets! People need to get up a little EARLIER and SLOW DOWN!!!
1628861	I do not agree with the biking or walking to school. especially for elementary schools. maybe middle school or high school.
1634559	Como madre mi opinion es que nuestros hijos deuerian siempre tener transportaccion en vehiculo o bus escolar es peligro de otro forma. Trans-As a mother, my opinion is that our children should always have transportation in a vehicle or school bus it's danger a different way.
1634128	Dejana que mi hija caminara de pendiendo dela edad. Trans- I would let my daughter walk depending on the age.
1648045	He visto muchos ninos caminando solos de regreso a casa y en mi opinion es demaciado peligroso. En el area hay muchas personas, peligrosas y el cruse de calles.

1634142	Trans- I've seen many children walking alone and in my opinion it's too dangerous. In the area there are too many people who are dangerous and the crosswalks. he visto muchos ninos caminando solos de regreso a y en mi opinion es demaciado, peligroso. en el area hay muchas personas, peligrosas. y el cruze de calles
1630417	Para mi no es recomendable que los ninos viajan caminando o envicicleta solos para la escuela ya que les puede occurer algun accidente por que estar jugando se pueden distraer muy facil y algo les puede pasar. Trans- For me it's not recommended for children to walk or ride their bike alone to school because an accident can occur because they're playing and can get distracted easily and something can happen to them.
1630467	Trans- I didn't understand much the survey. No entendi mucho la encuesta
1647034	No entendí mucho la encuesta

Parent Survey Reports - Dual Language Academy

Parent Survey Report: One School in One Data Collection Period

School Name: Dual Language Academy

Set ID: 18082

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

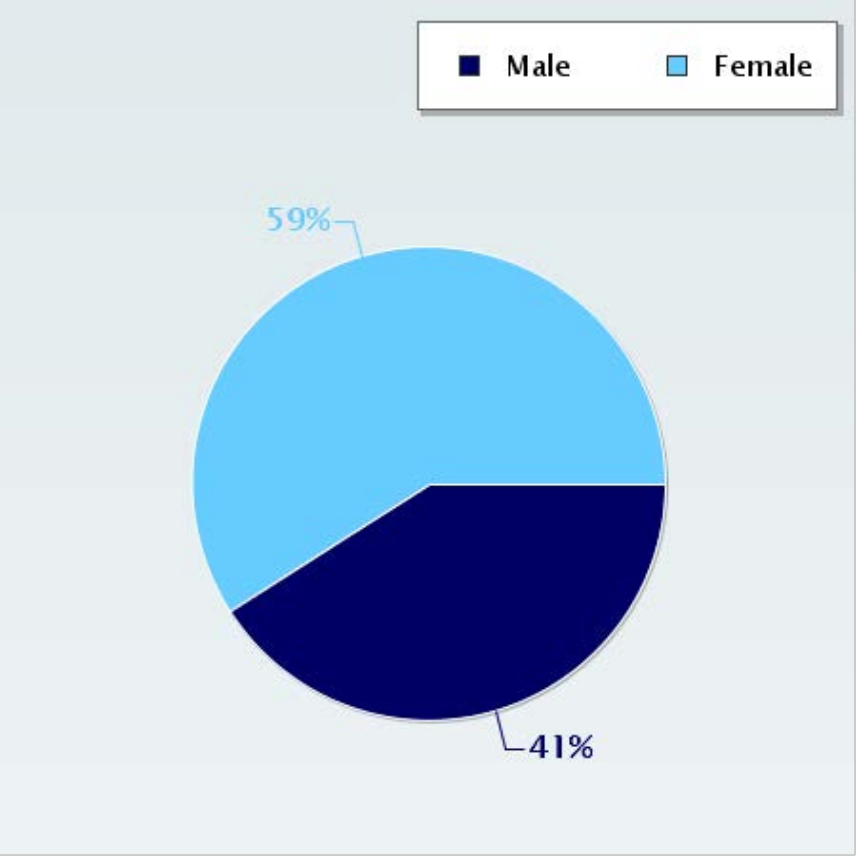
Tags:

Number of Questionnaires Distributed: 0

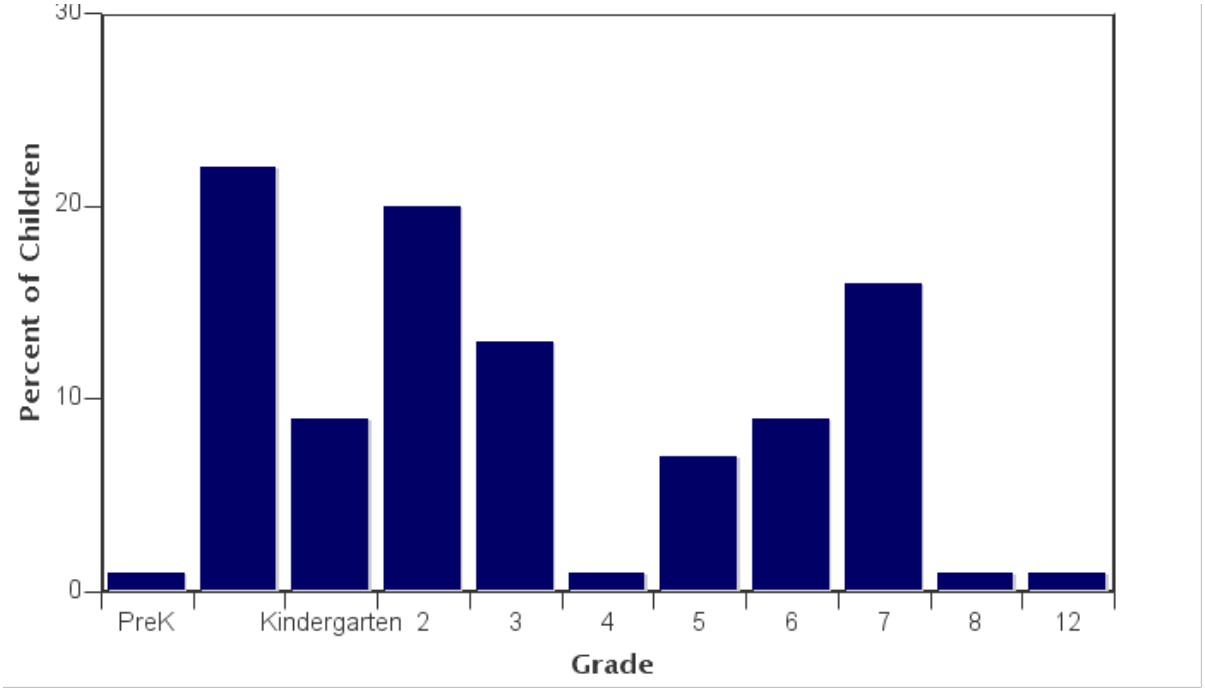
Number of Questionnaires Analyzed for Report: 143

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

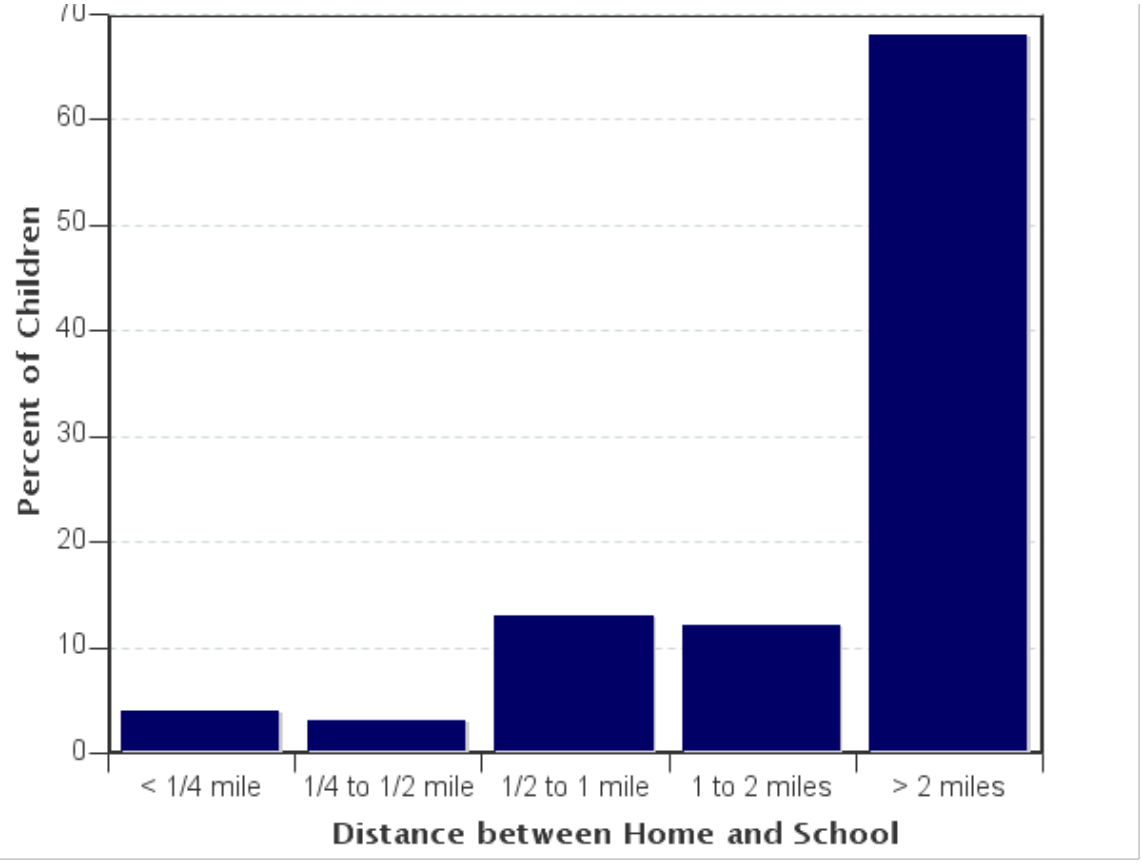


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	1%
Kindergarten	31	22%
1	13	9%
2	29	20%
3	19	13%
4	2	1%
5	10	7%
6	13	9%
7	23	16%
8	1	1%
12	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

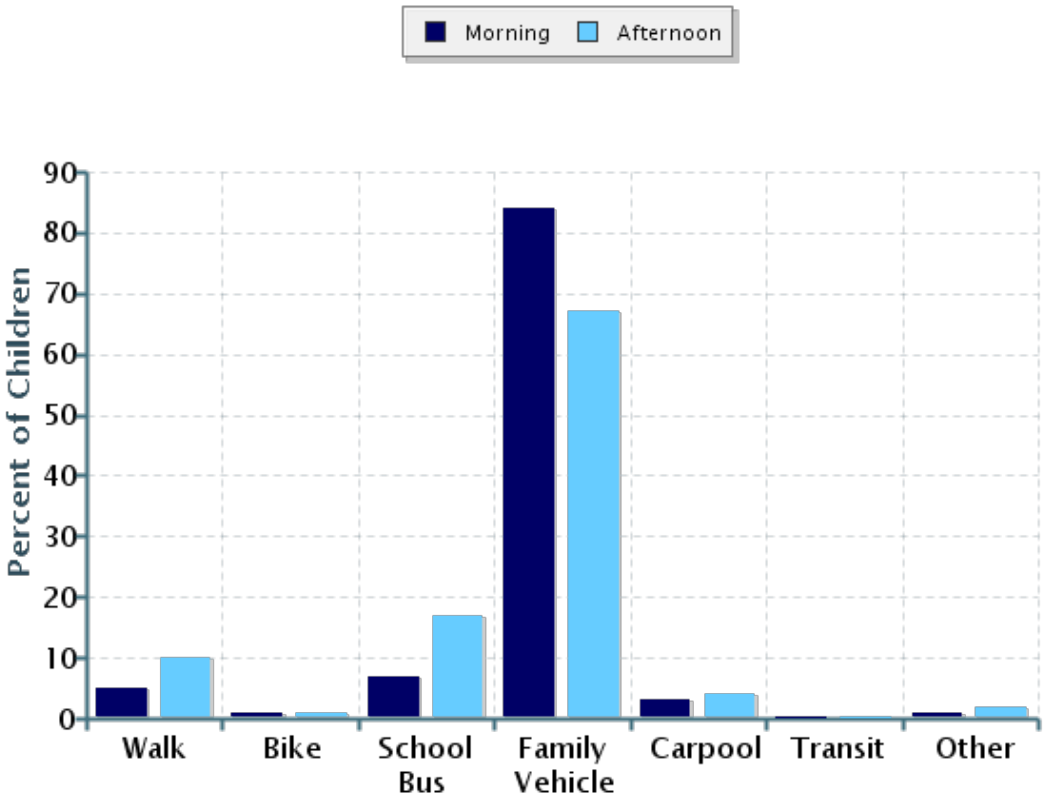


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	4%
1/4 mile up to 1/2 mile	4	3%
1/2 mile up to 1 mile	17	13%
1 mile up to 2 miles	15	12%
More than 2 miles	88	68%

Don't know or No response: 14
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

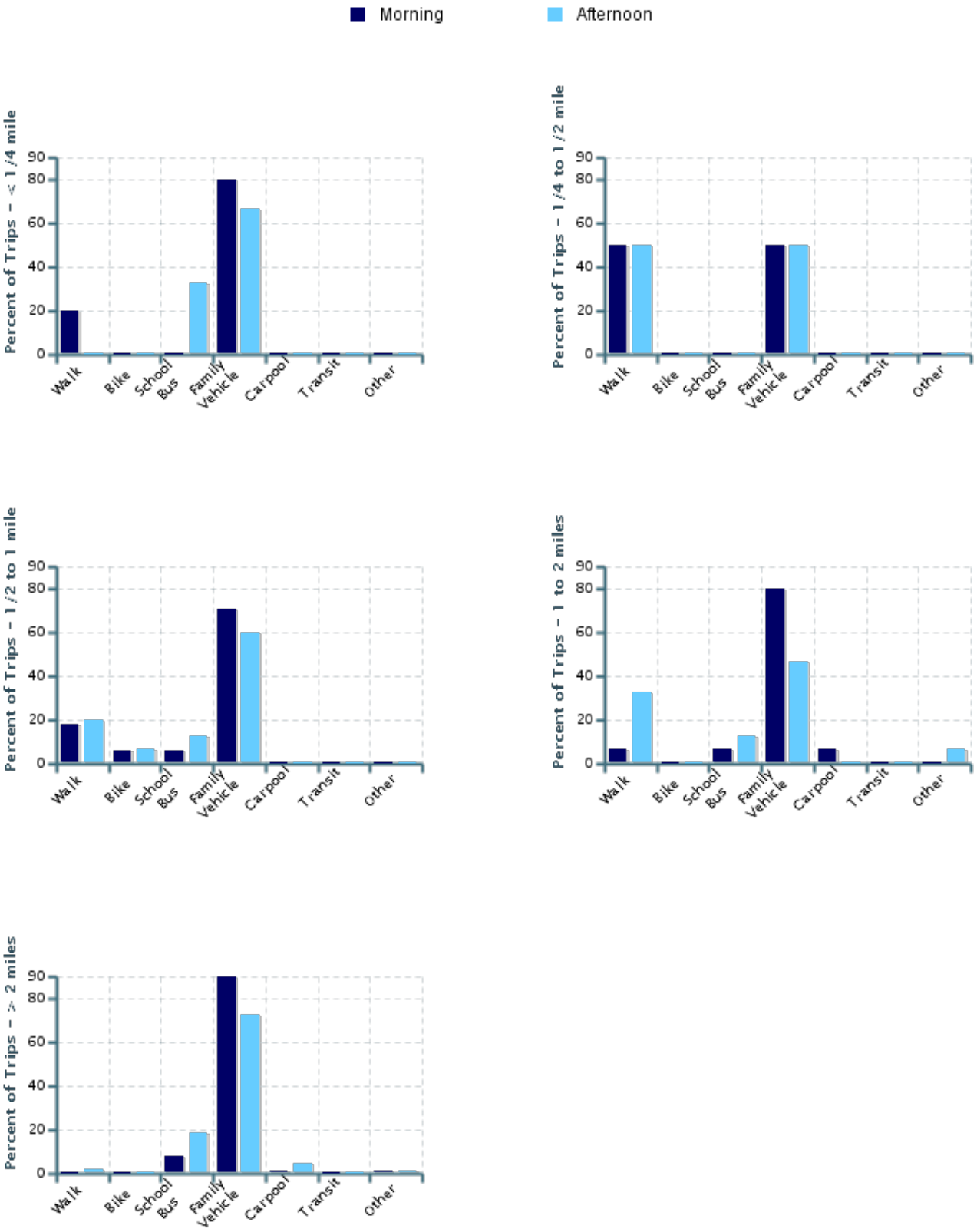


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	142	5%	0.7%	7%	84%	3%	0%	0.7%
Afternoon	132	10%	0.8%	17%	67%	4%	0%	2%

No Response Morning: 1
No Response Afternoon: 11
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	20%	0%	0%	80%	0%	0%	0%
1/4 mile up to 1/2 mile	4	50%	0%	0%	50%	0%	0%	0%
1/2 mile up to 1 mile	17	18%	6%	6%	71%	0%	0%	0%
1 mile up to 2 miles	15	7%	0%	7%	80%	7%	0%	0%
More than 2 miles	88	0%	0%	8%	90%	1%	0%	1%

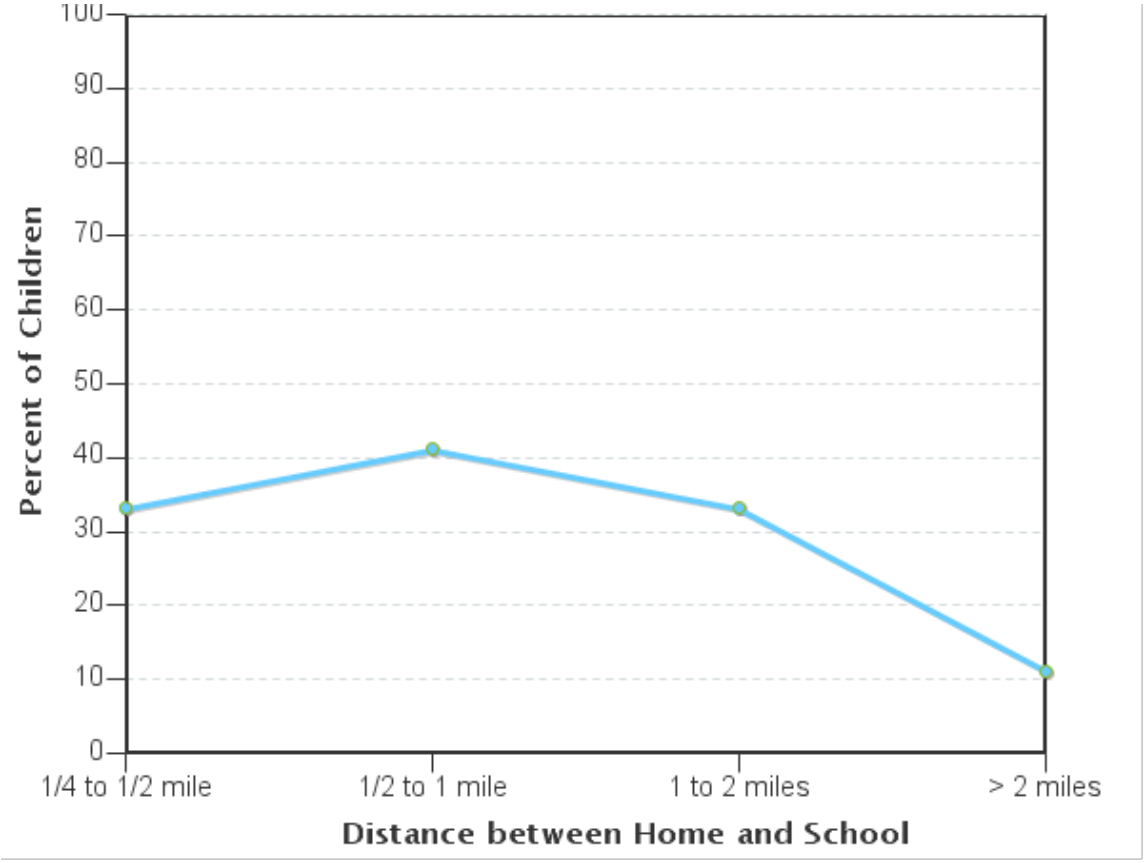
Don't know or No response: 14
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	0%	0%	33%	67%	0%	0%	0%
1/4 mile up to 1/2 mile	4	50%	0%	0%	50%	0%	0%	0%
1/2 mile up to 1 mile	15	20%	7%	13%	60%	0%	0%	0%
1 mile up to 2 miles	15	33%	0%	13%	47%	0%	0%	7%
More than 2 miles	84	2%	0%	19%	73%	5%	0%	1%

Don't know or No response: 22
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

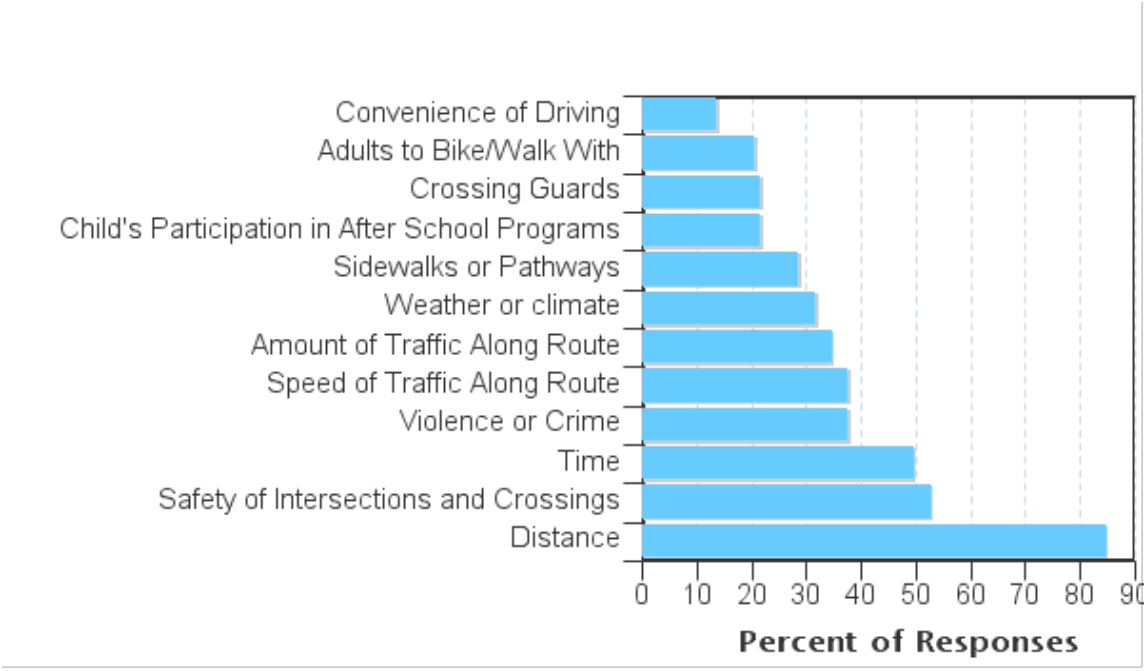


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

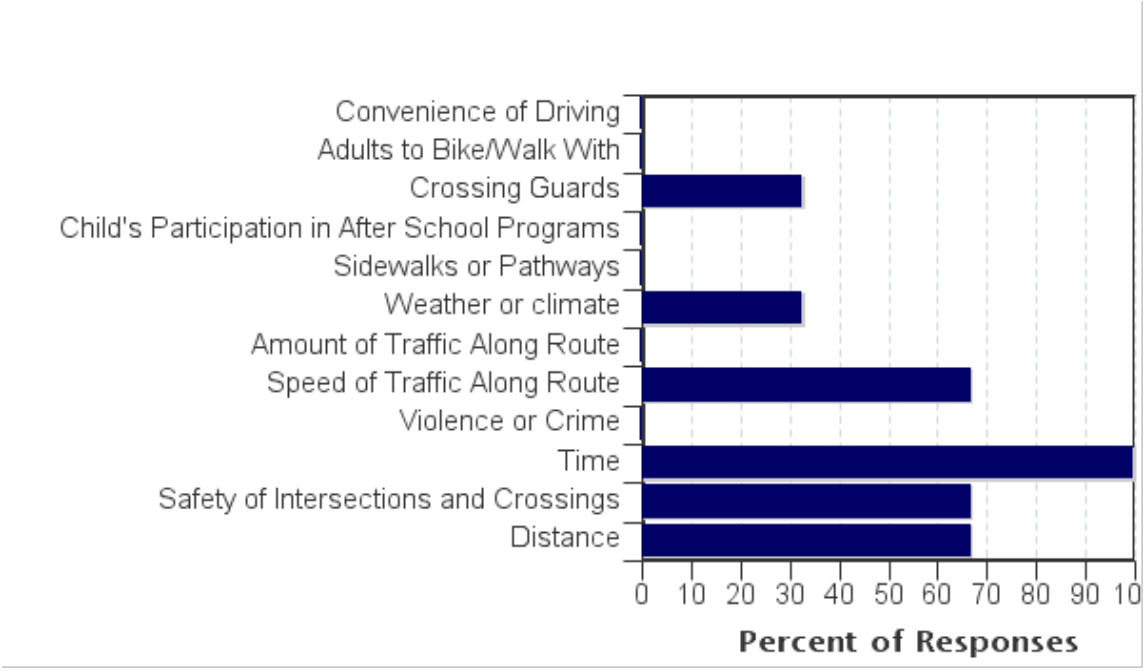
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	23	0%	33%	41%	33%	11%
No	104	100%	67%	59%	67%	89%

Don't know or No response: 16
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

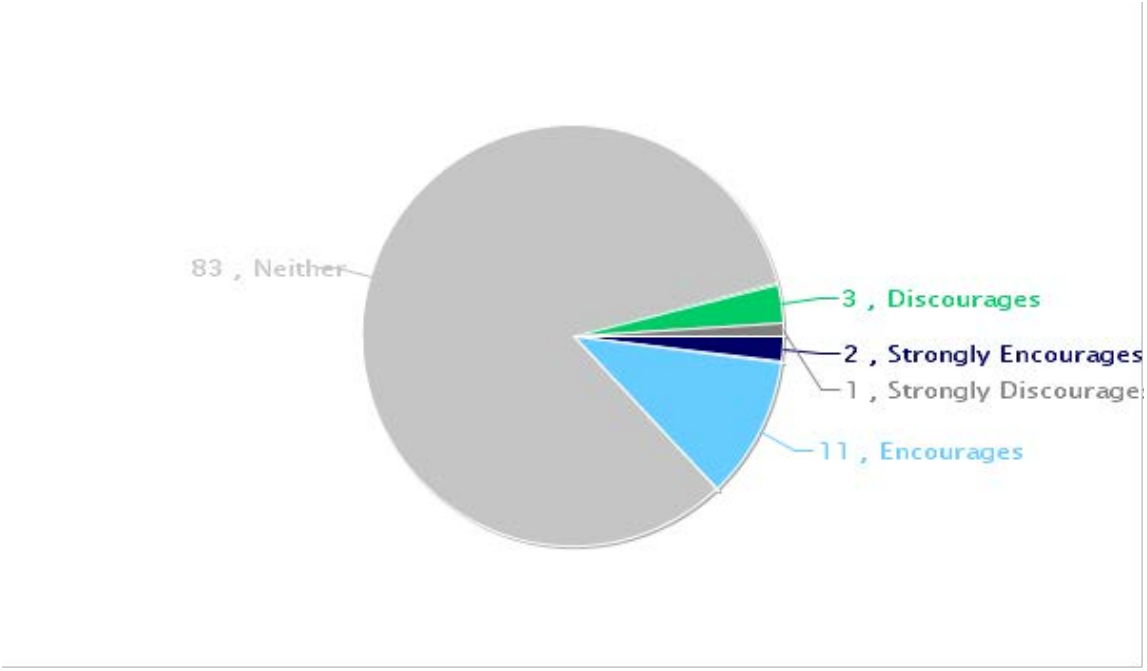


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

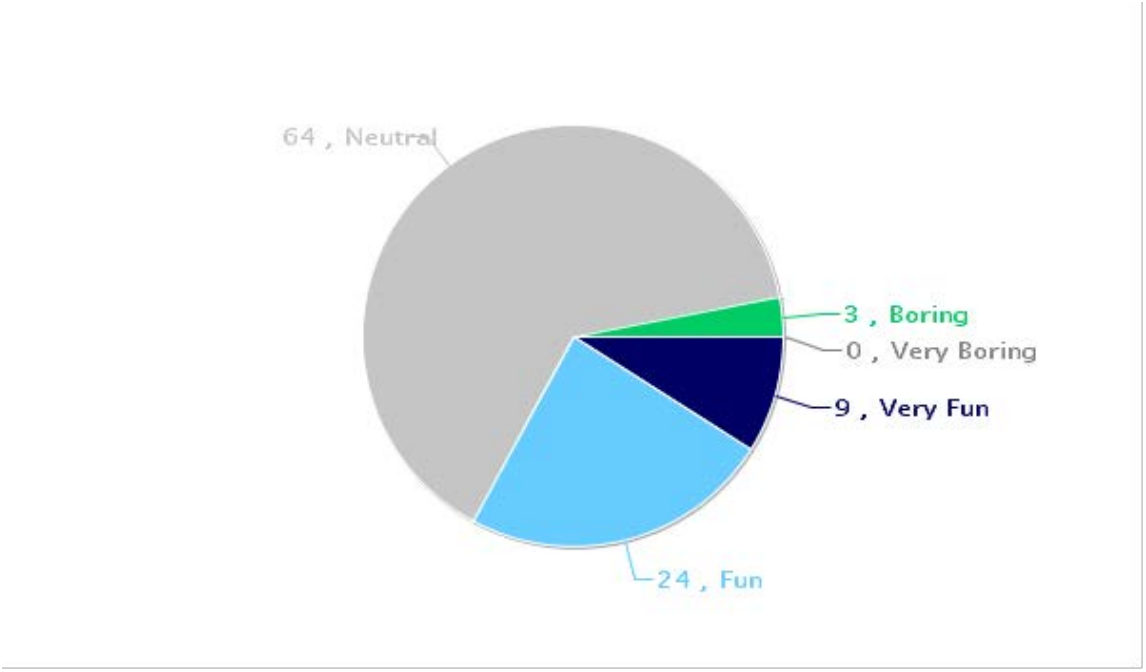
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	85%	67%
Safety of Intersections and Crossings	53%	67%
Time	50%	100%
Violence or Crime	38%	0%
Speed of Traffic Along Route	38%	67%
Amount of Traffic Along Route	35%	0%
Weather or climate	32%	33%
Sidewalks or Pathways	29%	0%
Child's Participation in After School Programs	22%	0%
Crossing Guards	22%	33%
Adults to Bike/Walk With	21%	0%
Convenience of Driving	14%	0%
Number of Respondents per Category	**105**	**3**

No response: 35
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

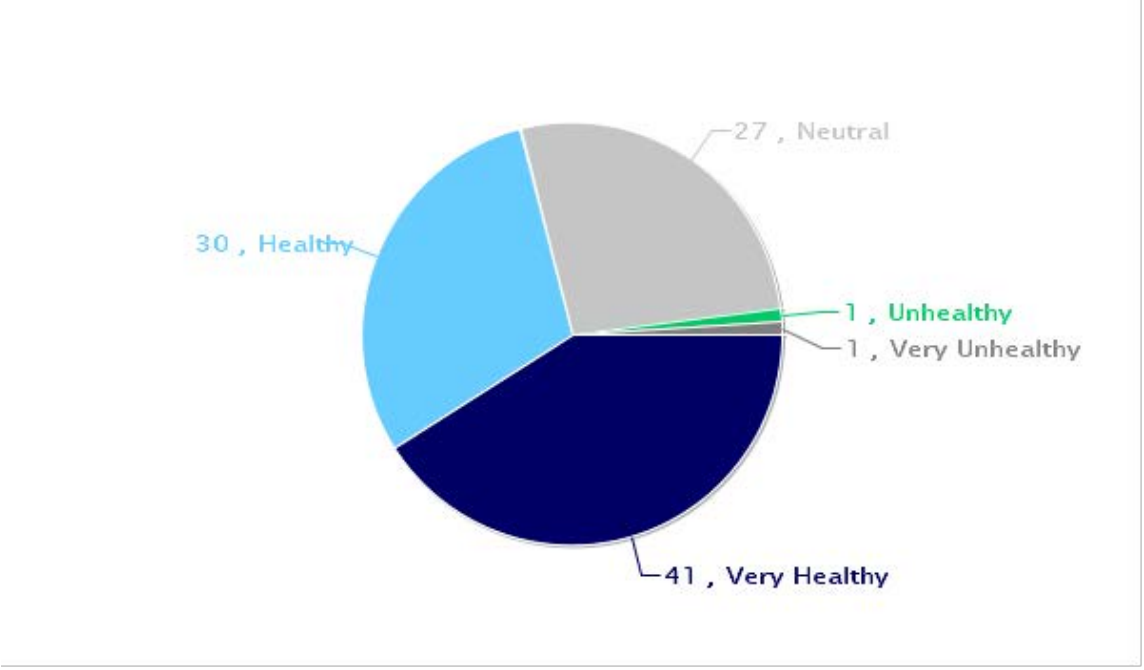
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1629977	The school should provide more help or resources towards the school buses, paying special attention to the route that passes/takes students to the "Boys and Girls Club" since a large amount of student from this school go there. It seems like that route is becoming affected since its been used more.
1629981	Arrives and leaves school: both by family vehicle or carpools
1629988	Student gets to school by school bus or walking
1629990	Transportation to and from school: family vehicle or carpools
1629992	Transportation to school: family vehicle or school bus
1629997	We live to far for me to consider letting my child ride his bike to school. If we lived closer I would encourage him to ride or walk to school.
1630000	Transportation to and from school: family vehicle and carpool
1630006	Transportation from school: school bus or family vehicle
1630014	We need another bus to boys and girls club
1630018	At this point, we consider our children too young to bike or walk to school. When they are older, we would consider this as a viable option
1630019	I think it is very healthy to walk and ride bikes. However, I do not feel comfortable or secure to let her walk or bike to school because of her age. Another factor to not feeling comfortable/secure is the distance and lack of adult supervision.
1630027	Transportation from school: School bus or family vehicle
1630029	Transportation to school: school bus or family vehicle
1630033	Live in Marina and school is in Seaside. Its simply too far to walk/bike.
1630043	Marked "not sure" above because of grade but if they were older + all issues were met then I might let them.
1630051	The distance and lack of security are the main factors why I do not let my children walk or bike to school
1630059	My son uses the bus, he does not know how to ride a bike.
1630066	My home is too far from the school. I think children that live close can go to school walking or biking with a adult supervision
1630070	Not at this time because of age
1630082	My daughter is too young and the school is too far for her to be walking or biking to school. Not Safe!

1630085	We as a family bike to and from school. Biggest concern is the speed of vehicles around our neighborhood. Even if that was not such a big concern, I would not allow them to bike/walk alone until they were older.
1630095	It would be more secure if there were more sidewalks and more security when crossing
1630098	Another consideration is transportation of younger sibling(s) who are not yet school age but attend daycare. We are much more likely to walk when all the kids are at the same school.
1630105	My child is 5 and I do not and will not allow her to walk to and from school at any age.
1630124	Transportation to and from school: school bus or family vehicle. More police in the school
1630127	Transportation to and from school: walking, biking, family vehicle
1630128	We live too far from school for our kids to walk. But, I probably would not let them walk by themselves, only if accompanied by an adult
1630139	Transportation from school: school bus or family vehicle
1631193	Transportation to and from school: family vehicle or carpool
1631194	We need another school bus at the Boys and Girls stop
1631197	I would allow my child to walk or bike to school if it wasn't so far from home.
1631201	I would allow my children to use their bikes only if we lived closer.
1631208	Transportation to school: School bus or family vehicle Transportation from school: walks, school bus, or family vehicle I would like for my son to walk or bike to school if there was more support at crosswalks.
1631218	Transportation to school: school bus or family vehicle Our city needs to have better school routes, bike routes, and safety- infrastructure. More money should be allocated to build better roads, bike pathways and lights with better purpose- crossing on intersections.
1631230	Transportation from school: school bus or family vehicle
1631247	We live in Marina (CSUMB housing). Walking or biking is not an option. We would love to have the chance to use the school bus!
1629784	Parent marked that student walks and uses family vehicle to get to school and back home.
1629791	Would be great to have biking groups or walking groups. Maybe parent could drive child closer to school and then child could walk with group and certified adult.
1629792	Leaving from school: Family vehicle and/or carpools
1629794	The parents did not understand section 10.
1629795	My kids are very active in soccer games (10 hours every week) + 2 hours riding bikes with the family. I think it is not safe for any kid to walk to school, there are always crazy drivers on the road
1629815	Unfortunately, the school is a bit far from my home. However, it is a very good idea.
1629819	The route from my home to the school is very long by foot and there is not much security along the route. This is why I prefer to drive my students to school.

1629823	We live too far away for walking or biking to ever be an option.
1629824	I take them to school and pick them up so they do not have to walk. Our home is a bit far for them to walk home.

Parent Survey Reports - Highland Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Highland Elementary

Set ID: 18055

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

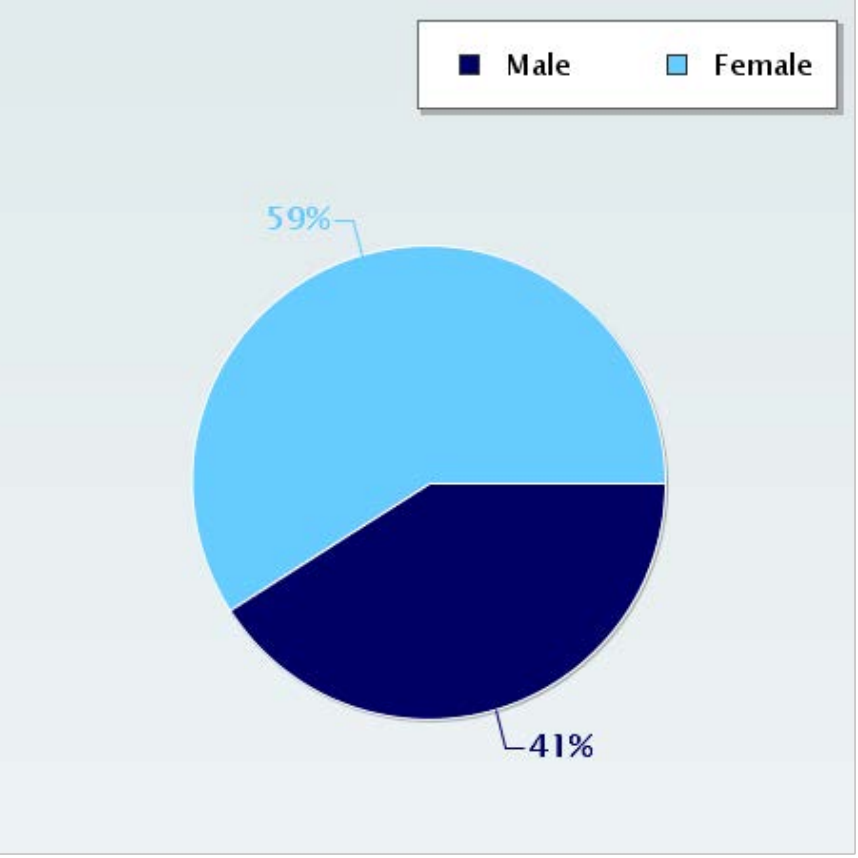
Tags:

Number of Questionnaires Distributed: 0

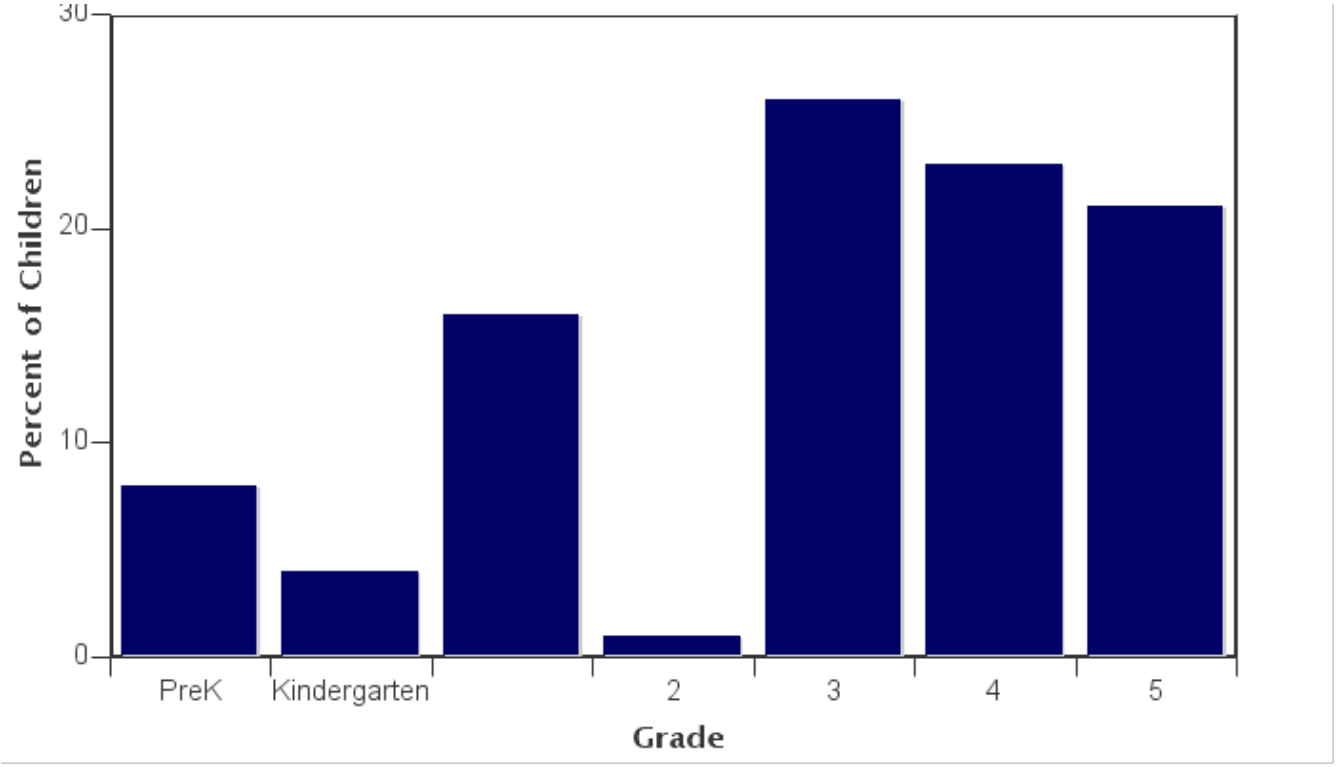
Number of Questionnaires Analyzed for Report: 163

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

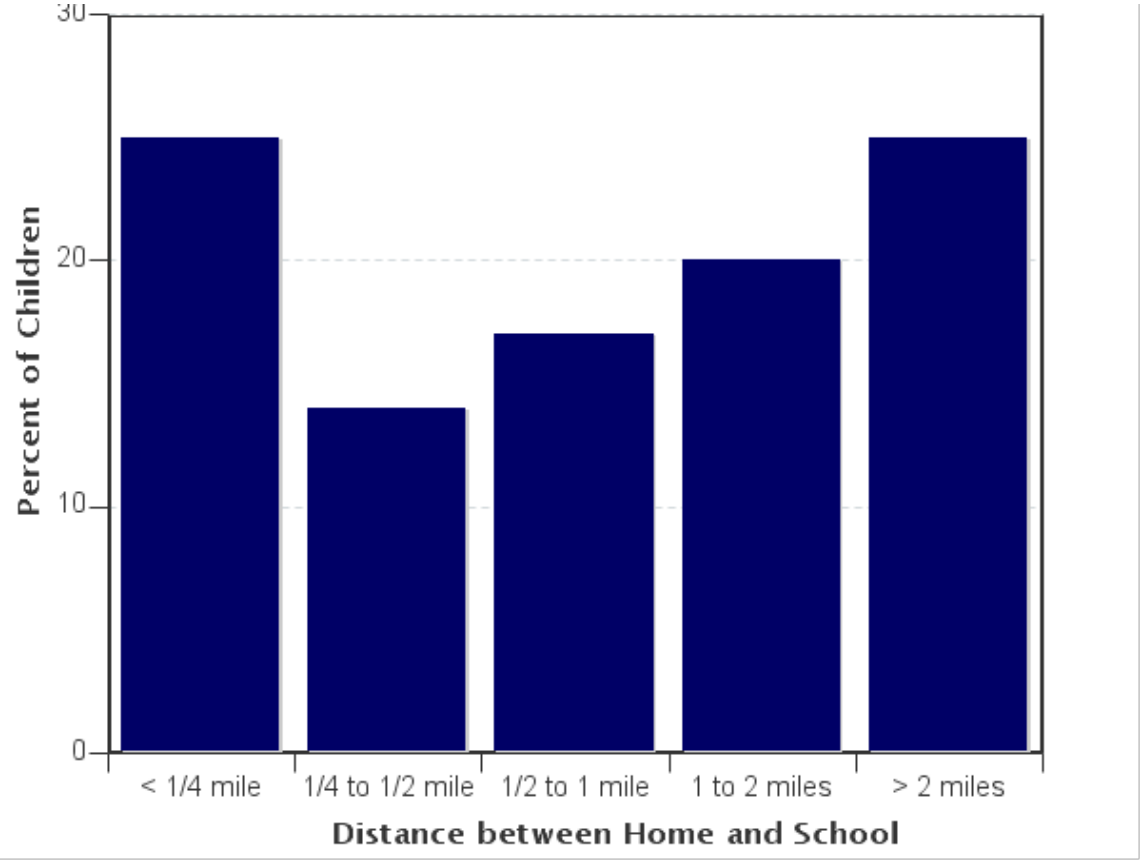


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	13	8%
Kindergarten	6	4%
1	26	16%
2	2	1%
3	41	26%
4	37	23%
5	34	21%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

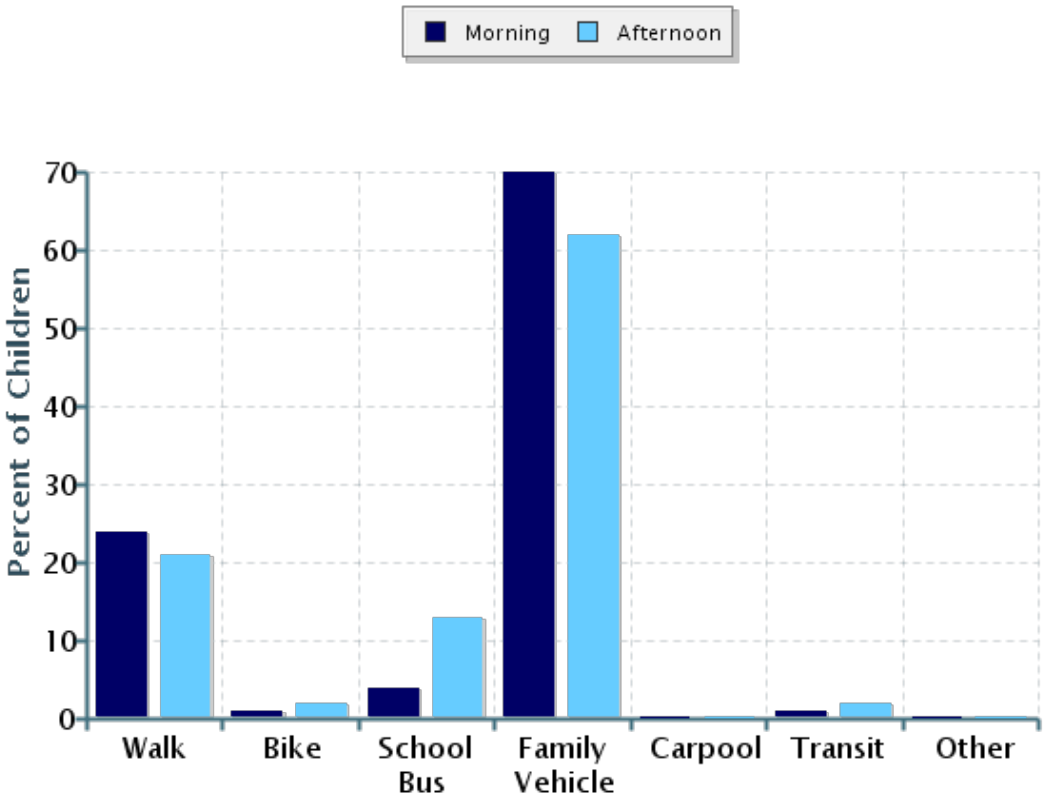


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	33	25%
1/4 mile up to 1/2 mile	18	14%
1/2 mile up to 1 mile	23	17%
1 mile up to 2 miles	26	20%
More than 2 miles	33	25%

Don't know or No response: 30
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

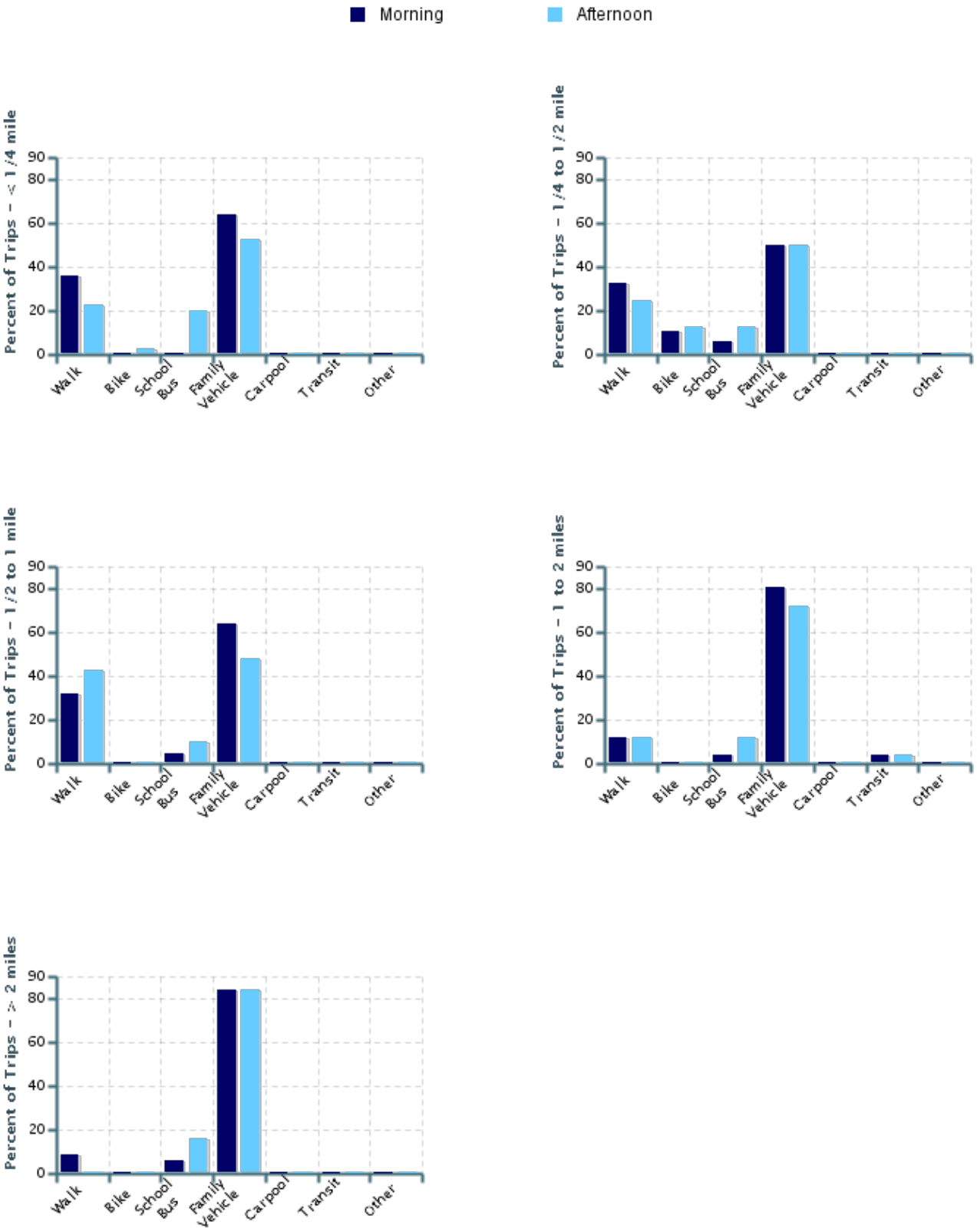


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	159	24%	1%	4%	70%	0%	0.6%	0%
Afternoon	149	21%	2%	13%	62%	0%	2%	0%

No Response Morning: 4
No Response Afternoon: 14
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	33	36%	0%	0%	64%	0%	0%	0%
1/4 mile up to 1/2 mile	18	33%	11%	6%	50%	0%	0%	0%
1/2 mile up to 1 mile	22	32%	0%	5%	64%	0%	0%	0%
1 mile up to 2 miles	26	12%	0%	4%	81%	0%	4%	0%
More than 2 miles	32	9%	0%	6%	84%	0%	0%	0%

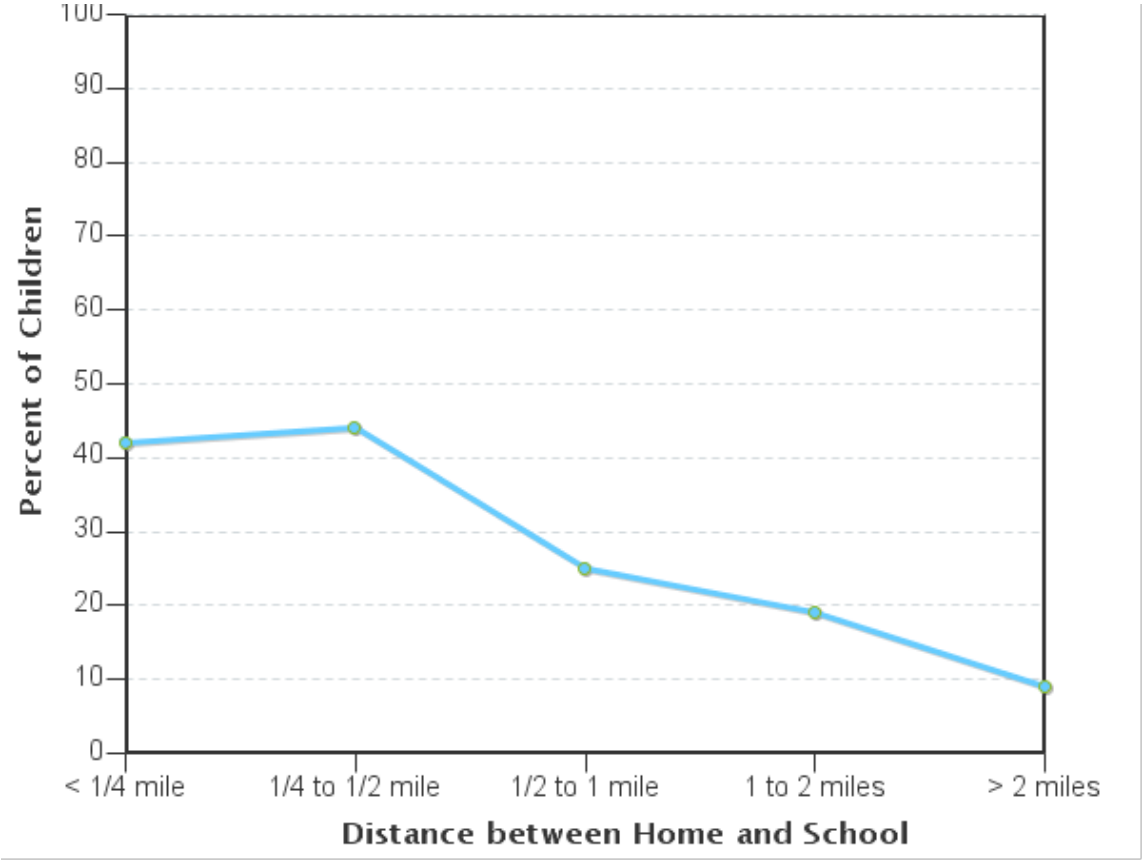
Don't know or No response: 32
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	30	23%	3%	20%	53%	0%	0%	0%
1/4 mile up to 1/2 mile	16	25%	13%	13%	50%	0%	0%	0%
1/2 mile up to 1 mile	21	43%	0%	10%	48%	0%	0%	0%
1 mile up to 2 miles	25	12%	0%	12%	72%	0%	4%	0%
More than 2 miles	31	0%	0%	16%	84%	0%	0%	0%

Don't know or No response: 40
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

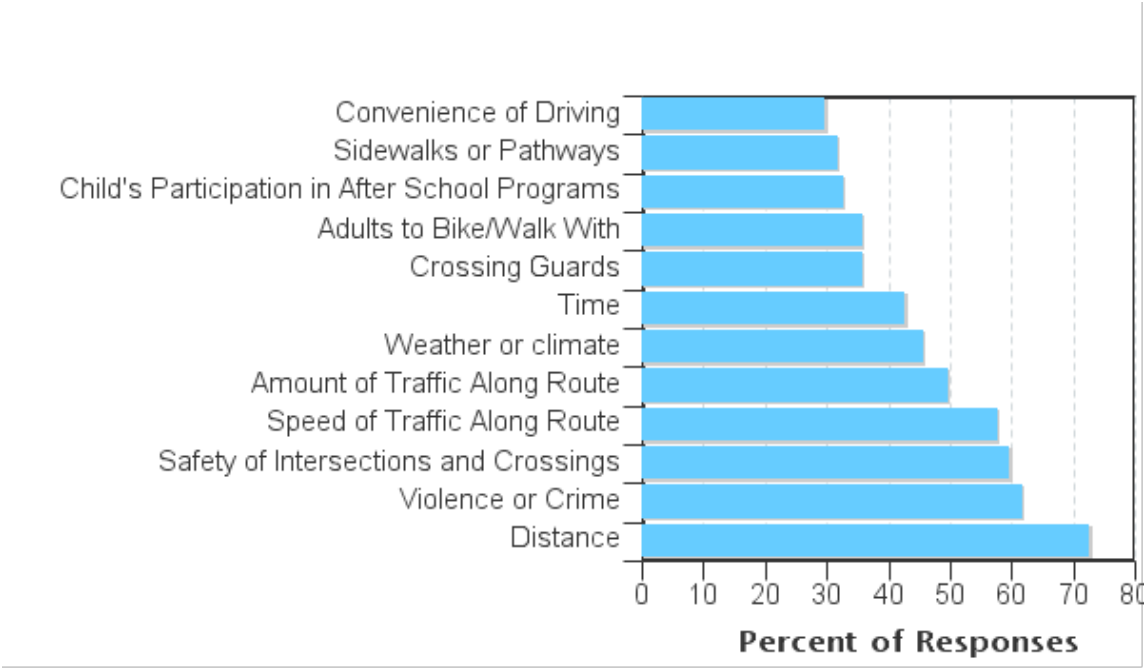


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

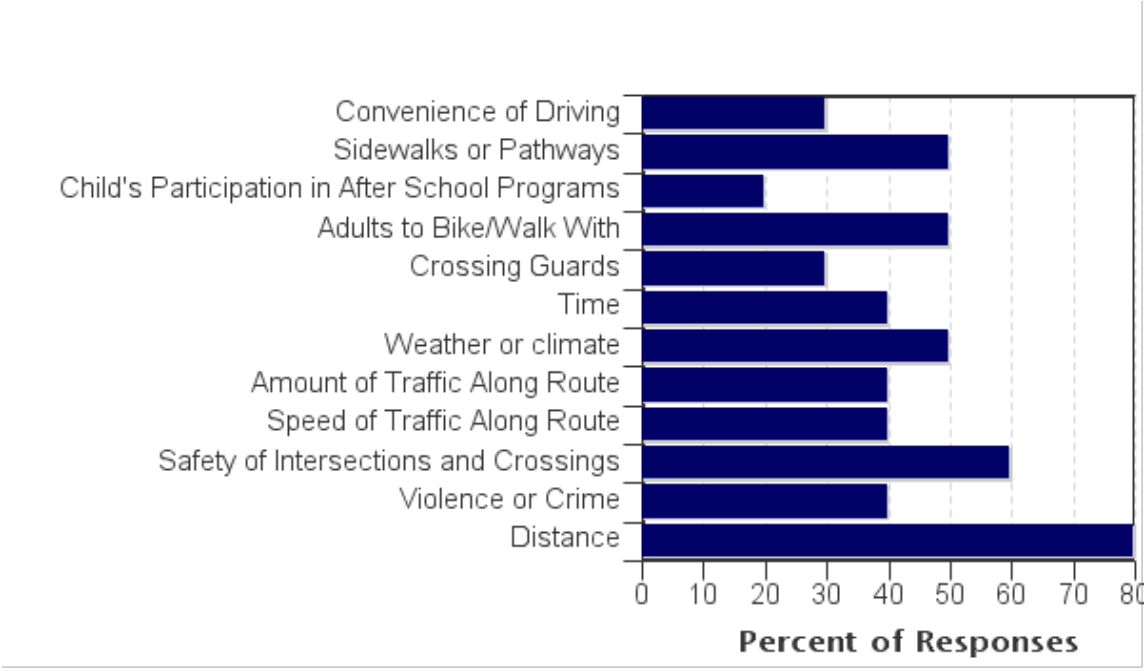
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	34	42%	44%	25%	19%	9%
No	93	58%	56%	75%	81%	91%

Don't know or No response: 36
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

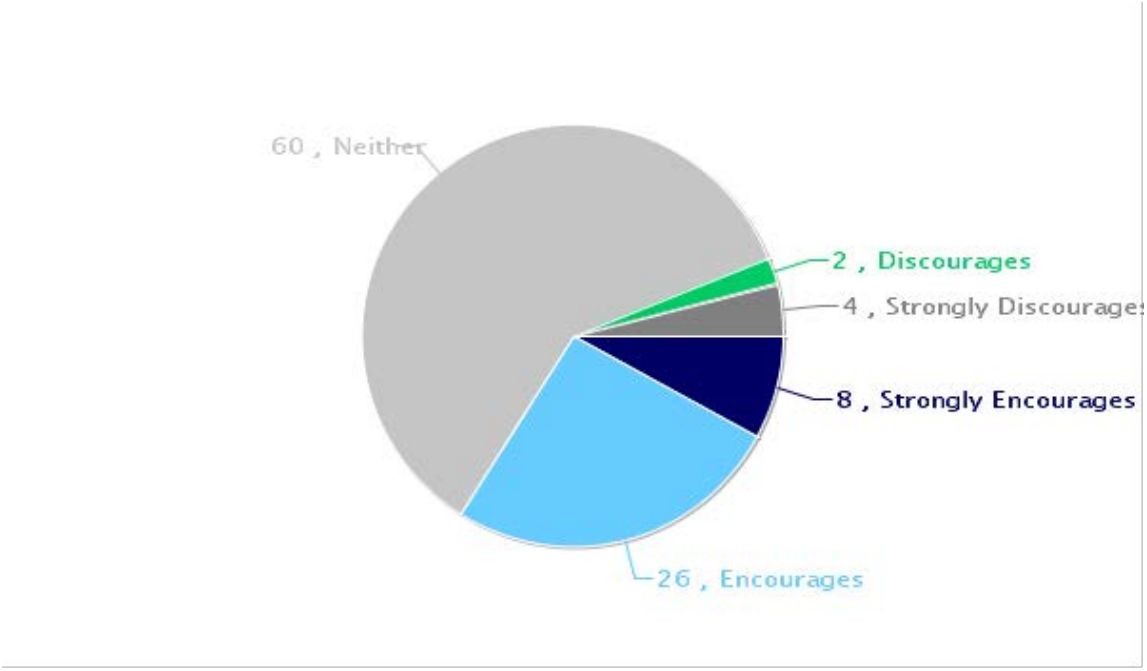


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

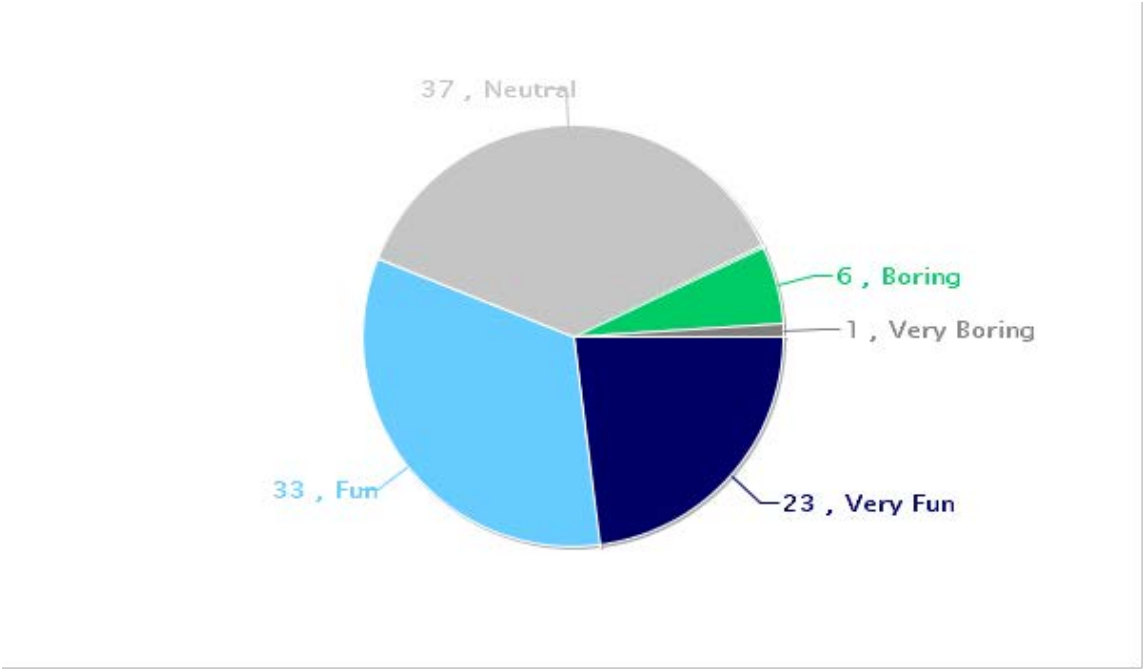
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	73%	80%
Violence or Crime	62%	40%
Safety of Intersections and Crossings	60%	60%
Speed of Traffic Along Route	58%	40%
Amount of Traffic Along Route	50%	40%
Weather or climate	46%	50%
Time	43%	40%
Crossing Guards	36%	30%
Adults to Bike/Walk With	36%	50%
Child's Participation in After School Programs	33%	20%
Sidewalks or Pathways	32%	50%
Convenience of Driving	30%	30%
Number of Respondents per Category	**138**	**10**

No response: 15
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

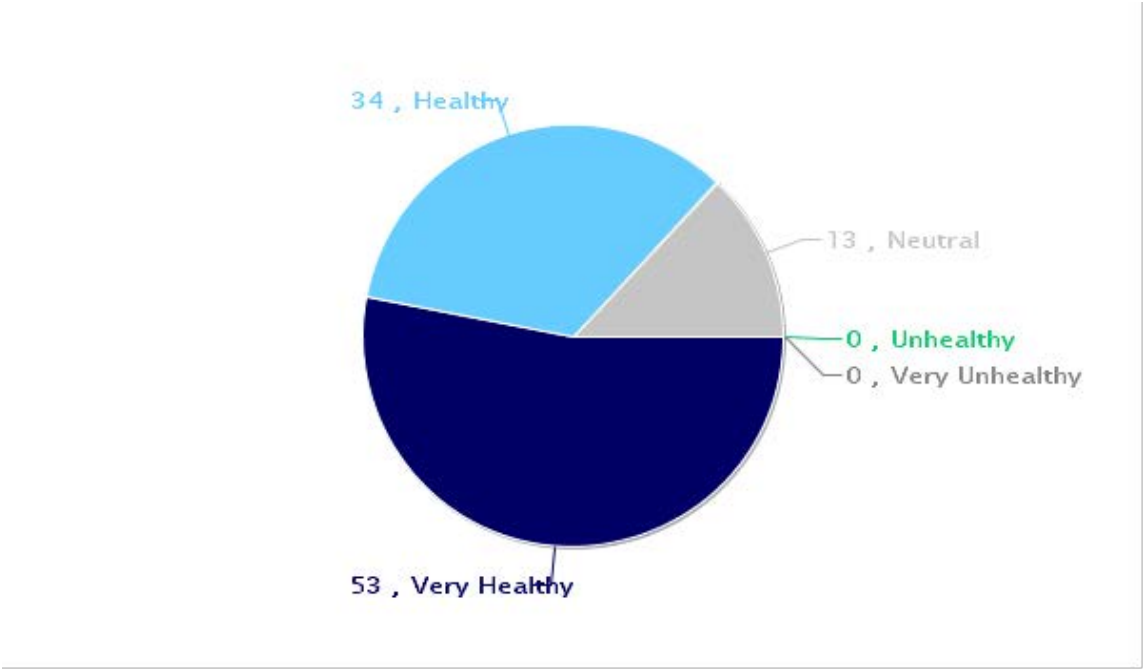
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1634395	My children cannot ride their bike to school because of the distance
1634400	If there were police station around the school and at the start and end of school, I would feel more comfortable letting my students walk to school
1634415	I don't feel safe for my daughter to walk alone from school only if she is with mom or brother. Thank You!
1634423	I would prefer elementary kids always have a bus ride available. After elementary I understand allowing children to walk or bike.
1634448	It is a good idea to promote bike riding to school so children are more motivate to attend school. Thank you
1634457	Transportation to and from school: walking or family vehicle
1634489	I need to drive to work after I drop of my student. When I have time I love to walk
1633093	I don't feel safe for my son about letting him walk without running into trouble
1633103	Transportation to and from school: walking or family vehicle
1633106	We live in Marina. It will be so hard for my daughter to go biking to school. However, if we moved closer to school, I will support her to use a bike to school
1633108	The children cannot go to school by themselves because of all the accidents
1633118	Transportation to and from school: walking or family vehicle
1633119	Transportation to and from school: walking or family vehicle
1634497	I don't feel or think it is safe for children to walk or ride a bike at this early age. I also think it is healthy and fun
1634514	Transportation to and from school: walking or family vehicle
1634523	Because lots of people driving do not stop at stop signs
1634527	Transportation to and from school: walking or family vehicle
1634538	Because of the distance and shes too young
1634540	Transportation to and from school: walking, school bus, or family vehicle
1634567	It is very fun to ride a bike to school but I cannot let my child walk or ride there bike to school because they are too young to be going alone
1634573	My child cannot ride their bikes to school because of the distance
1634582	So questions I was not able to answer because we have never been on a bike

1634600	I prefer to drop off and pick up my daughter. I do not feel safe letting her walk to and from school. its a cold and crazy world out there. Thank you!
1634613	The route we take, we find lots of aggressive dogs, not many adults walk with their kids. We sometimes find people on drugs. These are the reason I do not think children should walk to school alone
1634625	I will not let my daughter walk alone because of the uncertainty and danger
1634629	We do not walk to school because my home is too far
1634638	I would love to let my child ride their bike to school but we live too far and the roads to get to school is mostly freeways
1634655	People drive pretty fast around school grounds in the morning when dropping off my child. It is really unsafe
1634662	Personally, I think it is fun to walk to school. I have also notice that my children are more enthusiastic, awake, and active when we walk to school.
1633015	I am not in agreement with letting my son ride his bike to school because we live far from the school
1633035	Transportation from school: walking or family vehicle.
1633043	Transportation from school: school bus or family vehicle
1633048	My child lives too far from the school to ride a bike. I do not have a problem with bike riding just not to or from school for her
1633053	Transportation to and from school: walking or family vehicle
1633054	Transportation to and from school: walking or family vehicle
1633066	There are too many drunk or high adults hanging out along the street. I've been asked if I have any drugs to sell them while walking my 4 year old to school. I grew up here so I feel safe, but young girls are not safe alone near the school
1633069	Very difficult to find the school parking in rush hours, there is not enough space parking at Highland Elementary School
1633072	Transportation from school: school bus or family vehicle

Parent Survey Reports - International School of Monterey

Parent Survey Report: One School in One Data Collection Period

School Name: International School Of Monterey

Set ID: 17693

School Group: CTPG2018_MPUSD

Month and Year Collected: August 2018

School Enrollment: 400

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

Tags: City of Elk Grove

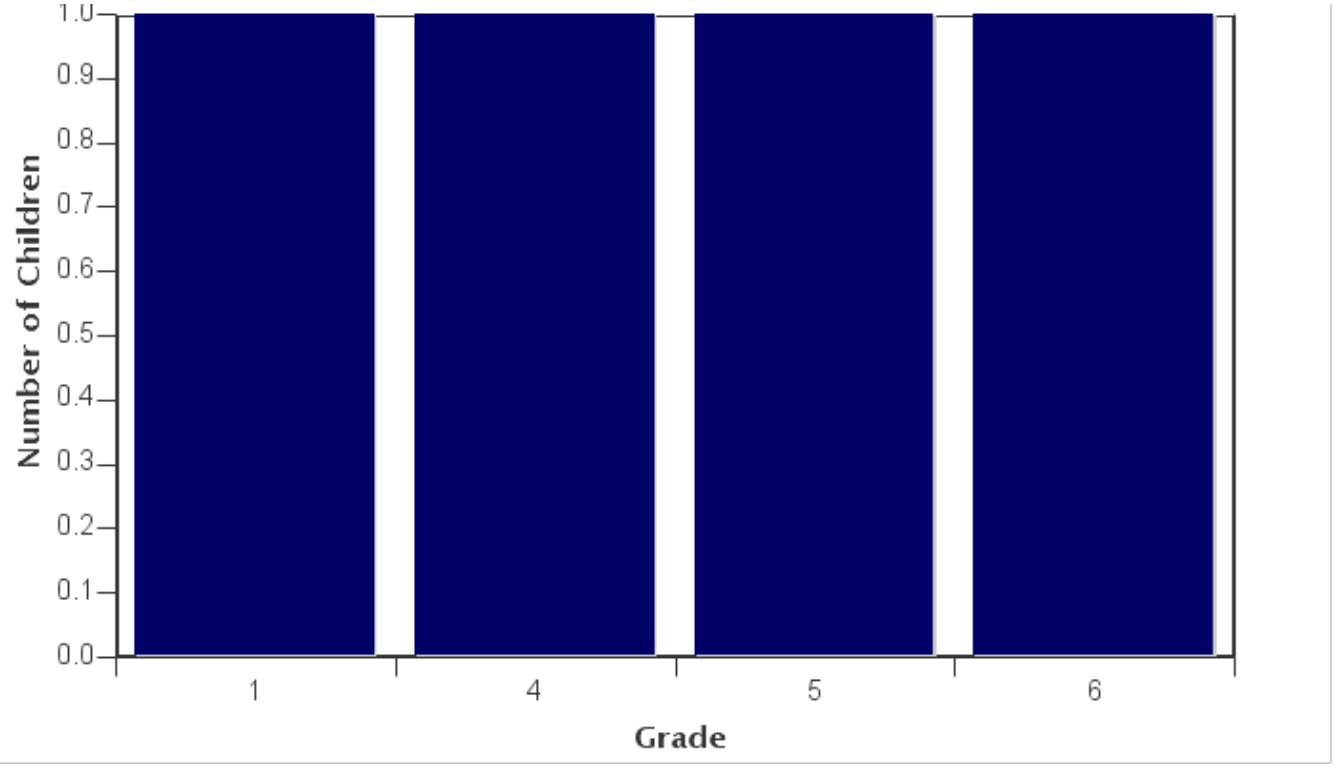
Number of Questionnaires Distributed: 400

Number of Questionnaires Analyzed for Report: 4

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

**Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey

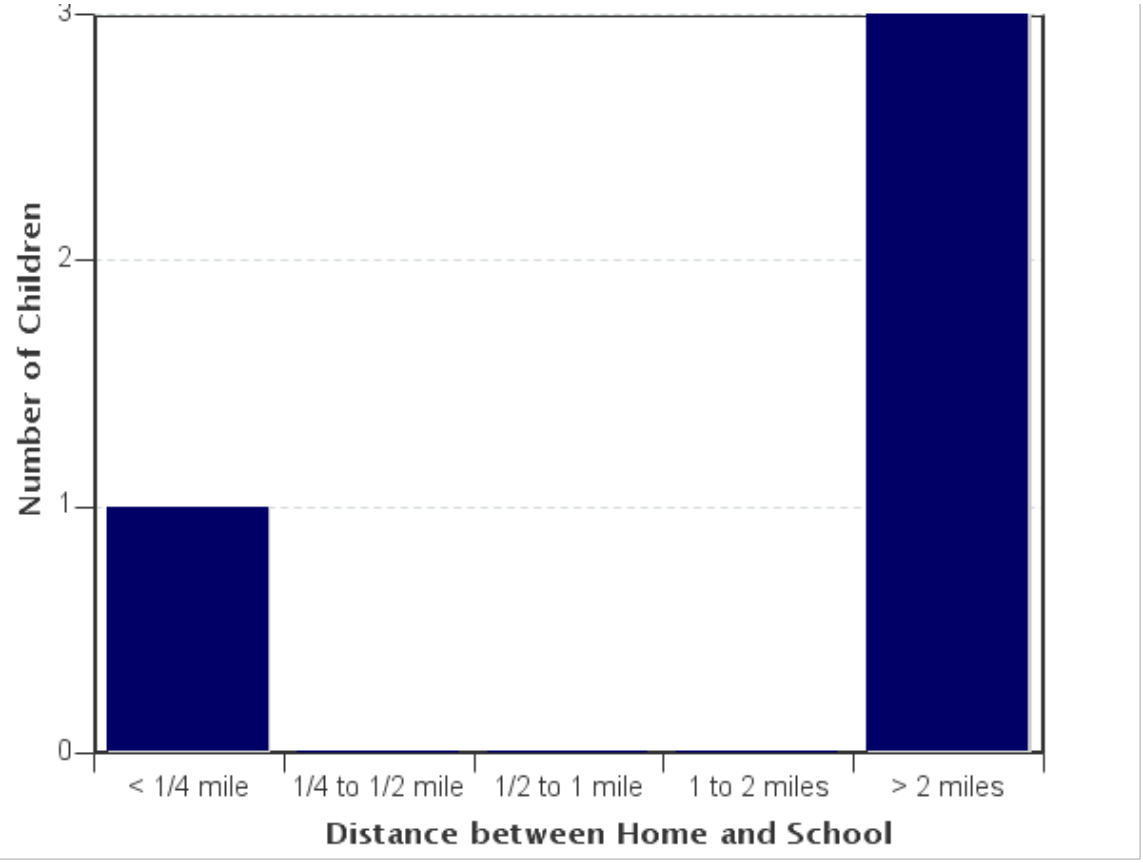


Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
1	1
4	1
5	1
6	1

No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school

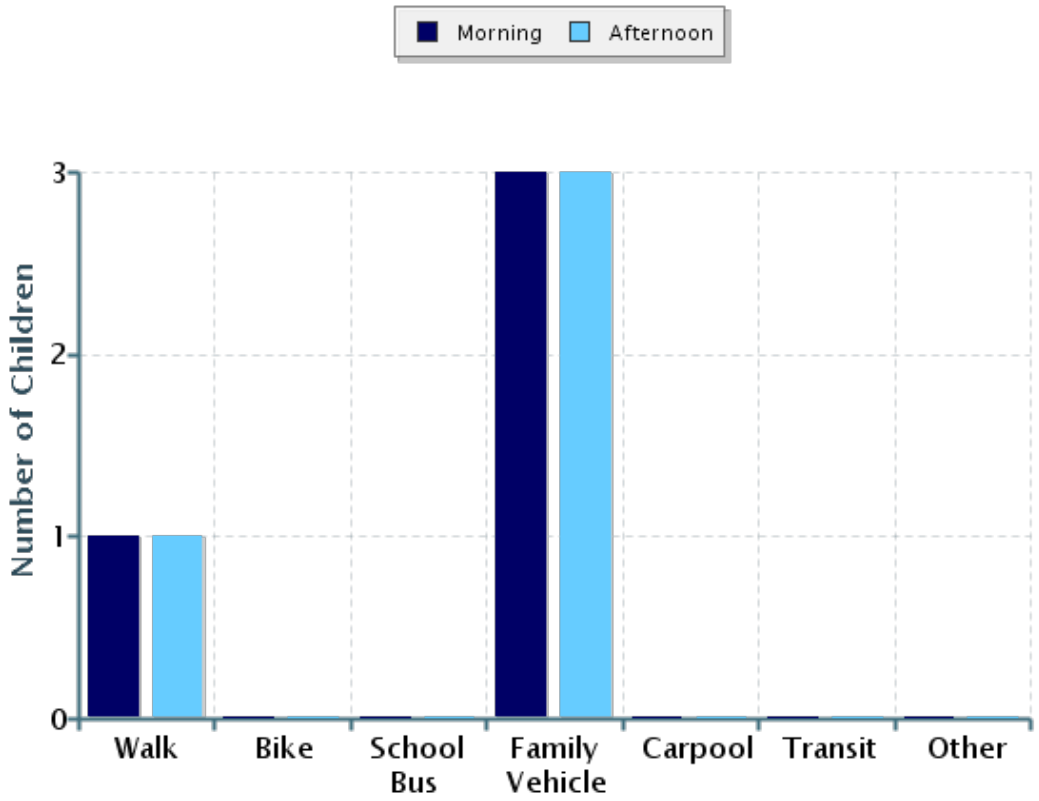


Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	1
1/4 mile up to 1/2 mile	0
1/2 mile up to 1 mile	0
1 mile up to 2 miles	0
More than 2 miles	3

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school

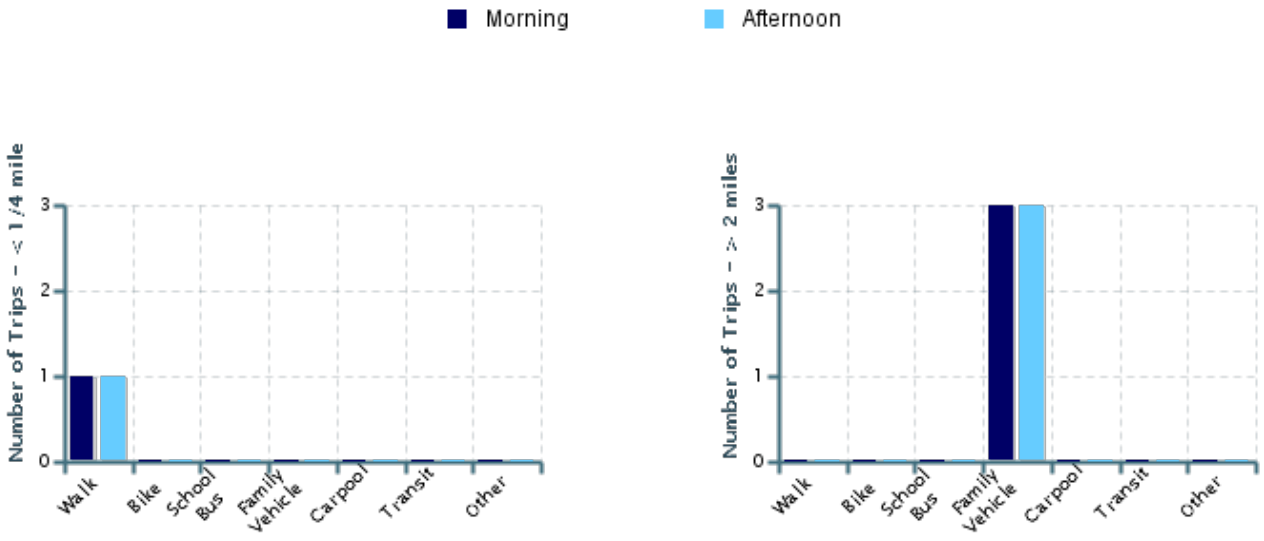


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	4	1	0	0	3	0	0	0
Afternoon	4	1	0	0	3	0	0	0

No Response Morning: 0
No Response Afternoon: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	1	0	0	0	0	0	0
1/4 mile up to 1/2 mile	0	0	0	0	0	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	0	0	0	0	0	0	0	0
More than 2 miles	3	0	0	0	3	0	0	0

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	1	1	0	0	0	0	0	0
1/4 mile up to 1/2 mile	0	0	0	0	0	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	0	0	0	0	0	0	0	0
More than 2 miles	3	0	0	0	3	0	0	0

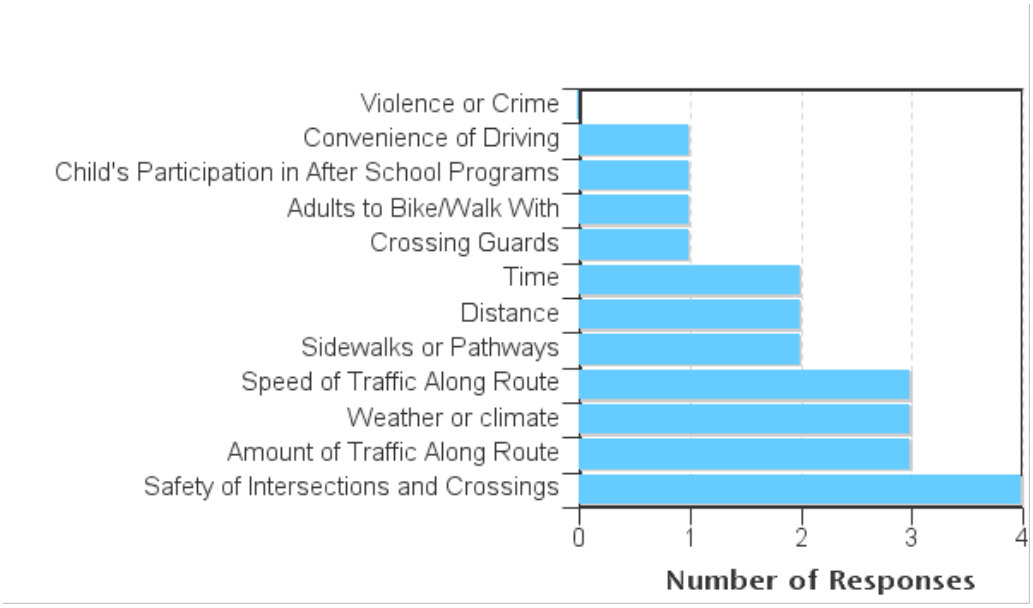
Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	2	1	0	0	0	1
No	2	0	0	0	0	2

Don't know or No response: 0
Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	4	0
Amount of Traffic Along Route	3	0
Weather or climate	3	0
Speed of Traffic Along Route	3	0
Sidewalks or Pathways	2	0
Distance	2	0
Time	2	0
Crossing Guards	1	0
Adults to Bike/Walk With	1	0
Child's Participation in After School Programs	1	0
Convenience of Driving	1	0
Violence or Crime	0	0
Number of Respondents per Category	**4**	**0**

No response: 0
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school

Level of support	Number of children
Strongly Encourages	0
Encourages	1
Neither	2
Discourages	1
Strongly Discourages	0

Parents' opinions about how much fun walking and biking to/from school is for their child

Level of fun	Number of children
Very Fun	0
Fun	2
Neutral	2
Boring	0
Very Boring	0

Parents' opinions about how healthy walking and biking to/from school is for their child

How healthy	Number of children
Very Healthy	3
Healthy	1
Neutral	0
Unhealthy	0
Very Unhealthy	0

Comments Section

SurveyID	Comment
1613594	It would be nice if the school had an option to put our information into a carpool list with other people living close by that would also be interested in carpooling/ walking/biking together.
1613598	Thank you for helping the students and schools with this issue!

Parent Survey Reports - Los Arboles Middle School

Parent Survey Report: One School in One Data Collection Period

School Name: Los Arboles Middle

School Group: CTPG2018_MPUSD

School Enrollment: 0

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 0

Set ID: 18085

Month and Year Collected: September 2018

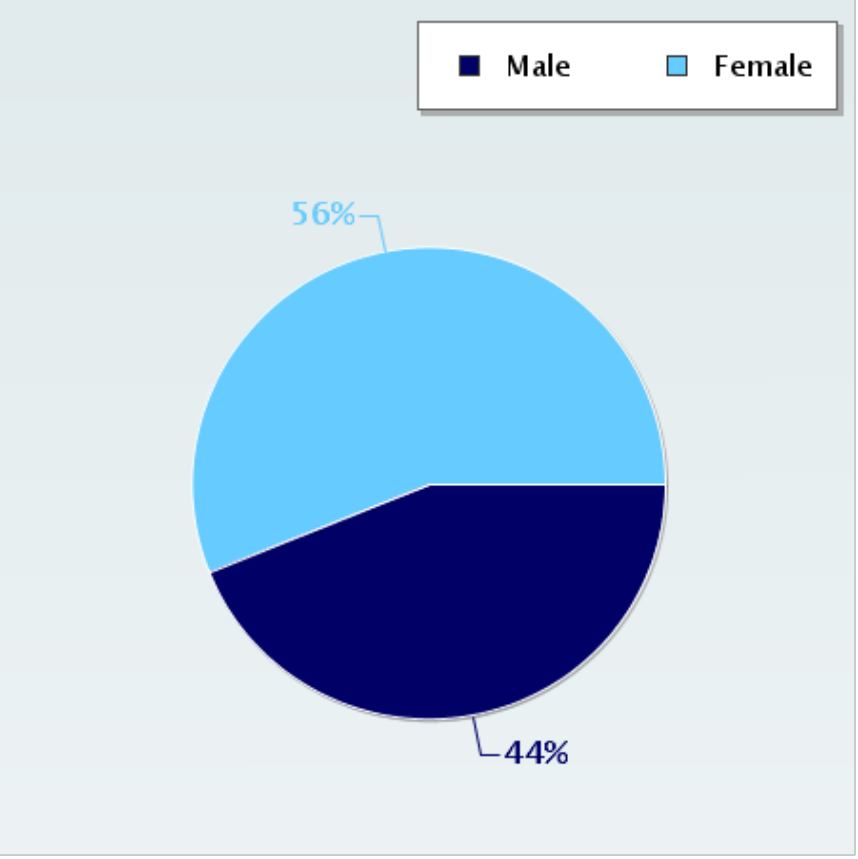
Date Report Generated: 06/12/2019

Tags: Middle School

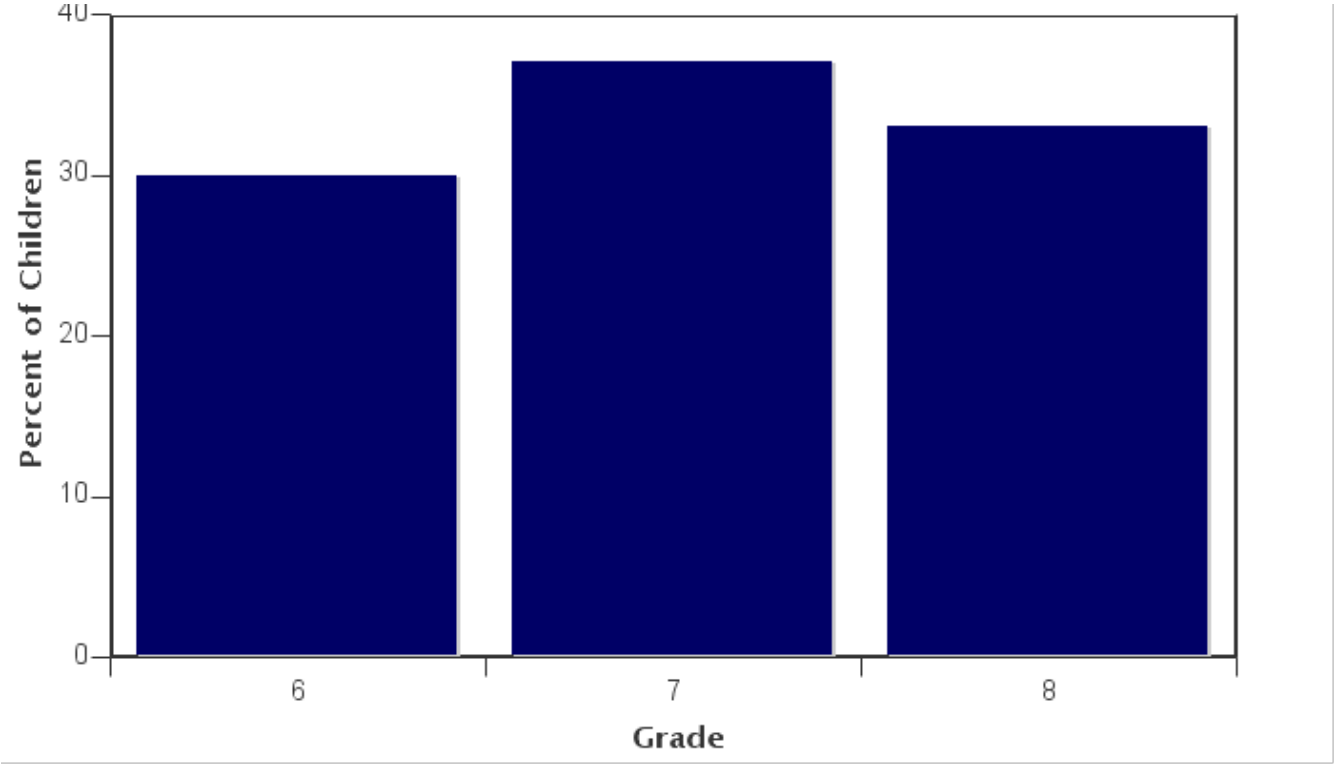
Number of Questionnaires Analyzed for Report: 142

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

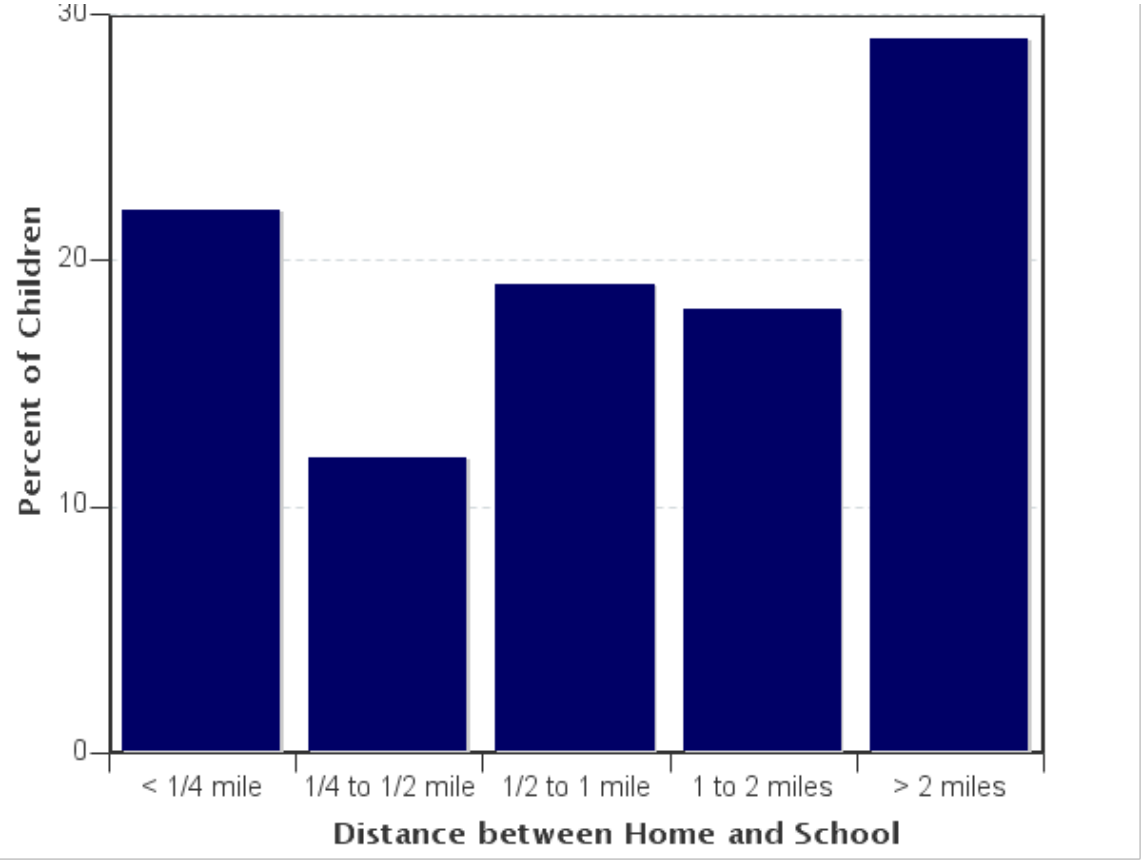


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
6	42	30%
7	52	37%
8	46	33%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

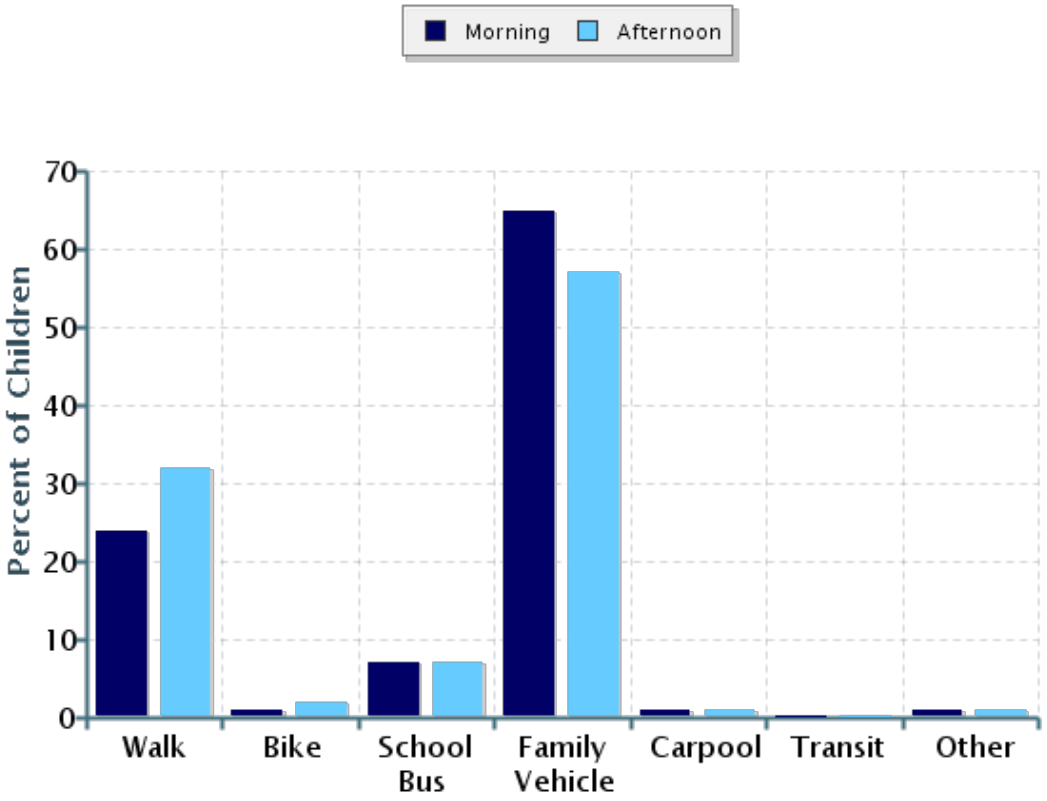


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	28	22%
1/4 mile up to 1/2 mile	15	12%
1/2 mile up to 1 mile	24	19%
1 mile up to 2 miles	23	18%
More than 2 miles	37	29%

Don't know or No response: 15
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

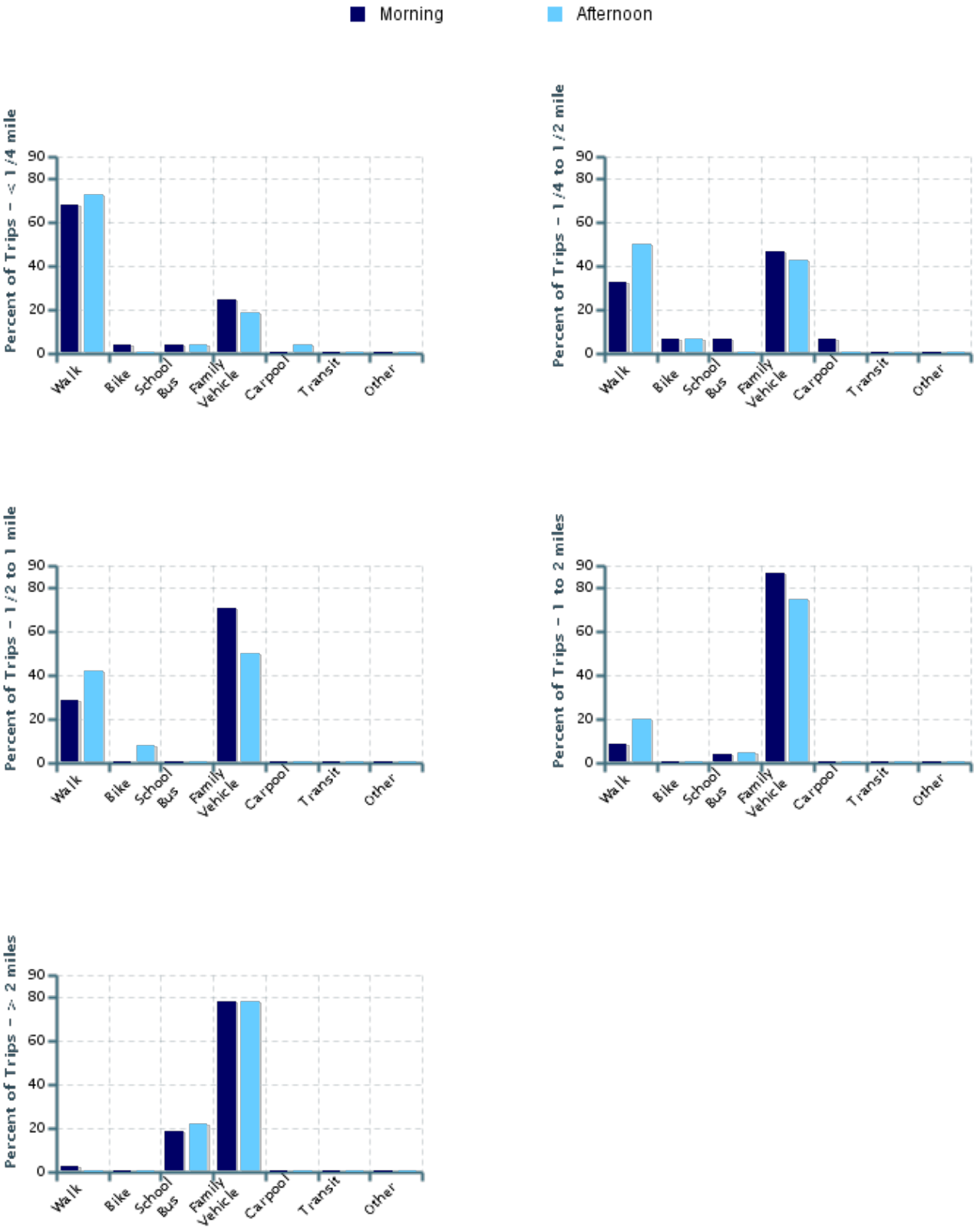


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	141	24%	1%	7%	65%	0.7%	0%	1%
Afternoon	134	32%	2%	7%	57%	0.7%	0%	0.7%

No Response Morning: 1
No Response Afternoon: 8
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	28	68%	4%	4%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	15	33%	7%	7%	47%	7%	0%	0%
1/2 mile up to 1 mile	24	29%	0%	0%	71%	0%	0%	0%
1 mile up to 2 miles	23	9%	0%	4%	87%	0%	0%	0%
More than 2 miles	37	3%	0%	19%	78%	0%	0%	0%

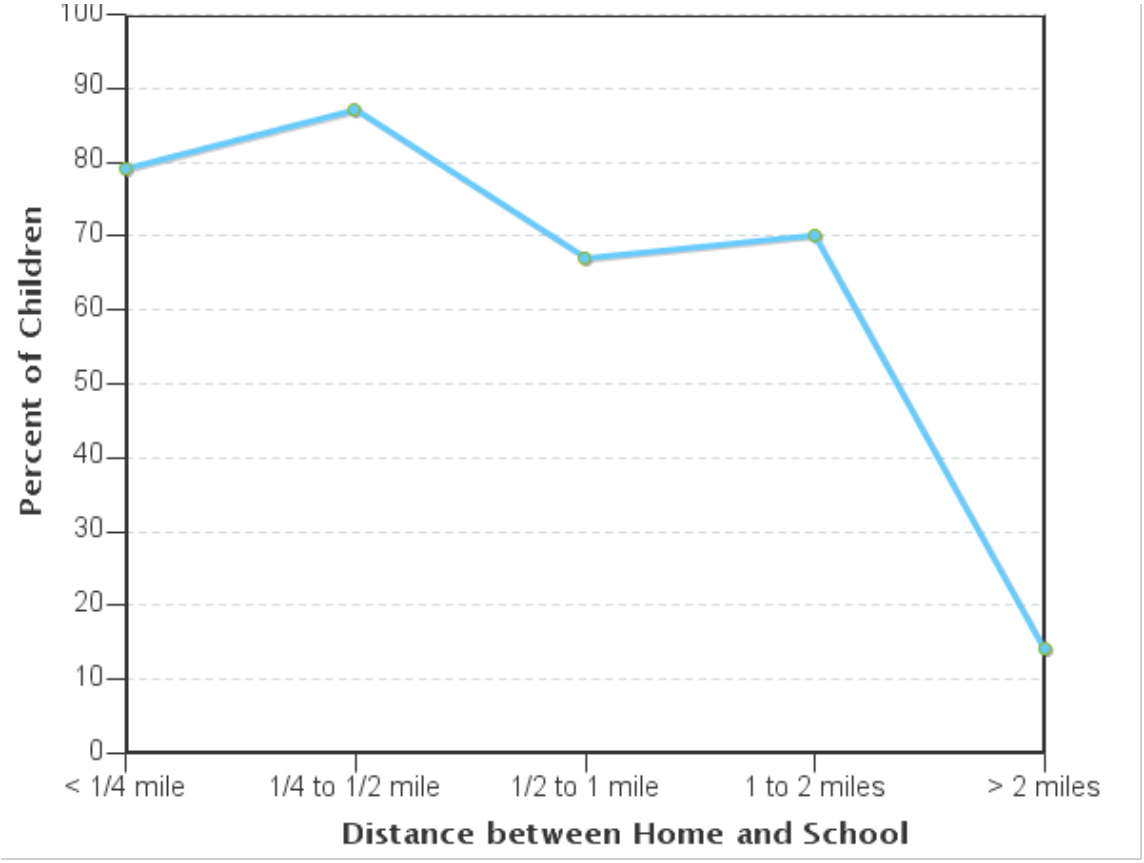
Don't know or No response: 15
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	26	73%	0%	4%	19%	4%	0%	0%
1/4 mile up to 1/2 mile	14	50%	7%	0%	43%	0%	0%	0%
1/2 mile up to 1 mile	24	42%	8%	0%	50%	0%	0%	0%
1 mile up to 2 miles	20	20%	0%	5%	75%	0%	0%	0%
More than 2 miles	36	0%	0%	22%	78%	0%	0%	0%

Don't know or No response: 22
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

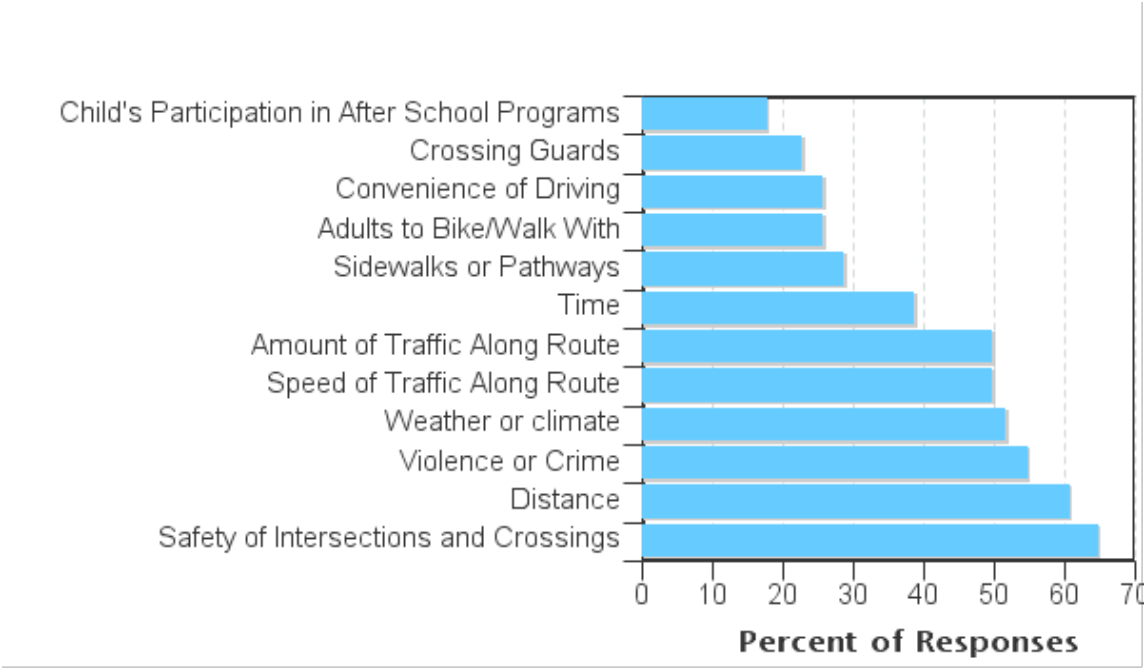


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

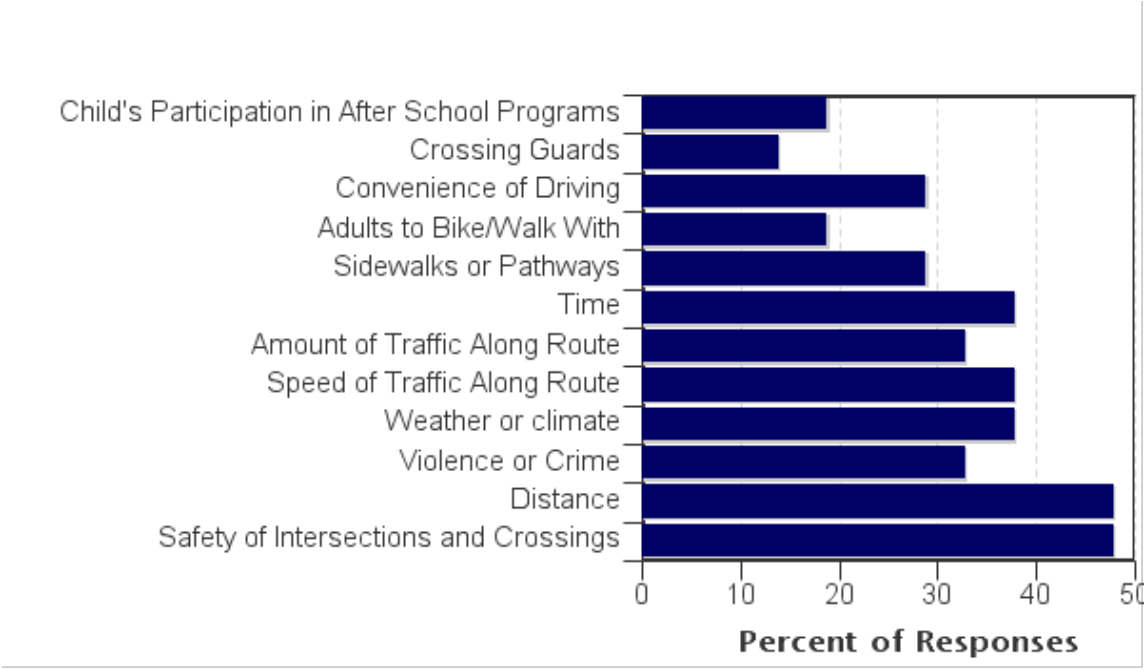
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	72	79%	87%	67%	70%	14%
No	55	21%	13%	33%	30%	86%

Don't know or No response: 15
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

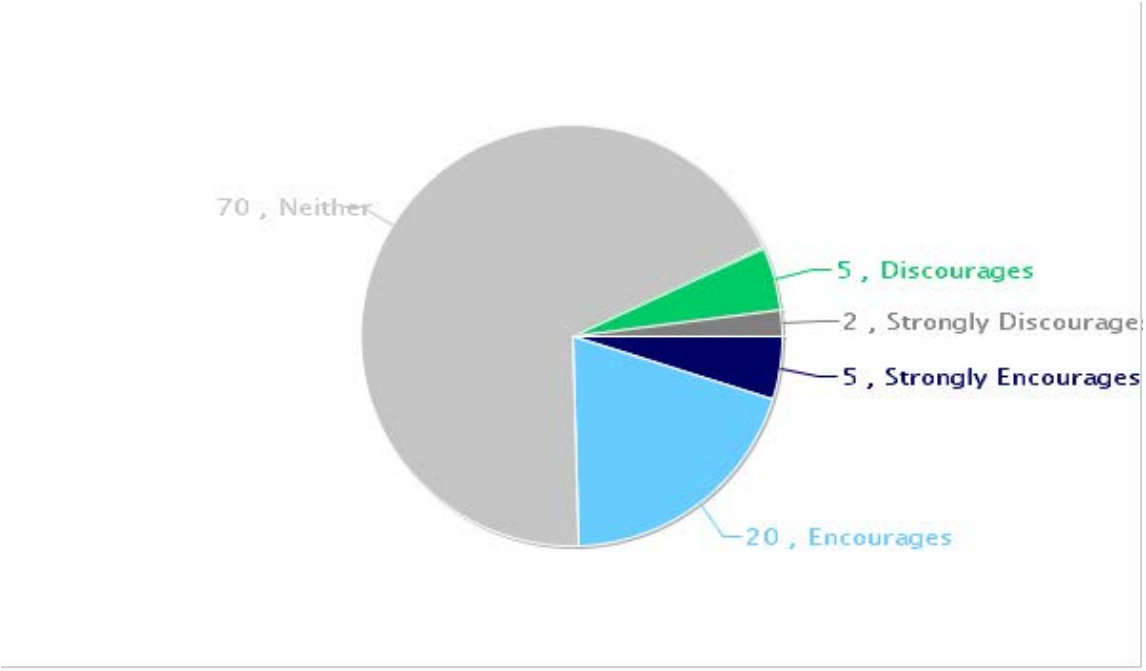


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

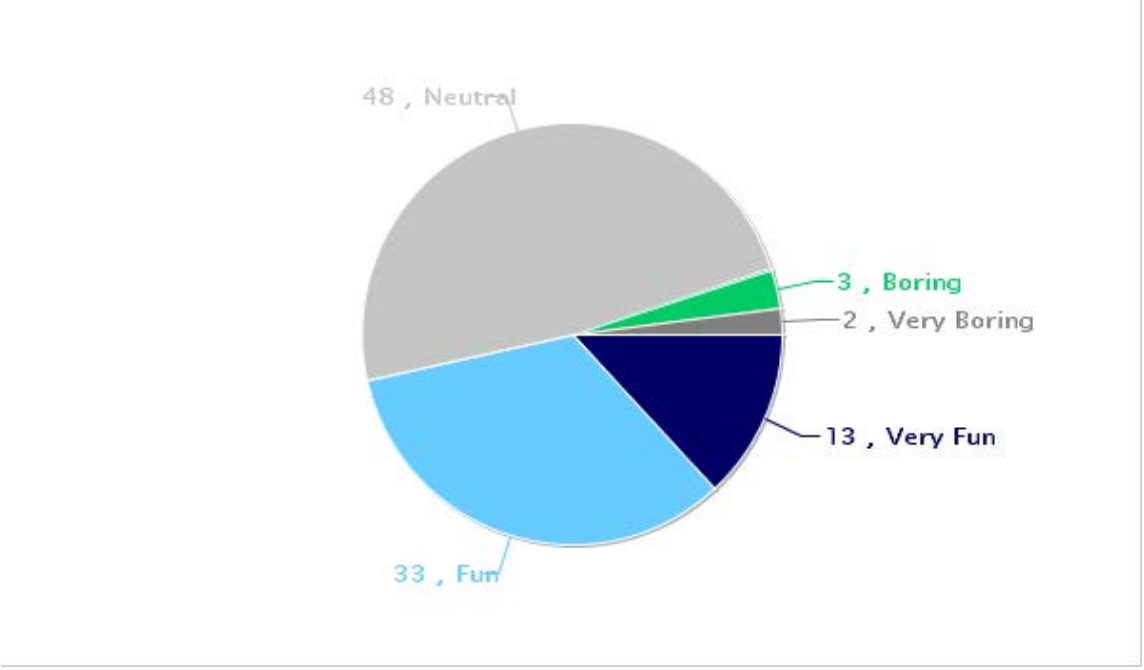
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	65%	48%
Distance	61%	48%
Violence or Crime	55%	33%
Weather or climate	52%	38%
Speed of Traffic Along Route	50%	38%
Amount of Traffic Along Route	50%	33%
Time	39%	38%
Sidewalks or Pathways	29%	29%
Adults to Bike/Walk With	26%	19%
Convenience of Driving	26%	29%
Crossing Guards	23%	14%
Child's Participation in After School Programs	18%	19%
Number of Respondents per Category	**66**	**21**

No response: 55
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

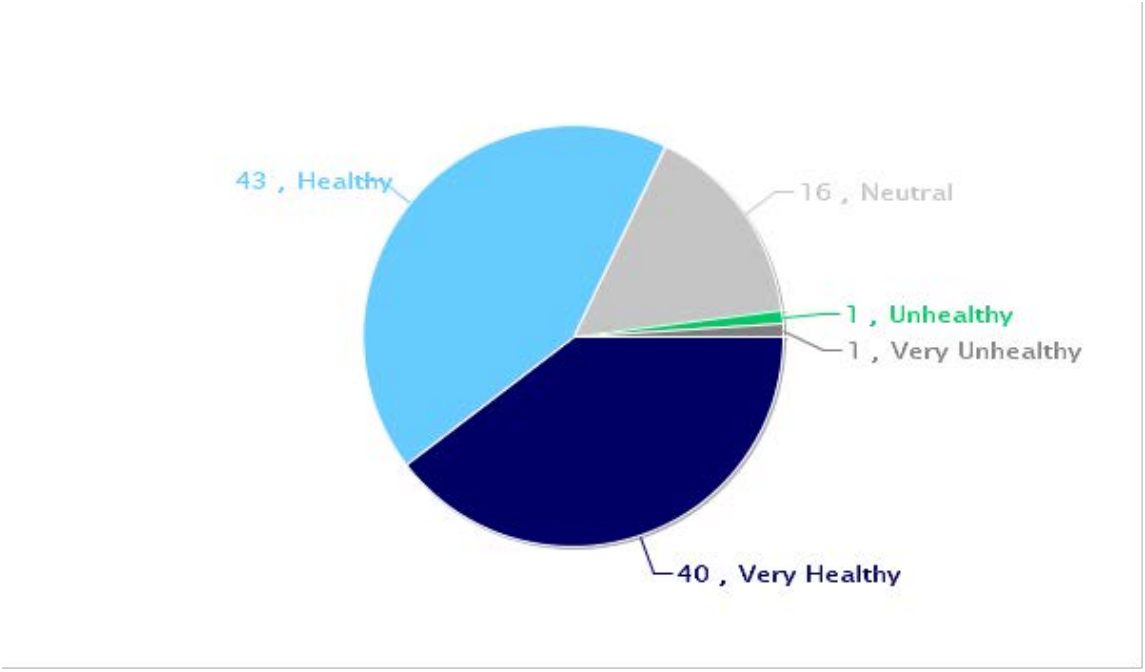
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1629894	Sometimes parents are not here with them. Please provide security guards for school campus or around the gate, it will be more safe for those who are walking.
1629879	I do not fell 100% comfortable with my child walking home from school. Due to parental work schedules it is necessary. However, we have safe-guards in place to maximize our child's safety.
1629859	My child falls under the Autism Spectrum Disorder and has a history of Epilepsy and ADD/ADHD.
1629816	Trans- I'm very happy that my daughter belongs to los arboles md. Estoy muy feliz que mi hija pertenesca a los arboles md.
1629806	Trans- In my opinion, walking or biking is very healthy but I worry the safety of the kids on the the way home from school.En mi opinion, caminar o andar en bicicleta es muy sano, pero me preocupa la seguridad de los ninos en el camino de la escuela a casa.
1635003	I don't want my daughter to be walking to school because I don' feel it is safe for a young lady to be walking alone.
1633926	We have a transfer. He does walk once we get to Marina. It takes him 10 minutes about 4 blocks. He walks from my sisters home. He does not walk on rainy days.
1633920	Don't know whether or not the school encourages/discourages walking to/from school.
1633886	The kids that are walking to school usualy stop at 7-11 for cheetos and soda before school, not so healthy! With the school near apartments, NO WAY!!
1633806	My son does like walking to and from school mainly because of his health. I would only let my son walk if I couldn't drop him off or pick him up.
1630141	This questionnaire may not pertain to me and my family because we live about 45 miles away from the school. My child used to walk to/from school when it was walking distance.
1630112	Trans- In my humble opinion, I recognize that walking or riding bike y surely good and important for your health, and my children do walk to school because the distance is short and the walk seems safe. En mi humilde opinion, reconozco que el caminar o andar en bicicleta es seguramente bueno y importante para la salud, ademas mis hijos si caminan a la escuela porque la distancia es corta y el anda se me hace sugura.
1629863	Trans- I would like it if there were school personel or some guard at the school's entrances and exits for cars because it gets very dangerous for pedestrians (students) There are drivers who don't drive cautiously and there are students who don't respect or look both ways when crossing. Me gustaria que hubiera personal de la escuela o algun guardia en las entradas y salidas de los carros por que se pone muy peligroso para los peatones (estudiantes) hay conductores que no manejan con precausion y hay estudiantes que no respetan o miran el cruzar las calles.
1633892	I do not let my son walk to school because I don't want kids bullying him and some drivers drive recklessly and don't stop when they're suppose to.
1633844	Trans- My kids walk to school which makes naturally healthy and fun. Mis hijos caminan de la escuela por les hace natural sano y divertido.

1633822	Trans- Safety when crossing streets. Of pedestrians and cars (traffic). Thank you. Seguridad al cruzar las calles. De peatones, y de carros (traffico). Gracias.
1630001	There are a lot of flaws in the design of Marina intersections, faded lines, poorly maintained road/signs. People drive too fast and there isn't enough police resources to enforce safety.
1629933	Waiting area with shade. Pathwalk after school to guide them and so students dont cross intersection the driveway or where there are cars coming.
1629930	My child does not take her bike to shcool. But we have already plan for that to happen in the next few months. Thanks. It is a good idea.
1629929	Trans- I live almost 2 miles away and it would be ideal if my son could arrive on bus or something else. Vivo casi 2 millas y seria genial mi hijo pudiera llegar en transporte o algomas.
1634153	As a protective parent of 3 children, I am a single mother and have always tried my hardest to be there and available for my children. I highly trust my children, but the way things are today, I do not trust people period. Especially with my children.
1629934	We live in Castroville.
1629902	Too much personal information; why do you need to know any of this?

Parent Survey Reports - Marina High School

Parent Survey Report: One School in One Data Collection Period

School Name: Marina High

Set ID: 18084

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 06/12/2019

% Range of Students Involved in SRTS: Don't Know

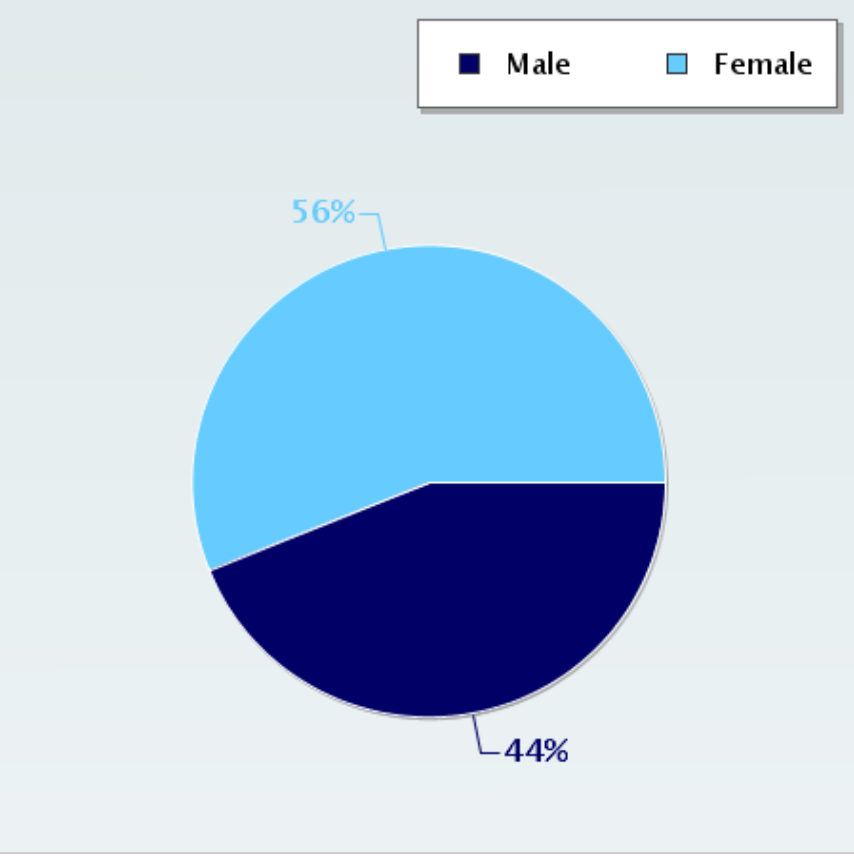
Tags: High School

Number of Questionnaires Distributed: 0

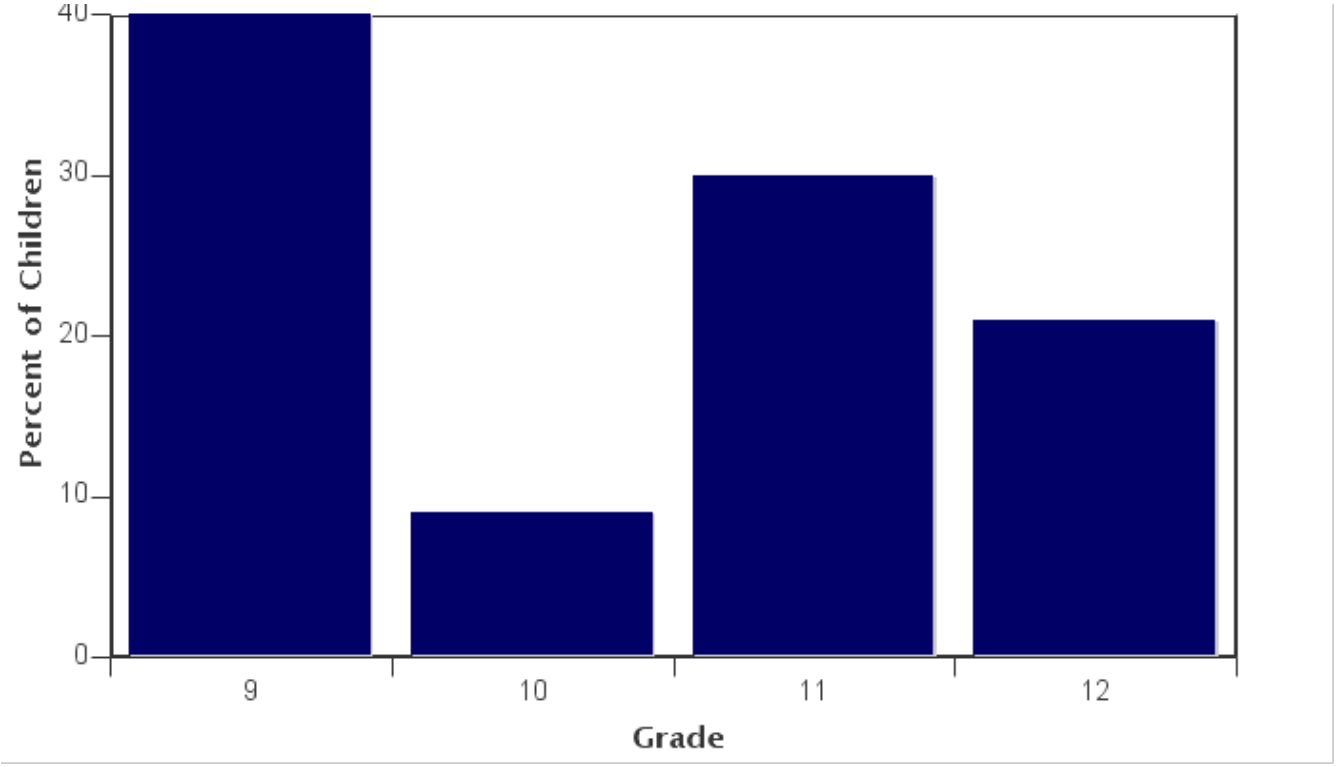
Number of Questionnaires Analyzed for Report: 235

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

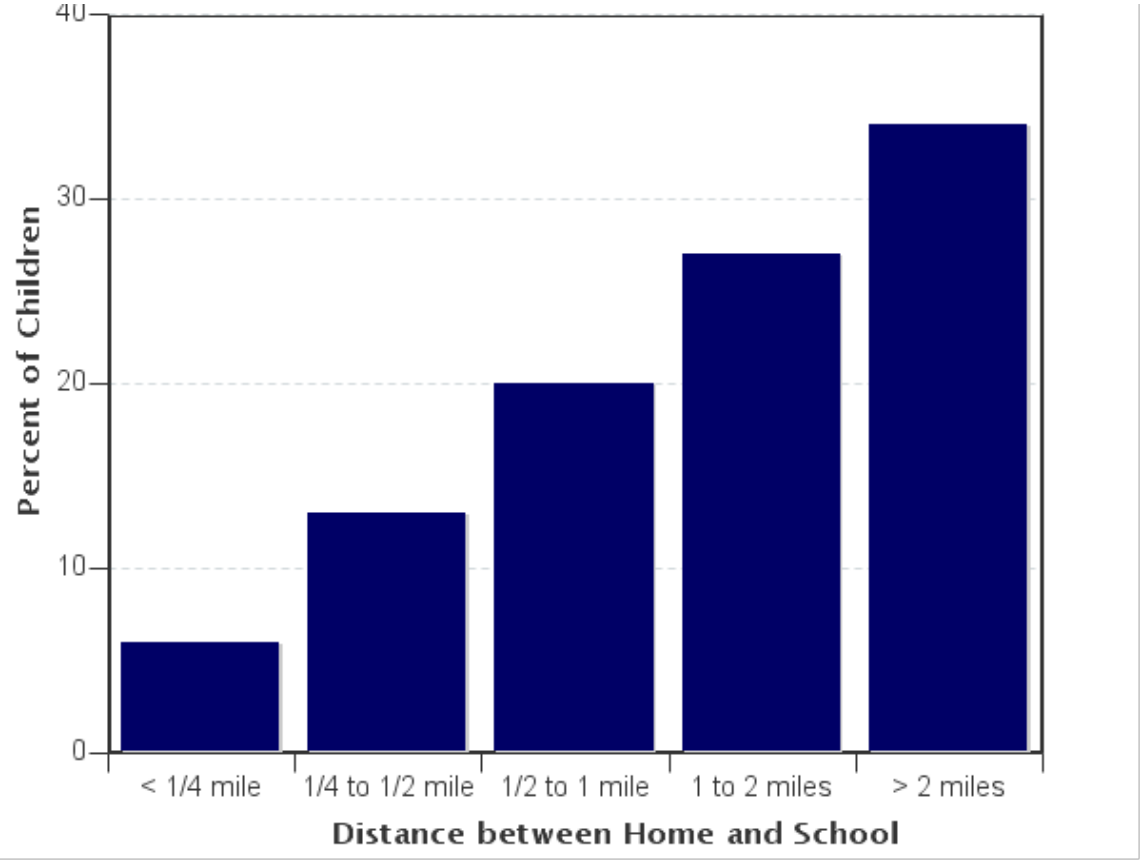


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
9	94	40%
10	21	9%
11	69	30%
12	48	21%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

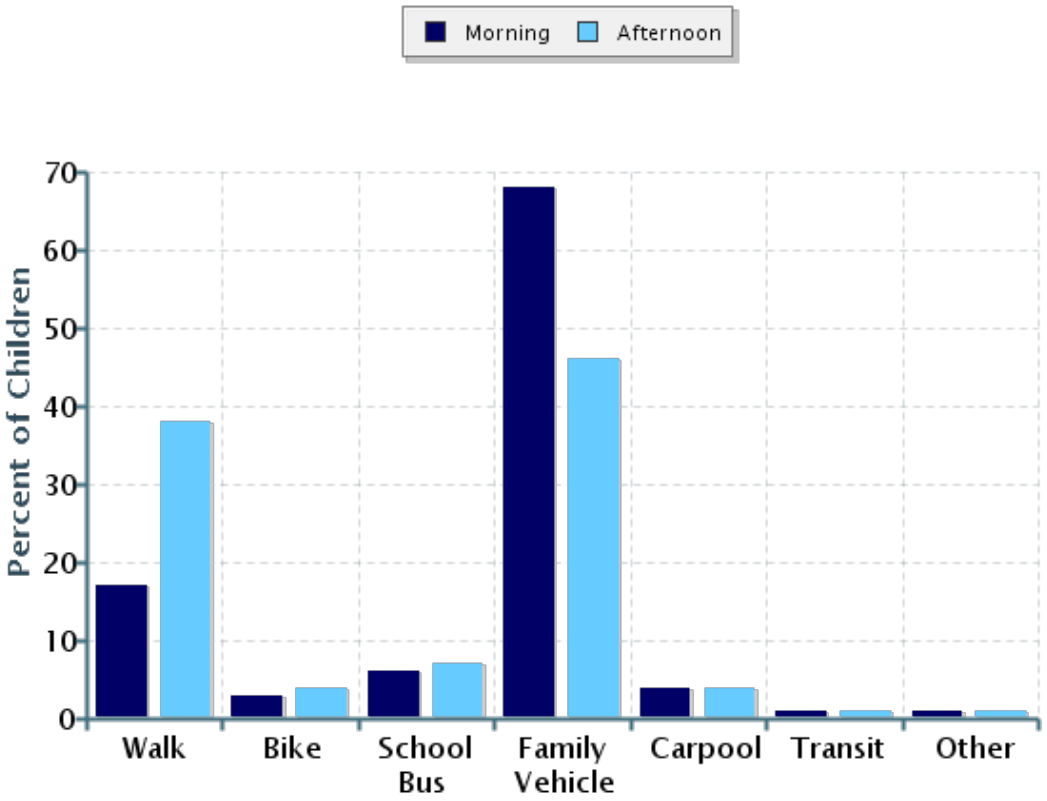


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	13	6%
1/4 mile up to 1/2 mile	26	13%
1/2 mile up to 1 mile	40	20%
1 mile up to 2 miles	55	27%
More than 2 miles	70	34%

Don't know or No response: 31
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

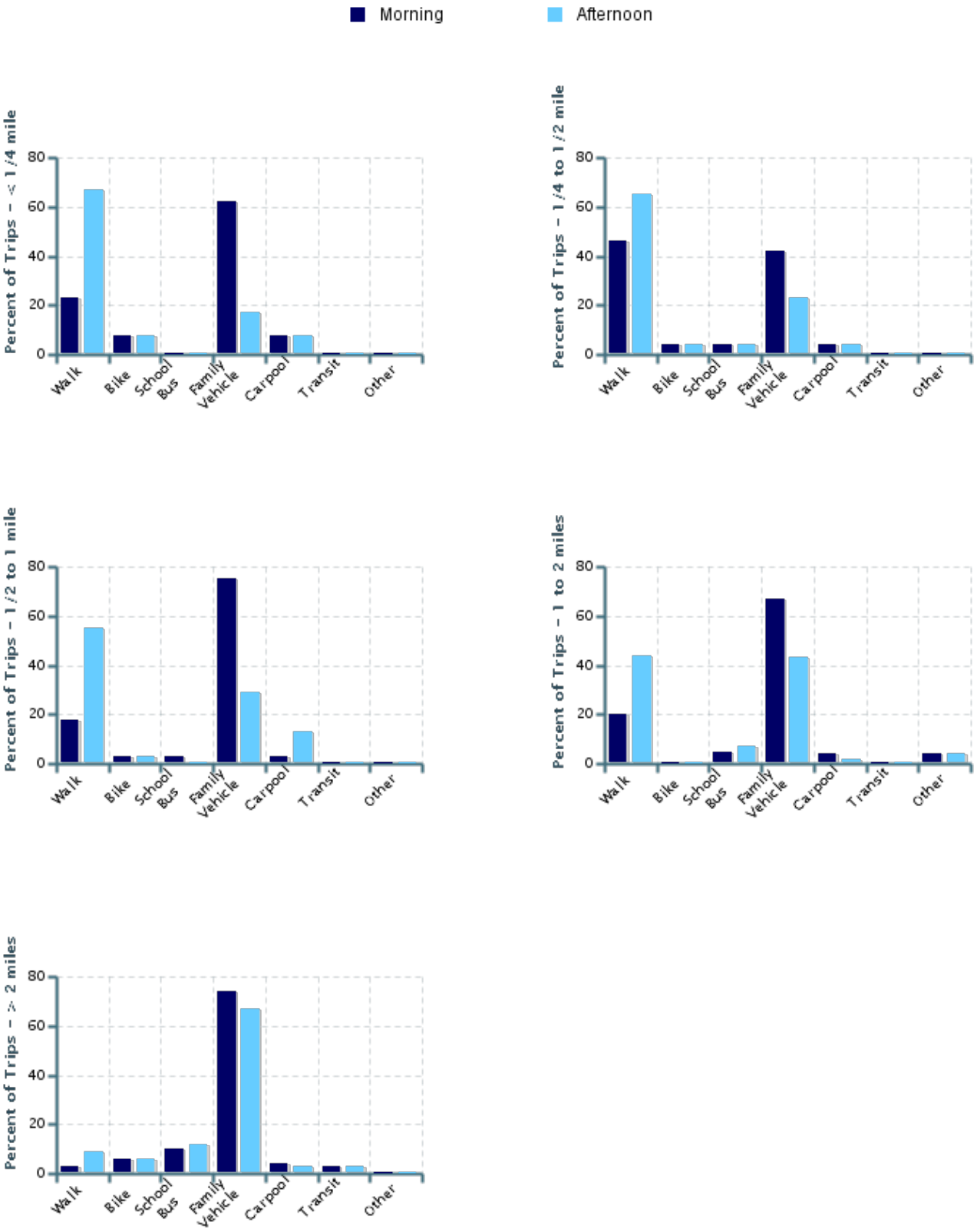


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	234	17%	3%	6%	68%	4%	0.9%	1%
Afternoon	227	38%	4%	7%	46%	4%	0.9%	0.9%

No Response Morning: 1
No Response Afternoon: 8
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	13	23%	8%	0%	62%	8%	0%	0%
1/4 mile up to 1/2 mile	26	46%	4%	4%	42%	4%	0%	0%
1/2 mile up to 1 mile	40	18%	3%	3%	75%	3%	0%	0%
1 mile up to 2 miles	55	20%	0%	5%	67%	4%	0%	4%
More than 2 miles	70	3%	6%	10%	74%	4%	3%	0%

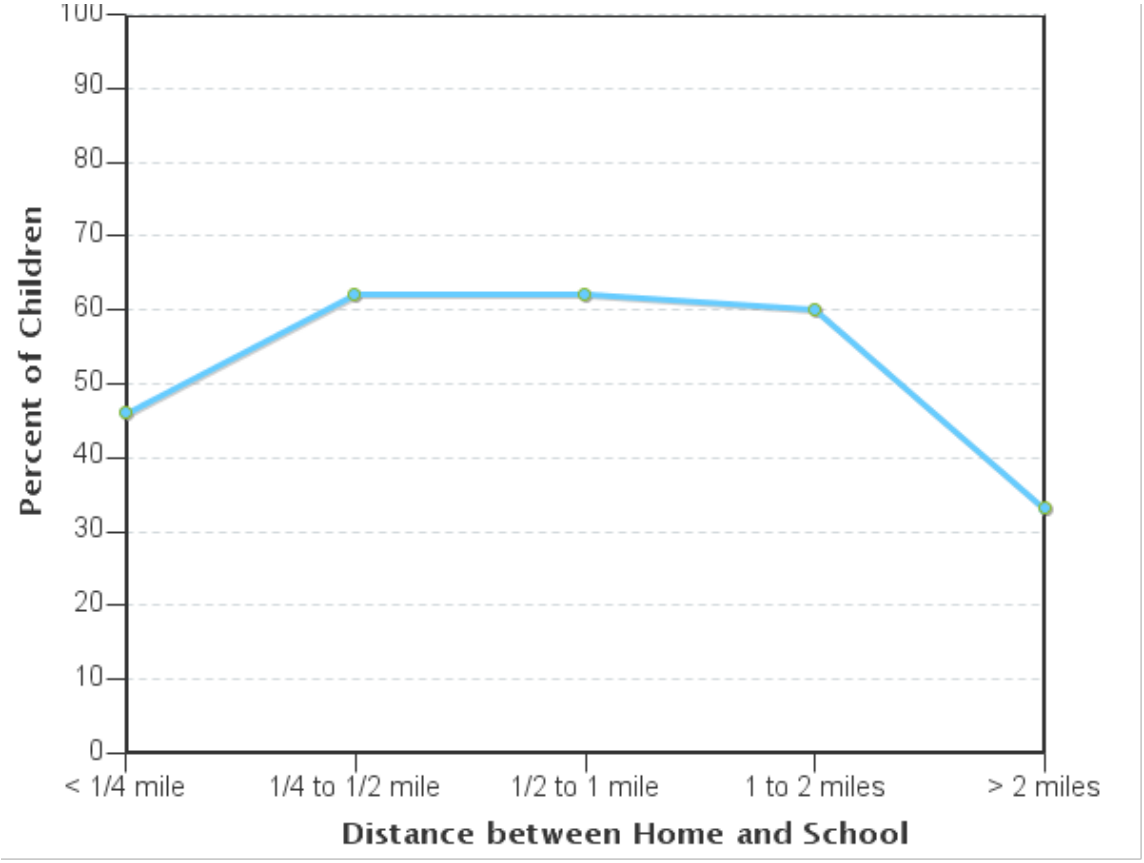
Don't know or No response: 31
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	67%	8%	0%	17%	8%	0%	0%
1/4 mile up to 1/2 mile	26	65%	4%	4%	23%	4%	0%	0%
1/2 mile up to 1 mile	38	55%	3%	0%	29%	13%	0%	0%
1 mile up to 2 miles	54	44%	0%	7%	43%	2%	0%	4%
More than 2 miles	67	9%	6%	12%	67%	3%	3%	0%

Don't know or No response: 38
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

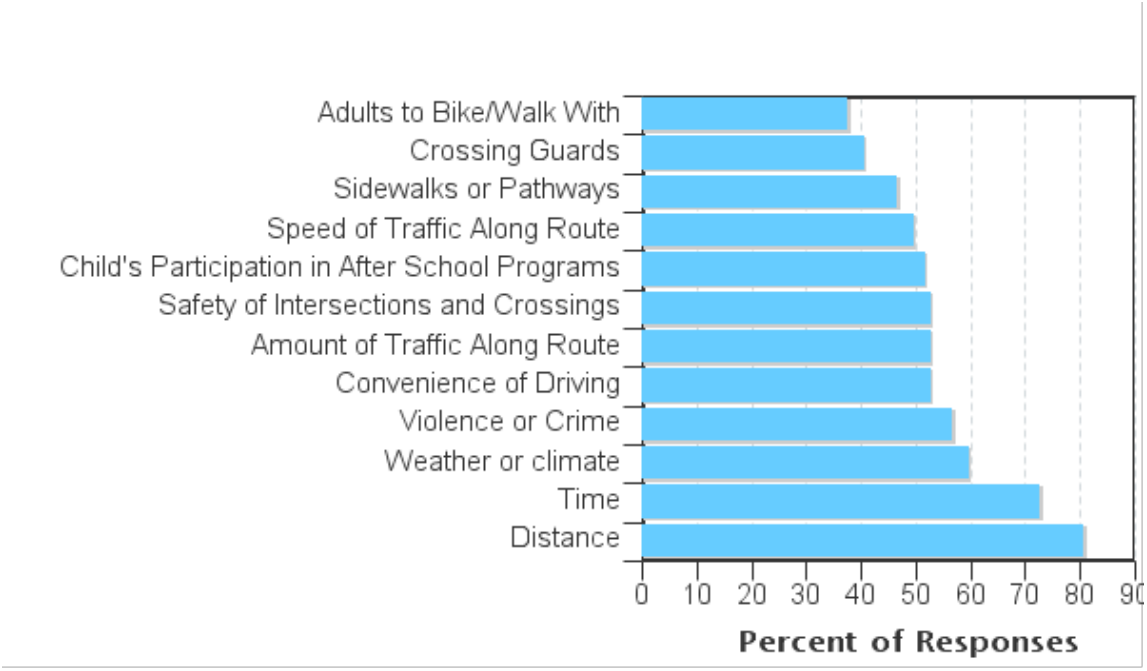


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

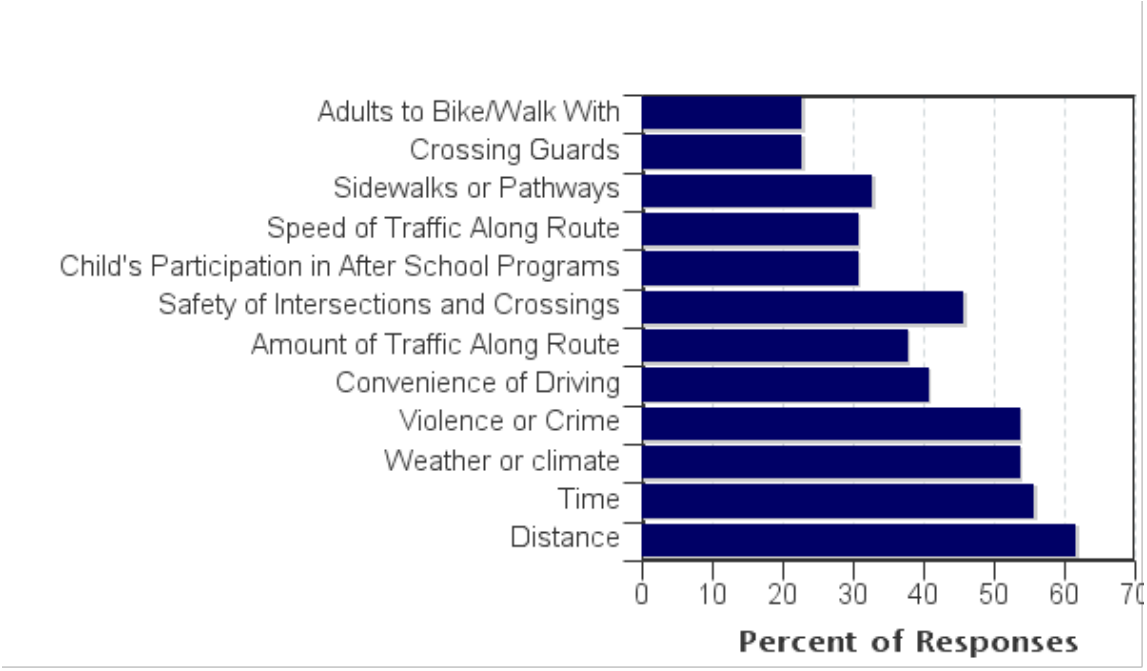
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	97	46%	62%	62%	60%	33%
No	96	54%	38%	38%	40%	67%

Don't know or No response: 42
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

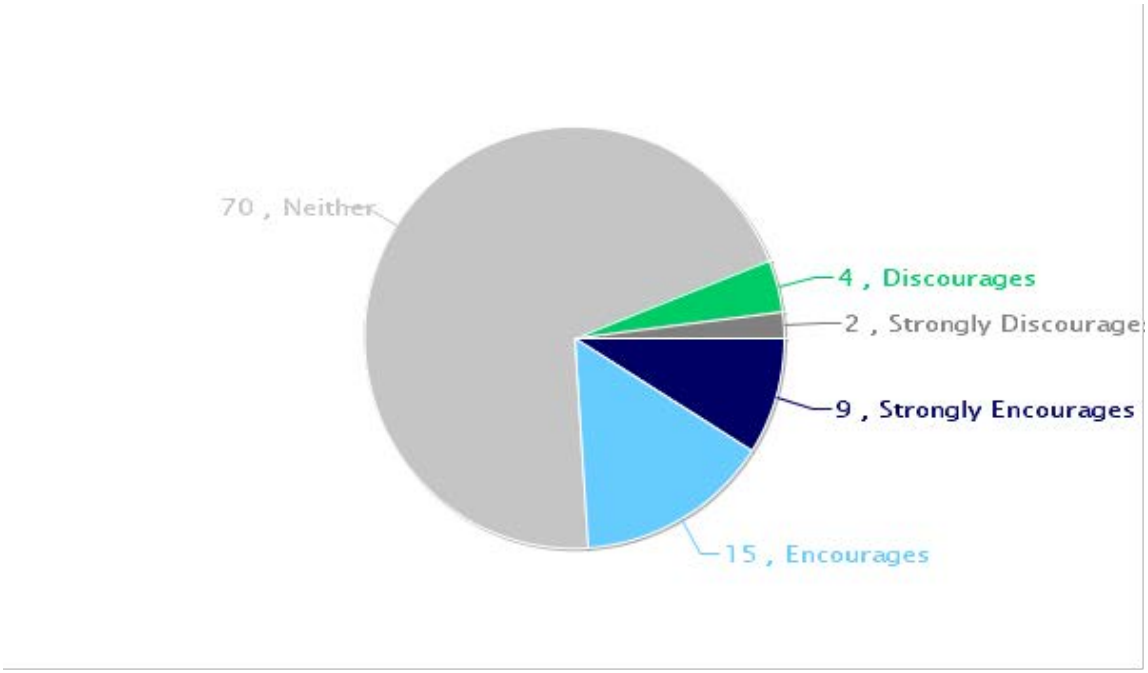


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

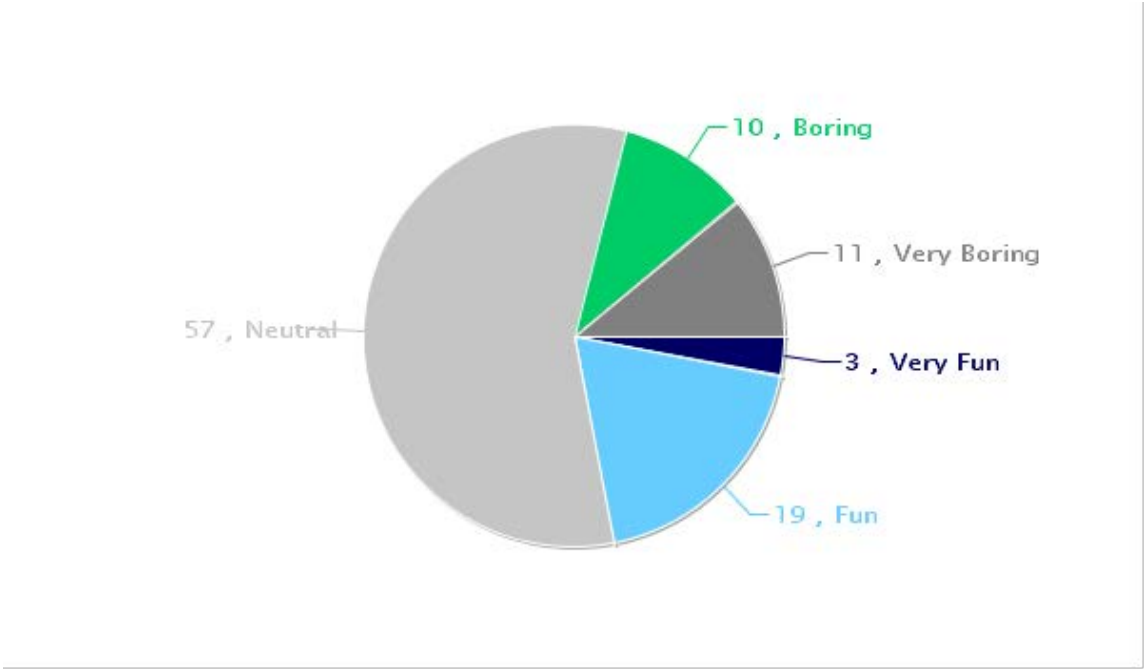
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	81%	62%
Time	73%	56%
Weather or climate	60%	54%
Violence or Crime	57%	54%
Convenience of Driving	53%	41%
Amount of Traffic Along Route	53%	38%
Safety of Intersections and Crossings	53%	46%
Child's Participation in After School Programs	52%	31%
Speed of Traffic Along Route	50%	31%
Sidewalks or Pathways	47%	33%
Crossing Guards	41%	23%
Adults to Bike/Walk With	38%	23%
Number of Respondents per Category	**150**	**39**

No response: 46
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

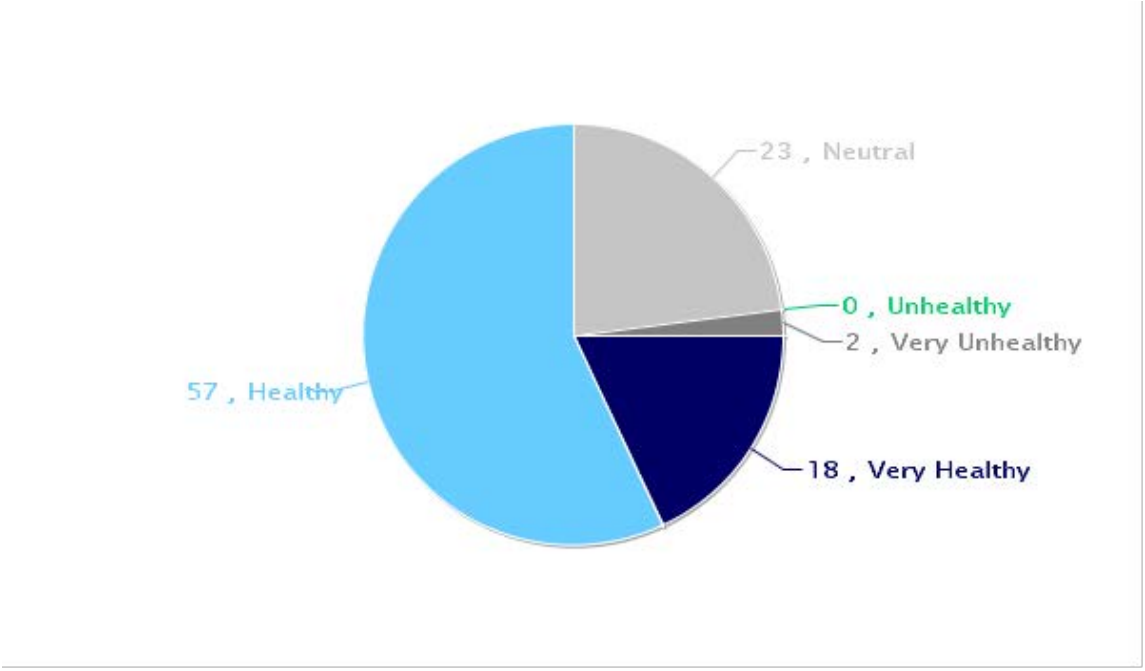
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1632906	Transportation to and from school:walking or family vehicle
1632903	Transportation to and from school: walking, biking, or family vehicle
1632900	Transportation to and from school: school bus or family vehicle
1632879	Transportation to and from school: family vehicle or carpool
1632787	Thanks for making this survey! Hope you do something! :)
1632669	Never walk to and from school
1632624	Transportation to and from school: bike, family vehicle, or carpool. Students should have access to free MST if possible.
1631765	It's a 30+ minute walk and for much of the year there are before/after school activities & sports. So a walk would be in the dark
1631763	Walking/biking to school is an individual parents opinion. If I felt my child went to and from school with a group, I would be more willing to let my child walk/bike. I like knowing my child arrived safely to school.
1631755	We live outside the district. We are also new to the school. The walking/biking route takes our kids past the abandoned military housing. We are not comfortable with their security in that area
1631748	My child is on a transfer and we live over 10 miles from school so she cannot walk or bike
1632876	I would allow her to walk to school if we lived closer but as of now the walk it too far from the school
1632861	If there was a bus stop closer to home, I would let my son ride the bus
1632812	Transportation from school: family vehicle or carpool
1632653	Transportation from school: walking, family vehicle, or carpool
1632651	Transportation from school: walking or school bus
1632650	Transportation to school: family vehicle or carpool Transportation from school: walking or family vehicle
1632527	We live far (in Greenfield) but I bring my kid to Marine High
1632479	Telling or reminding students to walk in pedestrian lane. Some cars are speeding and need to slow down
1632469	Transportation from school: walking or family vehicle
1632460	Transportation to and from school: walking or transit
1632457	Transportation from school: walking or family vehicle
1632443	Transportation from school: walking or carpool

1632866	Transportation from school: school bus or family vehicle
1631788	Transportation to and from school: walking or family vehicle
1631775	Unfortunately, we live too far from the school (we live in greenfield). However, I am in favor of students walking home
1631770	My child walks to and from school if we are unable to pick him up. He also can walk with friends whenever he chooses to.
1632895	Transportation to and from school: school bus or family vehicle
1632871	Transportation from school: family vehicle or transit
1632799	Student rides school bus
1632798	Transportation to school: school bus or family vehicle
1632591	Transportation to and from school: walk, bike, family vehicle, or other
1632542	Transportation to school: walking or carpool
1631778	We live about 35 minutes from the school. She is dropped off at the teen center and walks from there.
1631767	Crossing guards and supervision is needed! Especially for the kids that drive. I fear for the safety of kids walking
1631745	We live in East Garrison, more than 5 miles from school. So walking or riding bike is not an option
1631714	Transportation from school: walking or family vehicle
1632434	Sometimes walks home. When I to work early, then my son walks home. Other than that, I drop him up and pick him up.

Parent Survey Reports - Marina Vista Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Marina Vista Elementary

Set ID: 18086

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 06/12/2019

% Range of Students Involved in SRTS: Don't Know

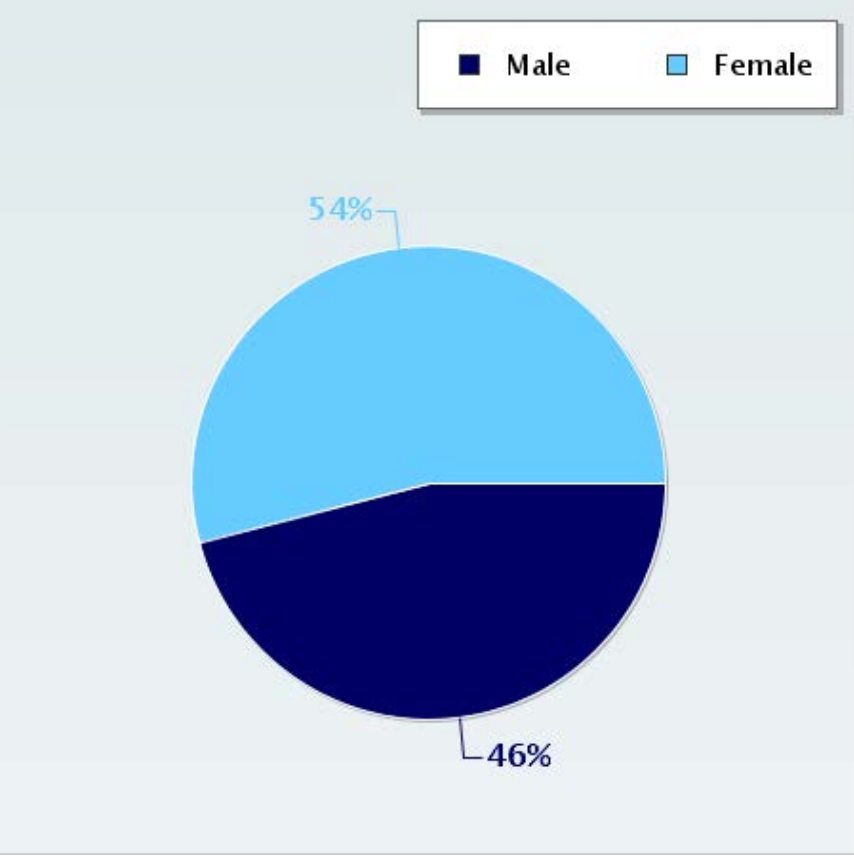
Tags: Elementary School

Number of Questionnaires Distributed: 0

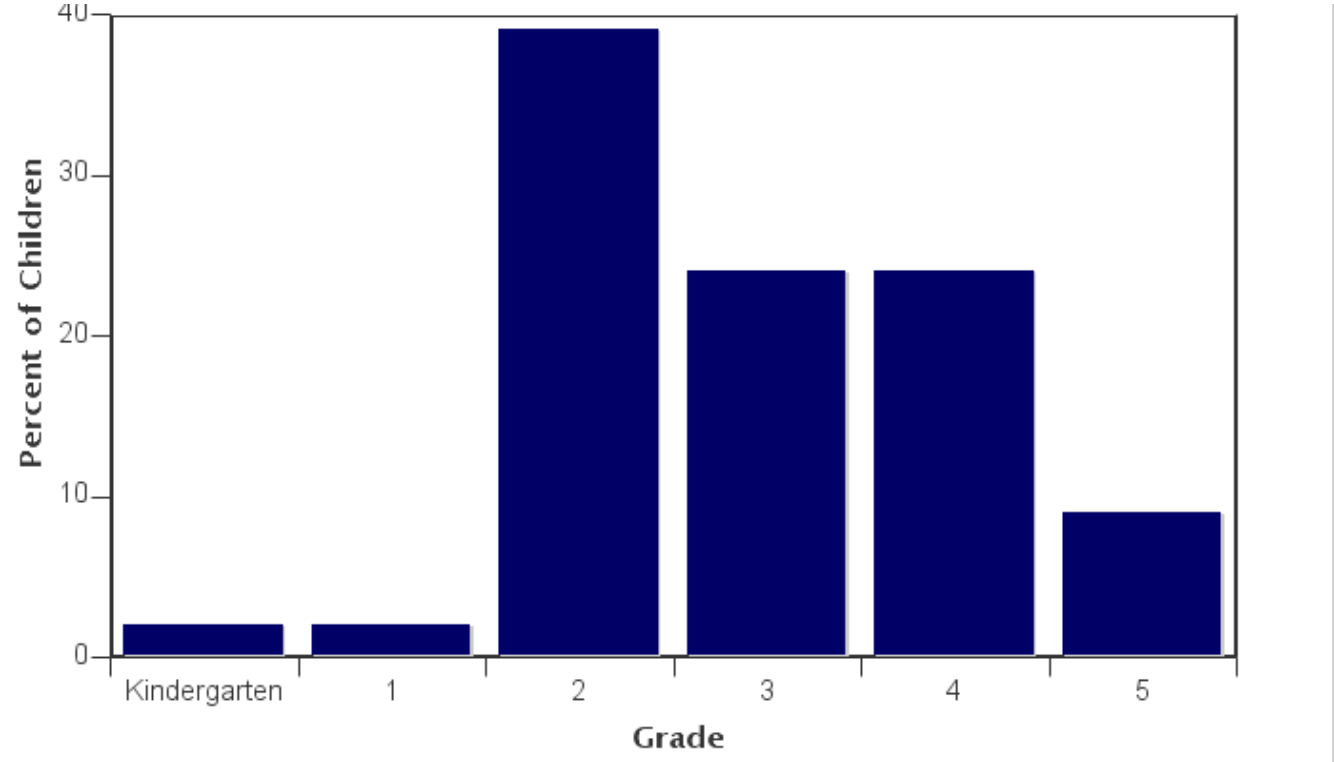
Number of Questionnaires Analyzed for Report: 54

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

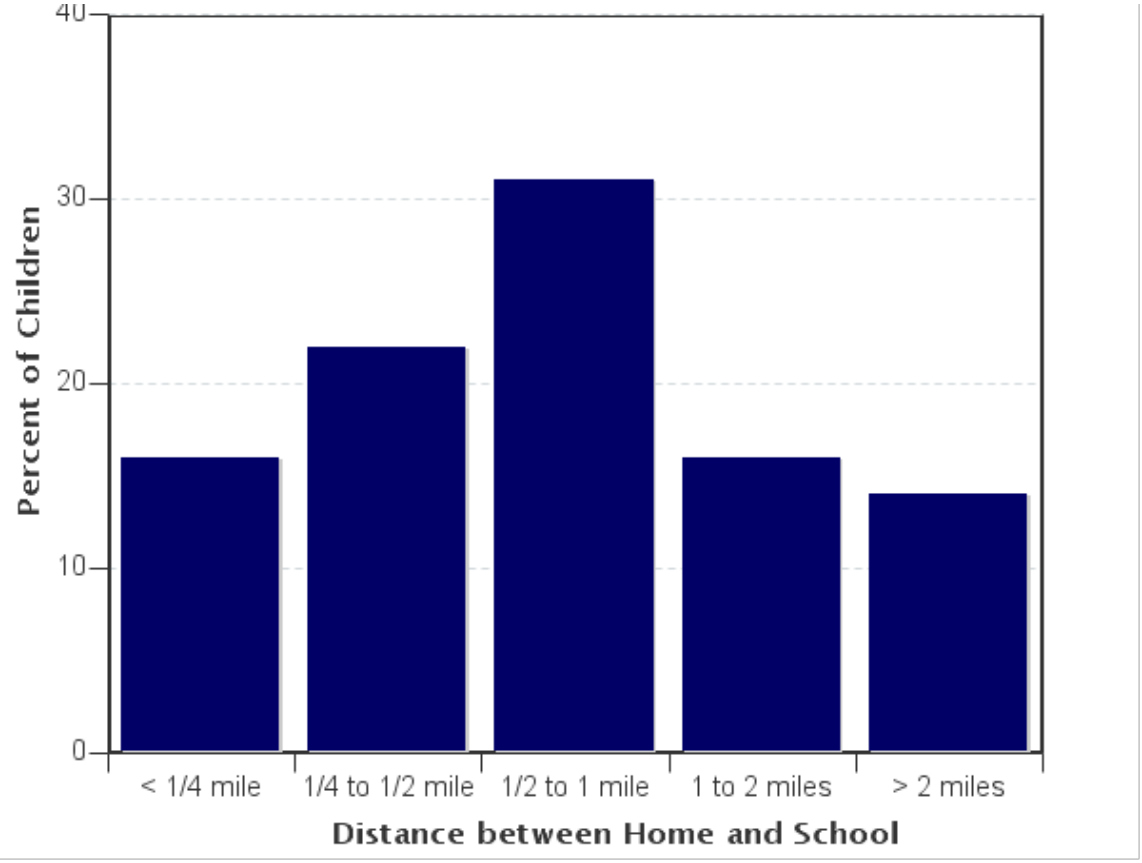


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	1	2%
1	1	2%
2	21	39%
3	13	24%
4	13	24%
5	5	9%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

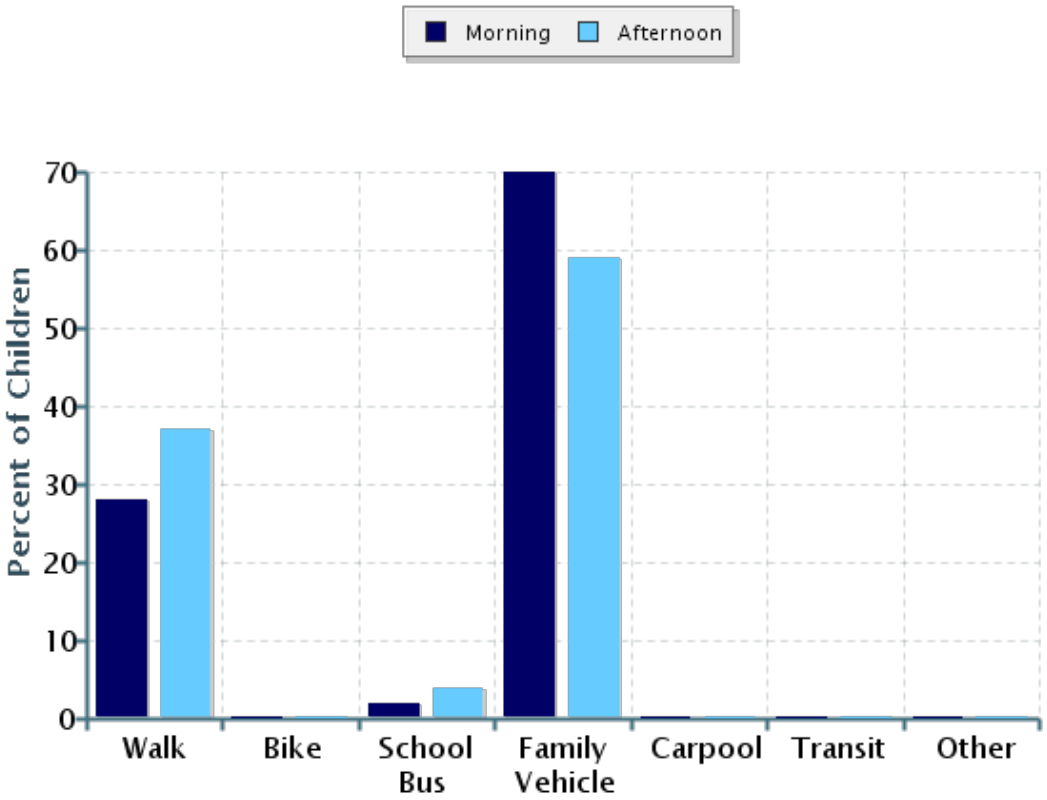


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	8	16%
1/4 mile up to 1/2 mile	11	22%
1/2 mile up to 1 mile	15	31%
1 mile up to 2 miles	8	16%
More than 2 miles	7	14%

Don't know or No response: 5
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

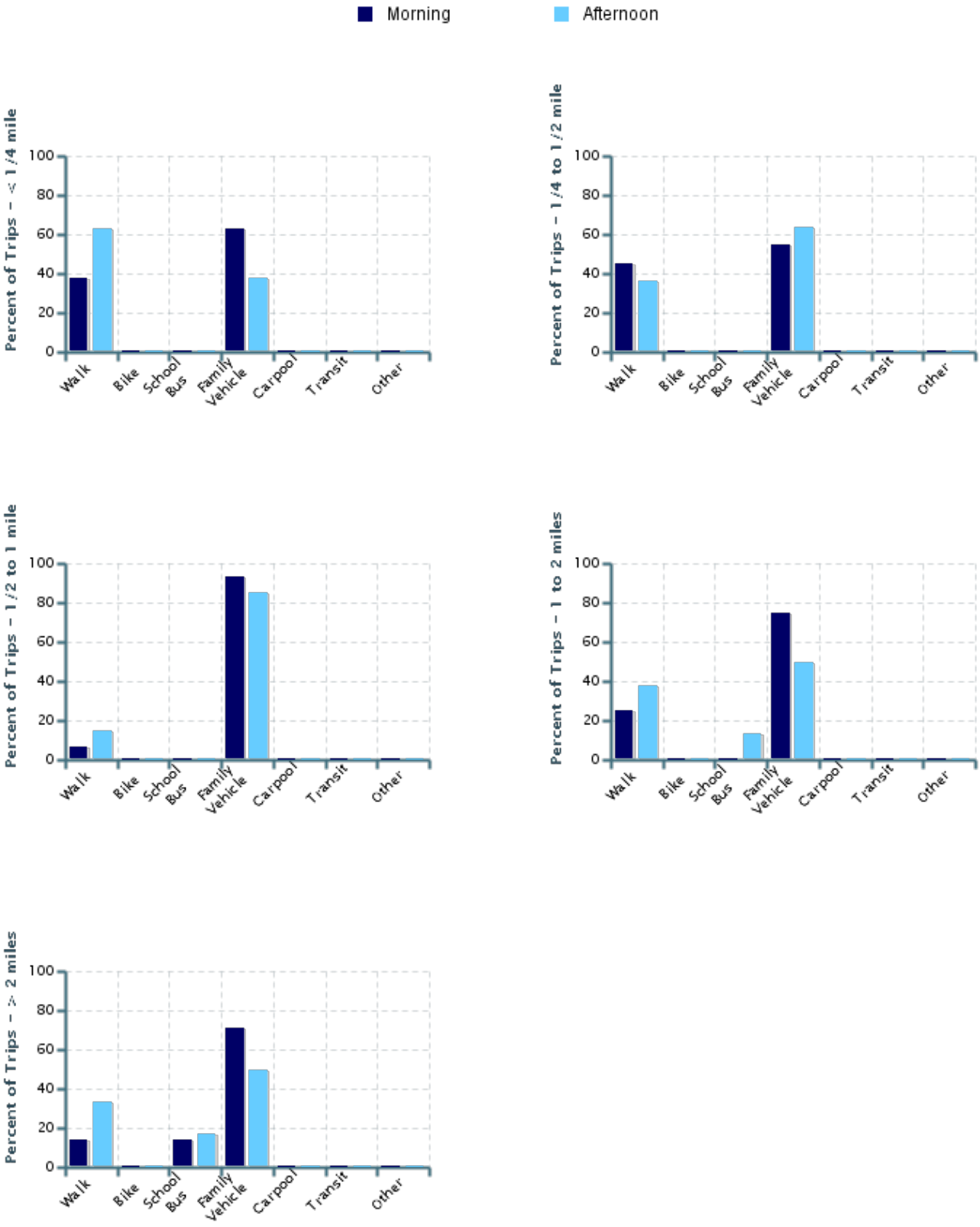


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	54	28%	0%	2%	70%	0%	0%	0%
Afternoon	51	37%	0%	4%	59%	0%	0%	0%

No Response Morning: 0
No Response Afternoon: 3
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	38%	0%	0%	63%	0%	0%	0%
1/4 mile up to 1/2 mile	11	45%	0%	0%	55%	0%	0%	0%
1/2 mile up to 1 mile	15	7%	0%	0%	93%	0%	0%	0%
1 mile up to 2 miles	8	25%	0%	0%	75%	0%	0%	0%
More than 2 miles	7	14%	0%	14%	71%	0%	0%	0%

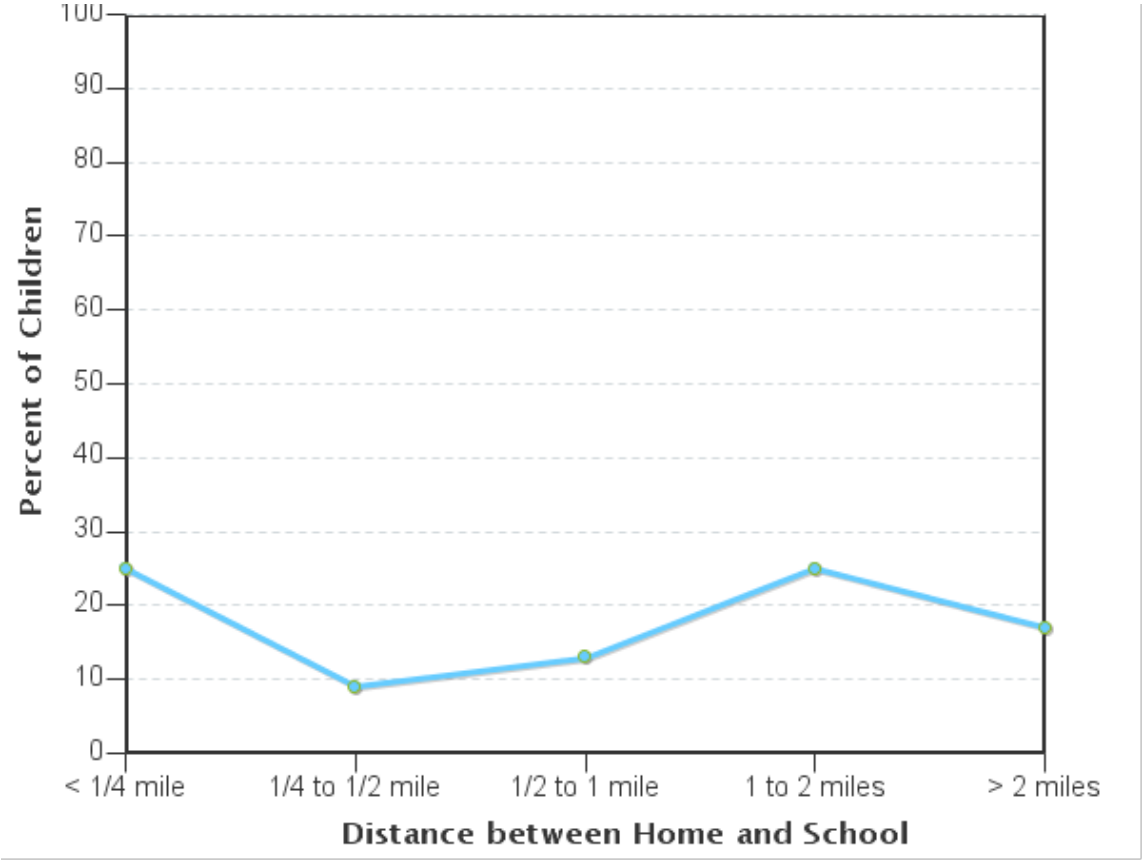
Don't know or No response: 5
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	63%	0%	0%	38%	0%	0%	0%
1/4 mile up to 1/2 mile	11	36%	0%	0%	64%	0%	0%	0%
1/2 mile up to 1 mile	13	15%	0%	0%	85%	0%	0%	0%
1 mile up to 2 miles	8	38%	0%	13%	50%	0%	0%	0%
More than 2 miles	6	33%	0%	17%	50%	0%	0%	0%

Don't know or No response: 8
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

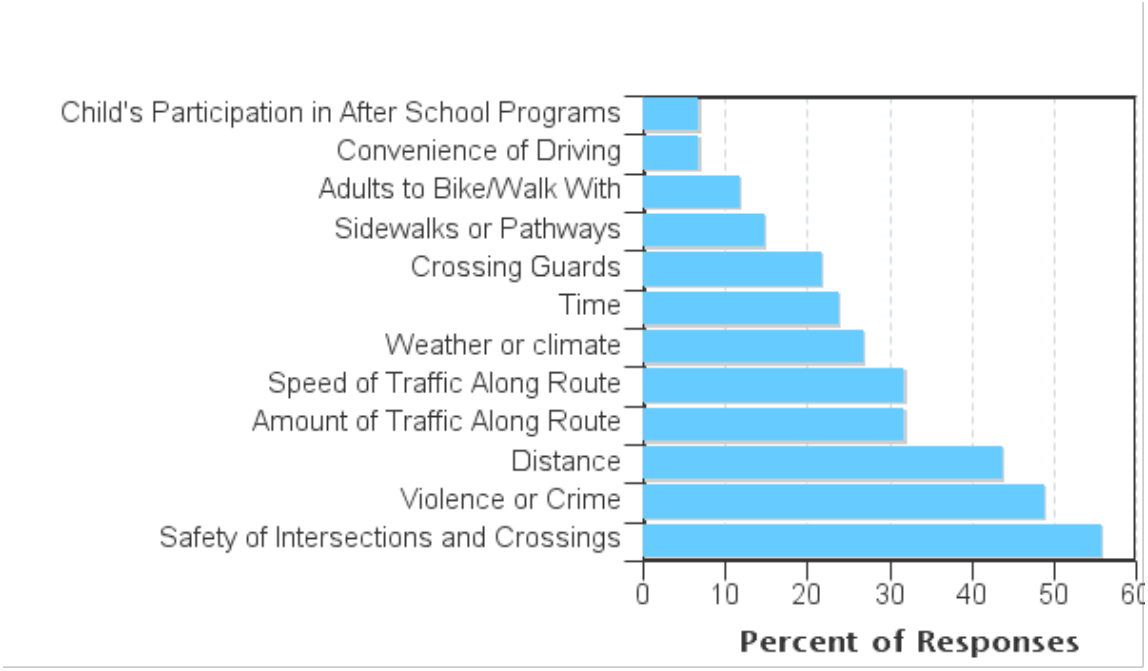


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

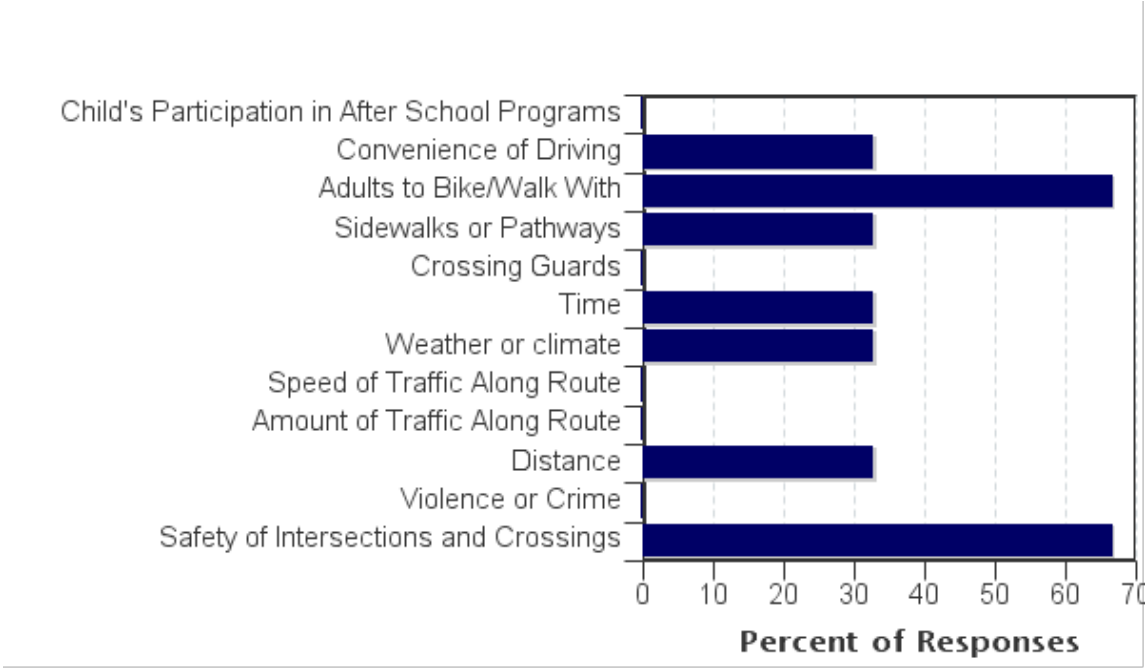
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	8	25%	9%	13%	25%	17%
No	40	75%	91%	87%	75%	83%

Don't know or No response: 6
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

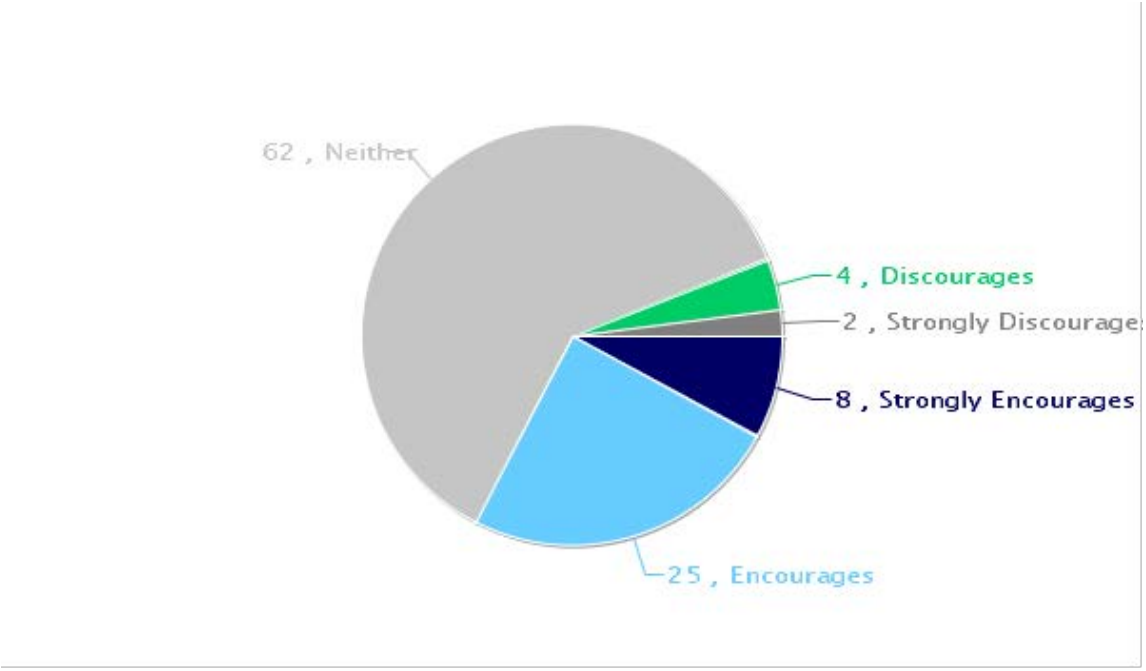


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

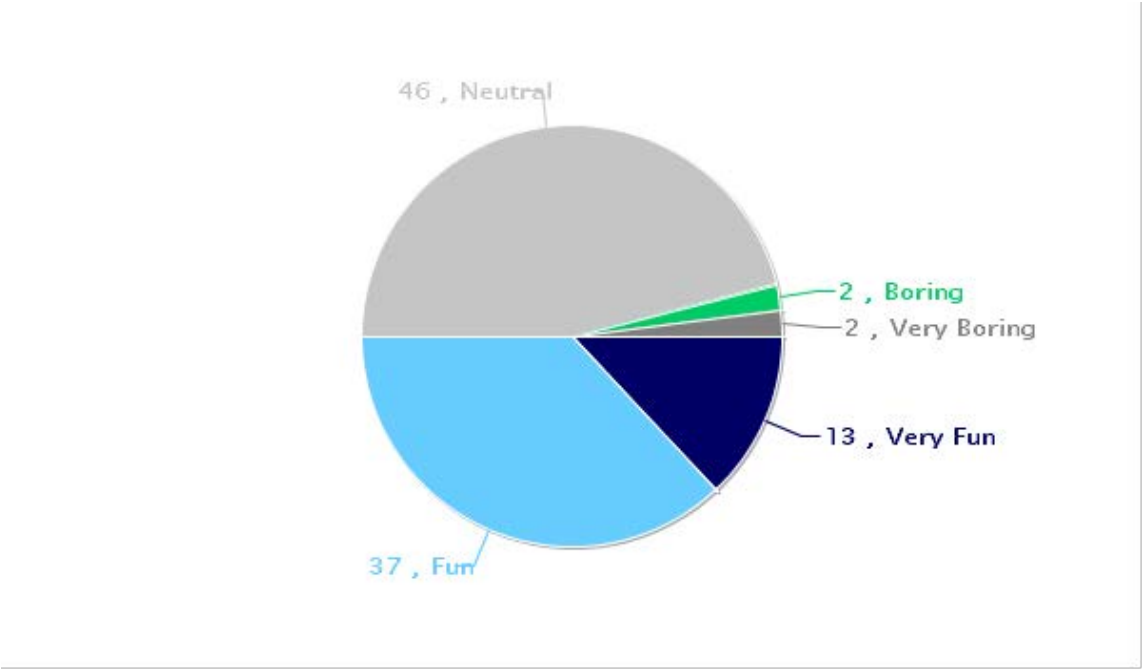
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	56%	67%
Violence or Crime	49%	0%
Distance	44%	33%
Amount of Traffic Along Route	32%	0%
Speed of Traffic Along Route	32%	0%
Weather or climate	27%	33%
Time	24%	33%
Crossing Guards	22%	0%
Sidewalks or Pathways	15%	33%
Adults to Bike/Walk With	12%	67%
Convenience of Driving	7%	33%
Child's Participation in After School Programs	7%	0%
Number of Respondents per Category	**41**	**3**

No response: 10
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

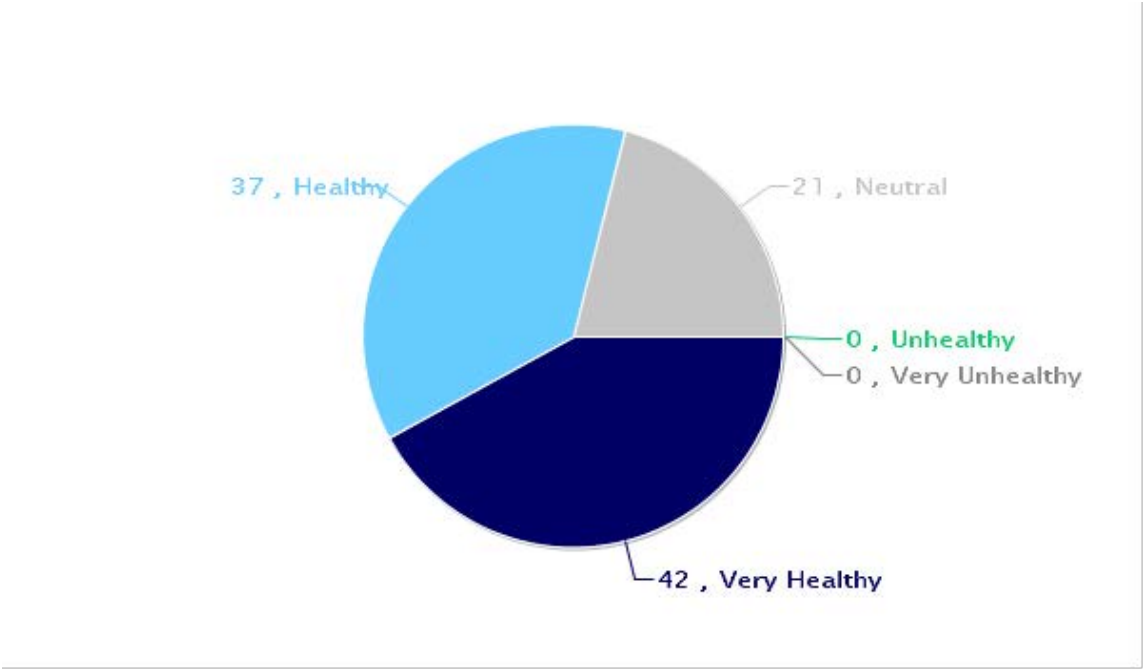
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1628436	Student also gets dropped off/picked up by car.
1628394	Trans- The school is very good, safety is very good, the bad thing is that drivers don't respect the stop sign. La escuela es muy buena, la seguridad es muy buena, lo malo es que los conductores que no respetan la senal de alto.
1628370	Student also gets dropped off/picked up from school by car.
1628366	Trans- Sometimes the cars don't respect the crossing with the children and they need to be accompanied by an adult. The cars don't respect the principal neither when the children are crossing outside of the school. Algunas veces los caros no respetan al cruzar a los ninos y necesitan ser acompanados por un adulto. Los carros no respetan a la directora tampoco cuando los ninos estan crusando afuera de la escuela.
1628354	Student is sometimes dropped off at school by car.
1628344	Child also sometimes walks to/from school; travel time to/from school can also be less than 5 minutes.
1628339	Student also sometimes walks home after school.
1628326	Student also sometimes walks home after school.
1628508	During the years that I have lived in the city there have been incidents; for example, kidnap attempt. Its scary to have a child alone with no adults walking home.
1628488	Question 6b: Student walks with Civic Center
1628451	Trans- That they put more school signs on the street. Que pongan mas senales de escuela en la calle.
1628376	Student also get dropped off/picked up by car.
1628374	Student also gets dropped off/picked up by car.
1628349	I like to pick up my son for safety reasons.
1628347	Trans- I, his mother, walk to school and he goes to ASA. And I go by to pick him up in my car with his brother. Yo, su mama, camino a la escuela y se va al ASA. Y paso a recojelo en caro con su hermano.
1628504	Question 6b: comment "civic center"
1628416	Question 9: Not sure yet if I will feel comfortable. Question 10: parent added a box with option of "people that I don't trust." Question 11: parent answered "maybe."

Parent Survey Reports - Marshall Elementary School

Parent Survey Report: One School in One Data Collection Period

School Name: Marshall Elementary

Set ID: 18083

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

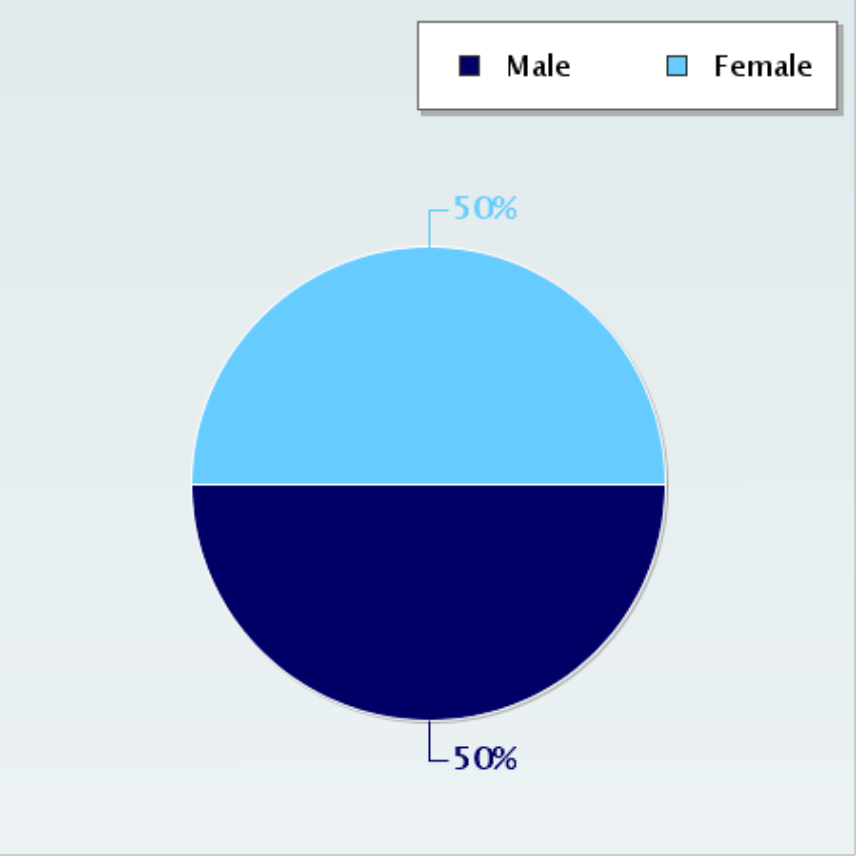
Tags:

Number of Questionnaires Distributed: 0

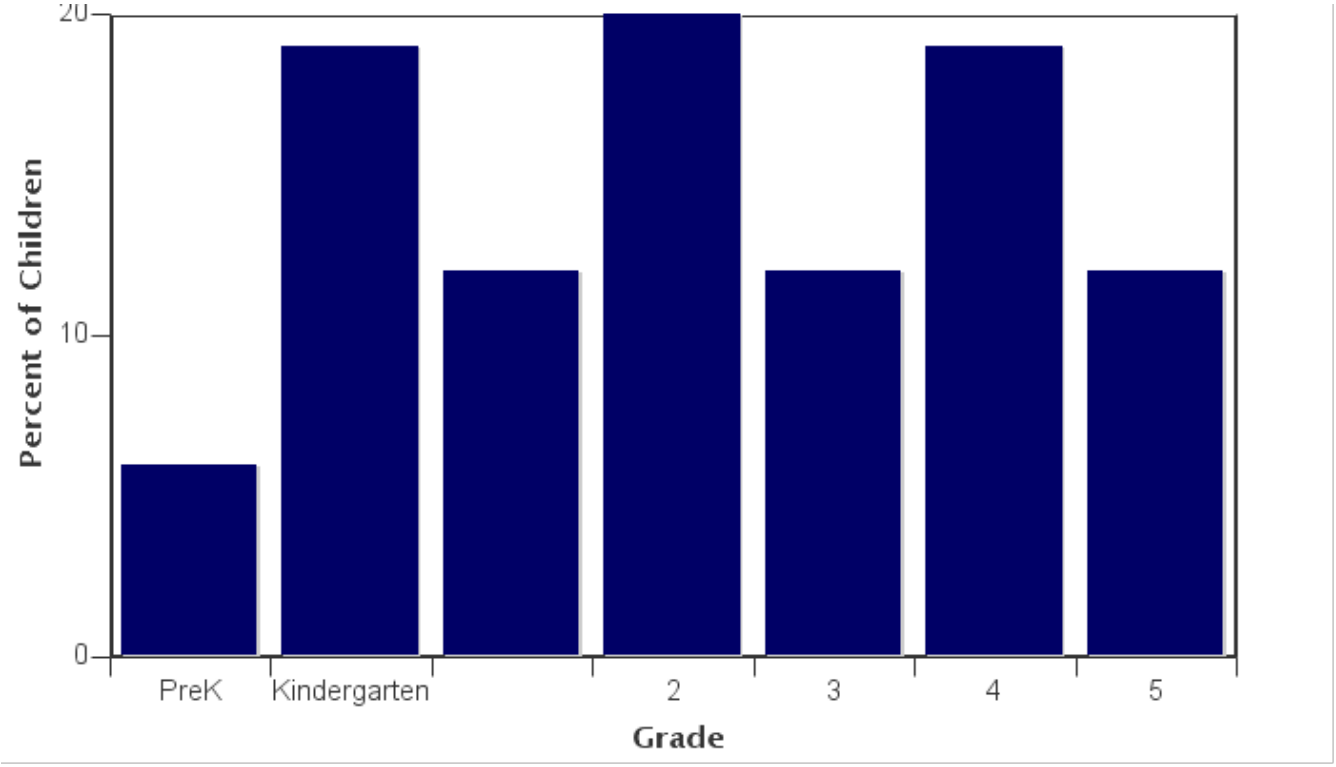
Number of Questionnaires Analyzed for Report: 285

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

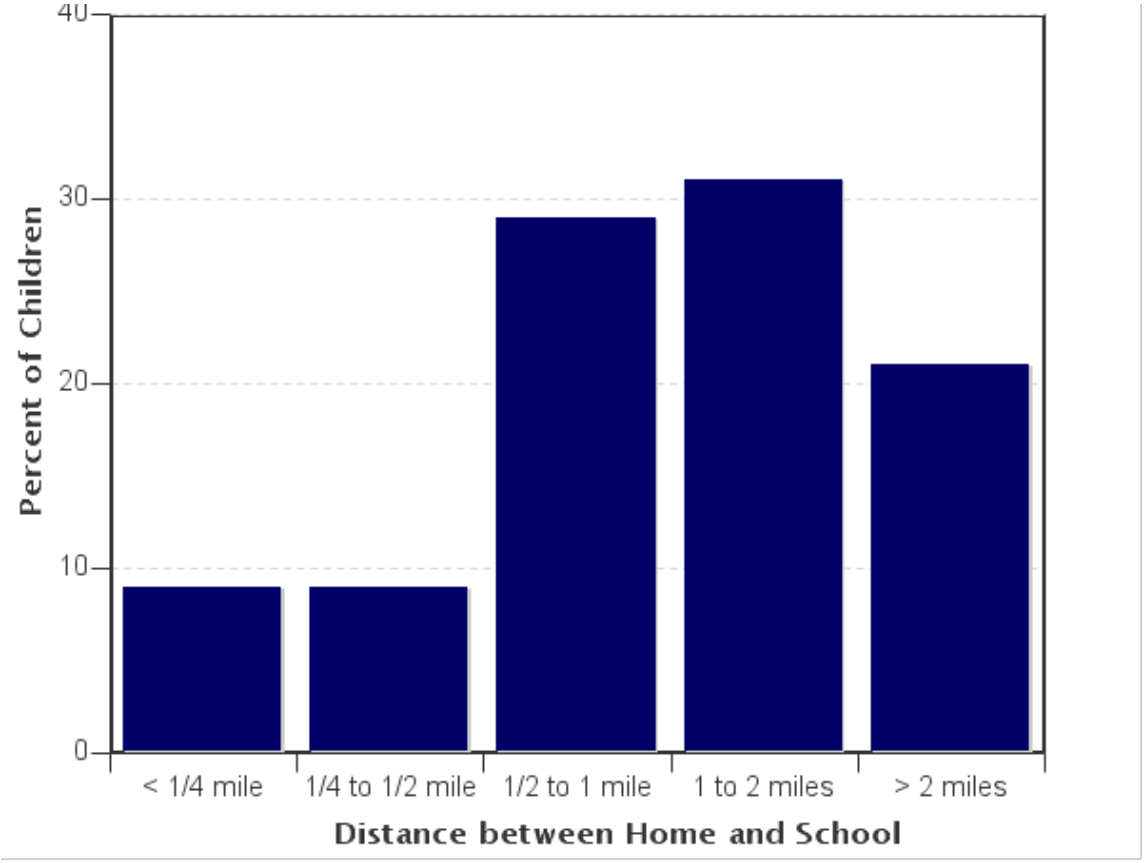


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	18	6%
Kindergarten	53	19%
1	35	12%
2	57	20%
3	33	12%
4	55	19%
5	33	12%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

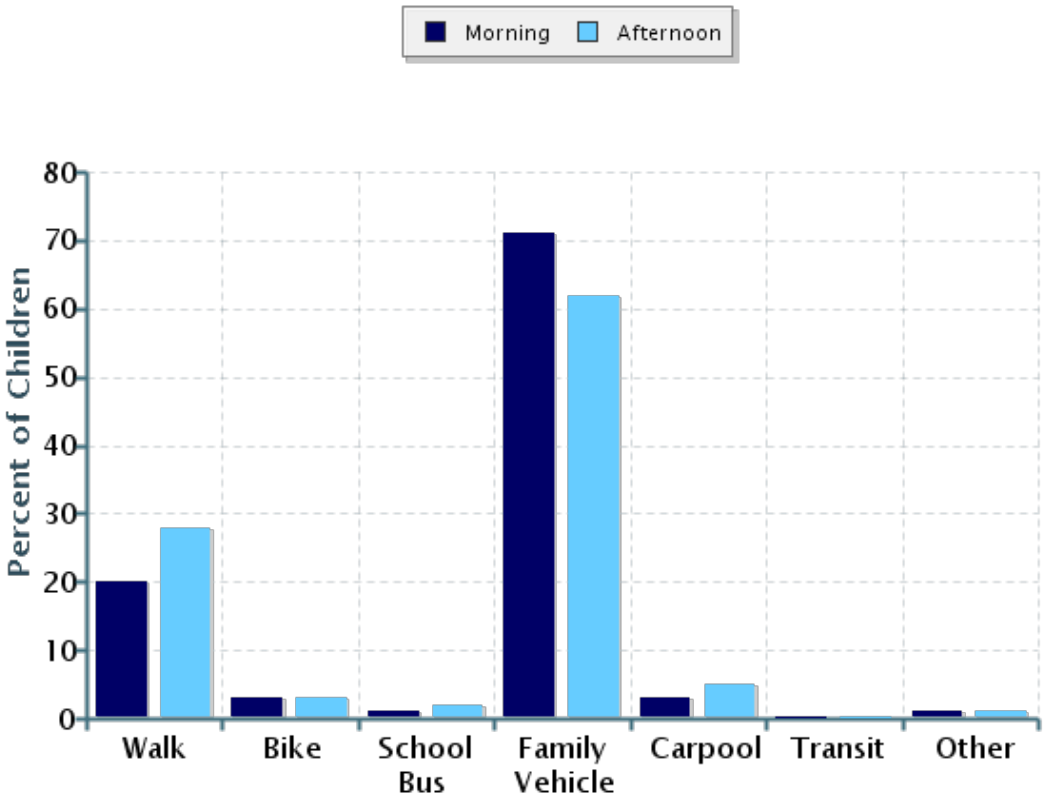


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	25	9%
1/4 mile up to 1/2 mile	25	9%
1/2 mile up to 1 mile	81	29%
1 mile up to 2 miles	86	31%
More than 2 miles	59	21%

Don't know or No response: 9
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

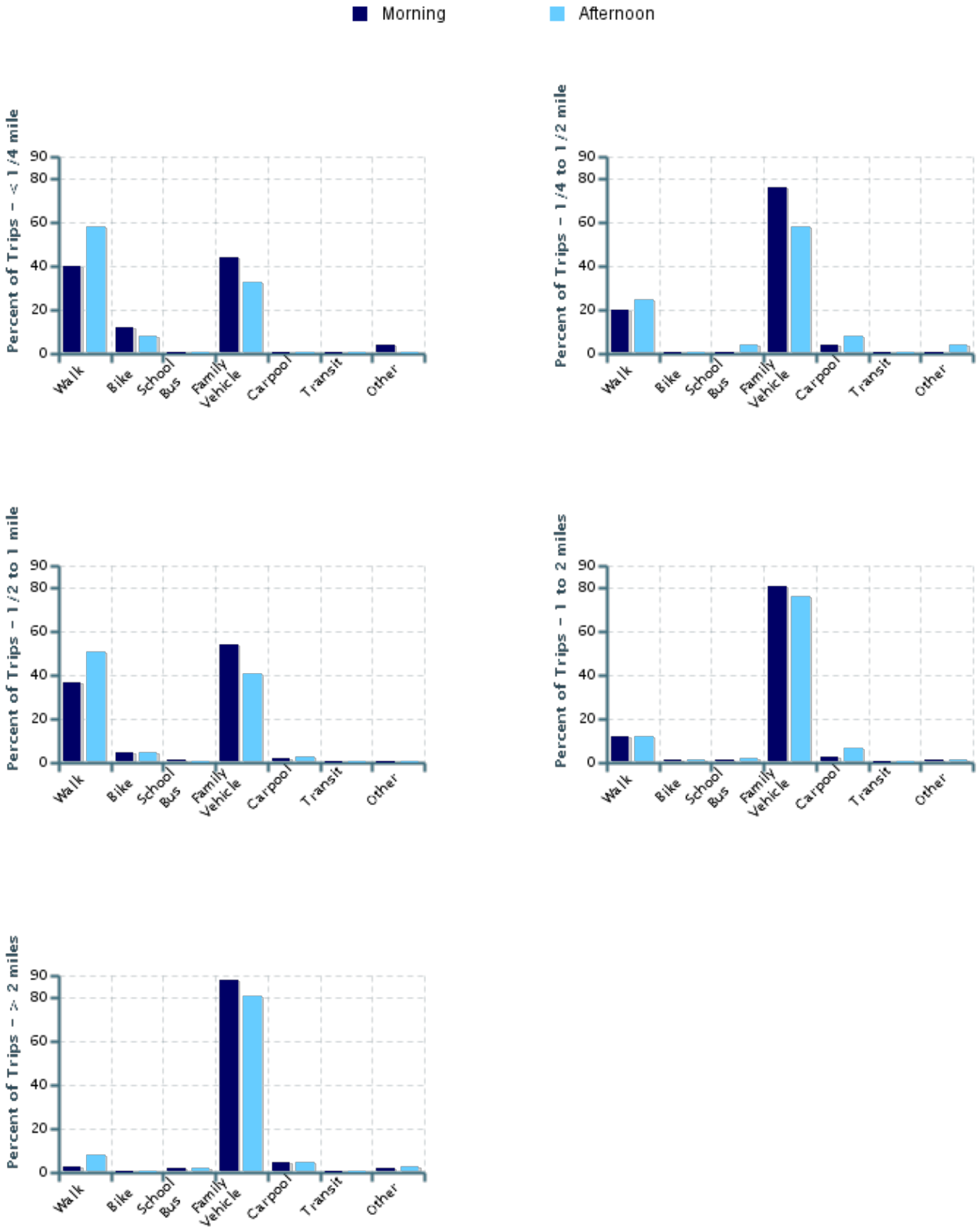


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	283	20%	3%	1%	71%	3%	0%	1%
Afternoon	277	28%	3%	2%	62%	5%	0%	1%

No Response Morning: 2
No Response Afternoon: 8
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	25	40%	12%	0%	44%	0%	0%	4%
1/4 mile up to 1/2 mile	25	20%	0%	0%	76%	4%	0%	0%
1/2 mile up to 1 mile	81	37%	5%	1%	54%	2%	0%	0%
1 mile up to 2 miles	86	12%	1%	1%	81%	3%	0%	1%
More than 2 miles	59	3%	0%	2%	88%	5%	0%	2%

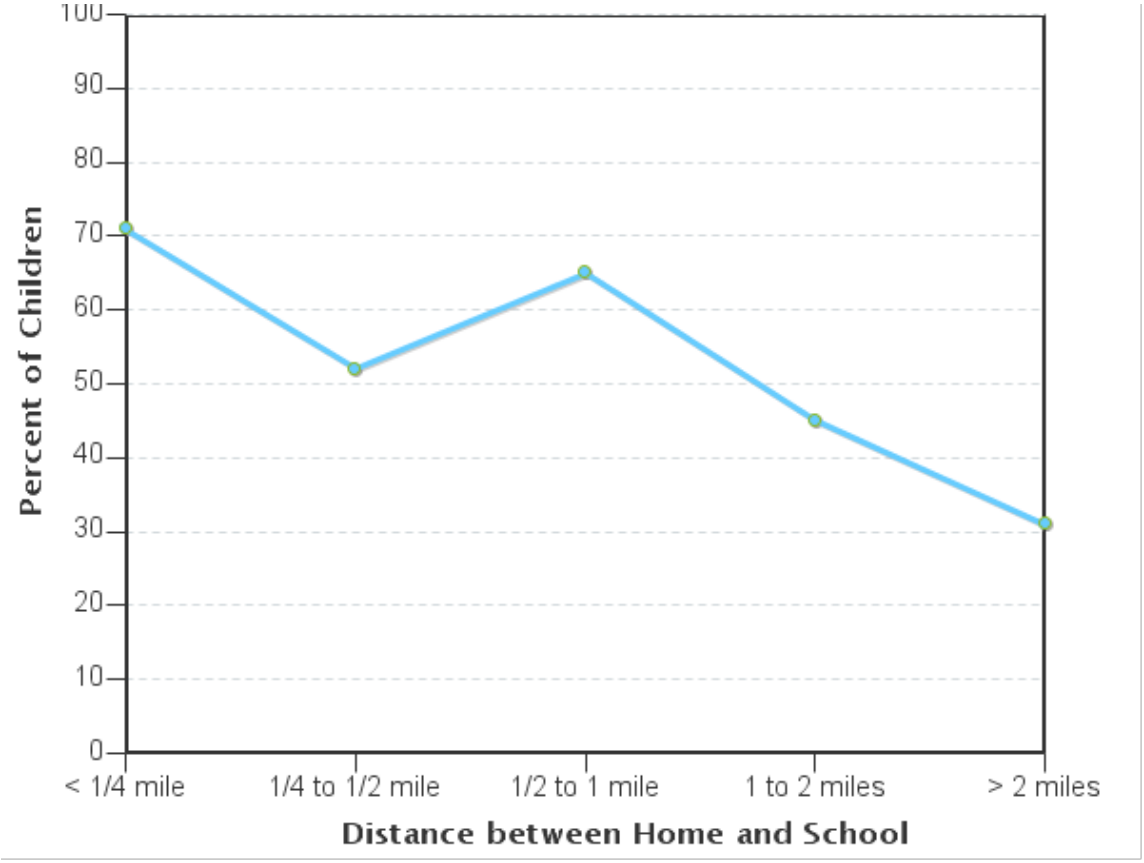
Don't know or No response: 9
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	58%	8%	0%	33%	0%	0%	0%
1/4 mile up to 1/2 mile	24	25%	0%	4%	58%	8%	0%	4%
1/2 mile up to 1 mile	80	51%	5%	0%	41%	3%	0%	0%
1 mile up to 2 miles	83	12%	1%	2%	76%	7%	0%	1%
More than 2 miles	59	8%	0%	2%	81%	5%	0%	3%

Don't know or No response: 15
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

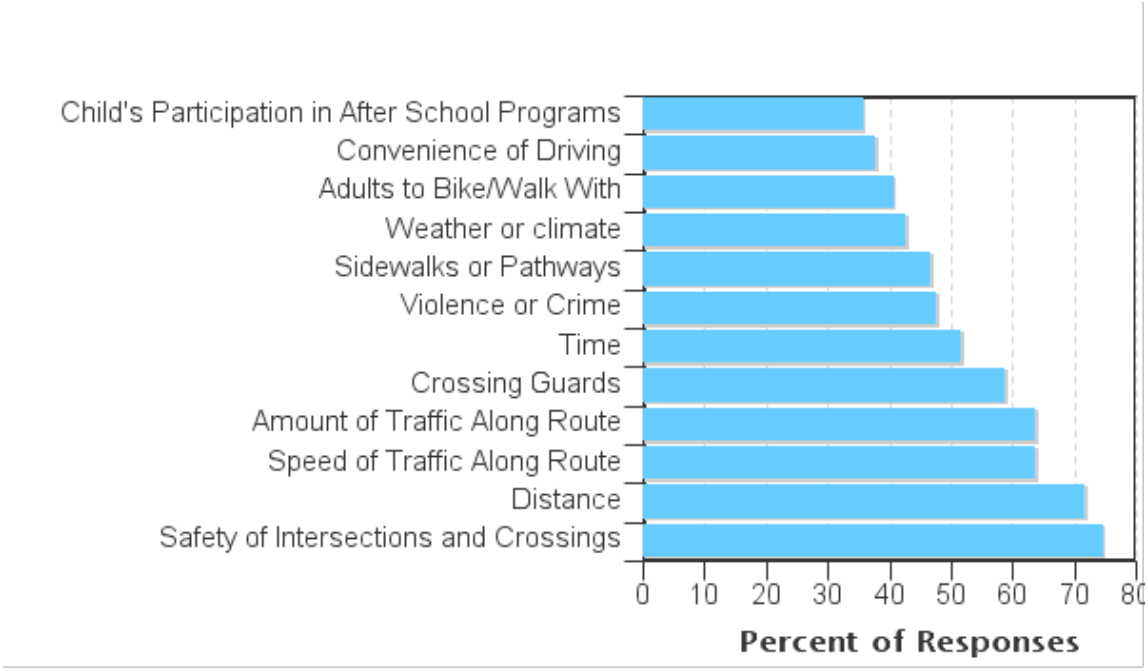


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

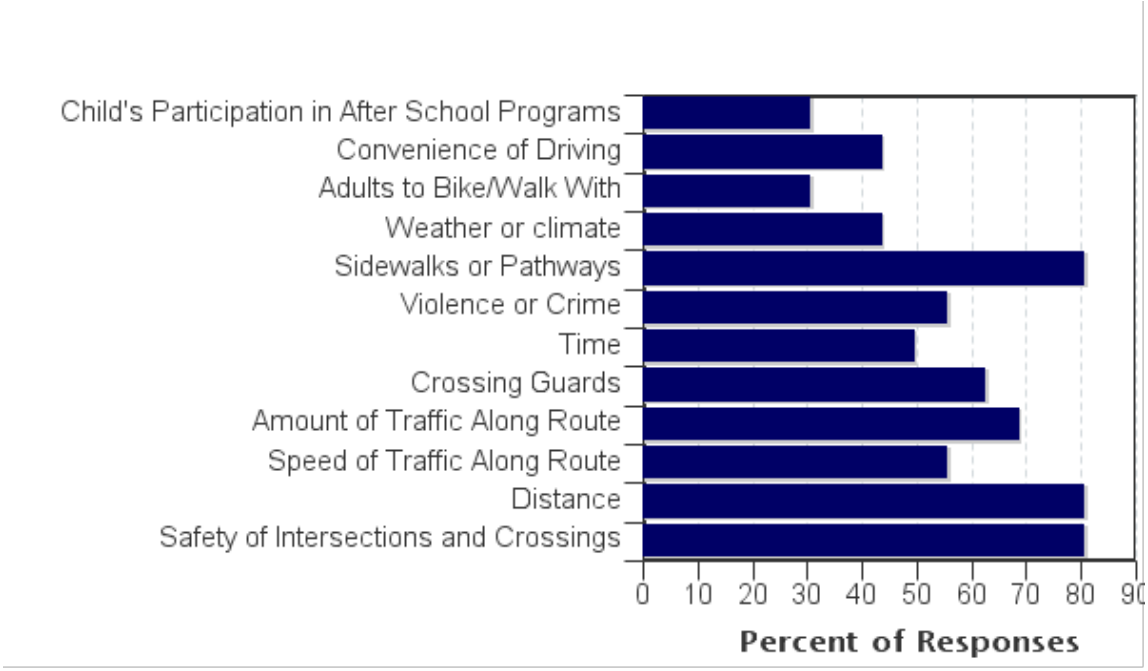
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	139	71%	52%	65%	45%	31%
No	134	29%	48%	35%	55%	69%

Don't know or No response: 12
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

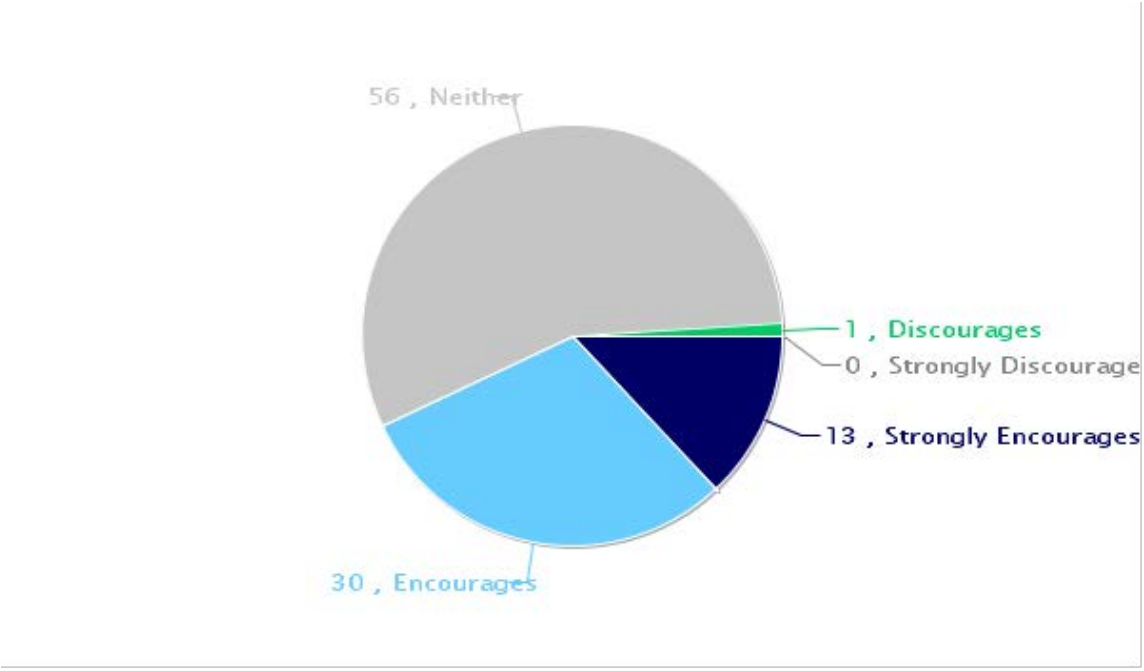


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

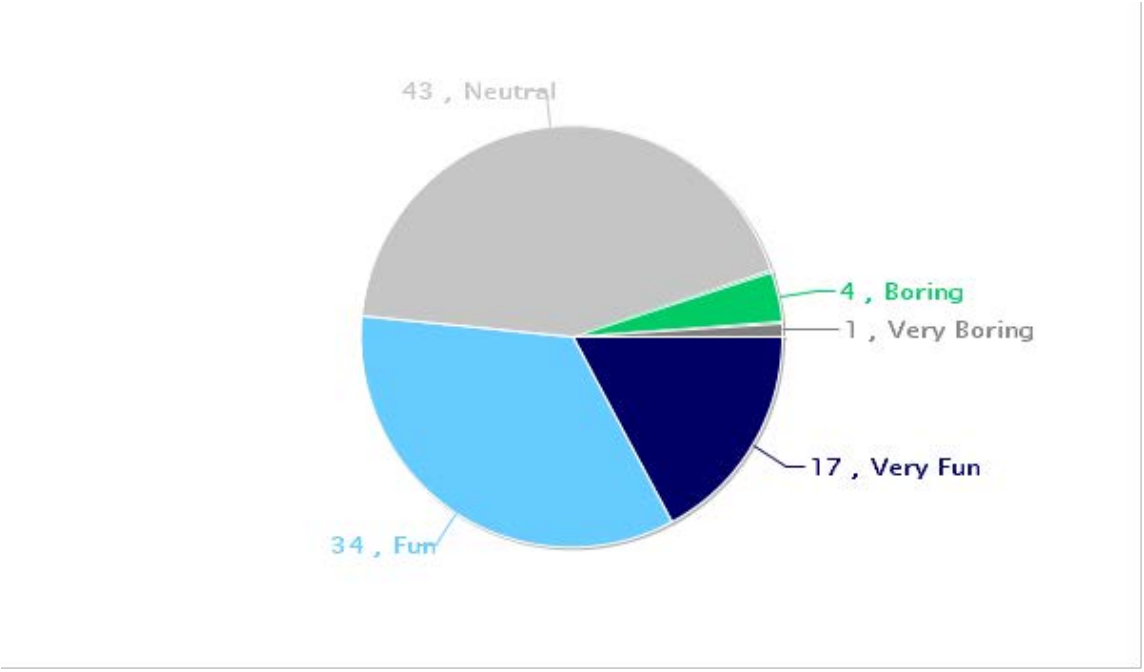
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	75%	81%
Distance	72%	81%
Speed of Traffic Along Route	64%	56%
Amount of Traffic Along Route	64%	69%
Crossing Guards	59%	63%
Time	52%	50%
Violence or Crime	48%	56%
Sidewalks or Pathways	47%	81%
Weather or climate	43%	44%
Adults to Bike/Walk With	41%	31%
Convenience of Driving	38%	44%
Child's Participation in After School Programs	36%	31%
Number of Respondents per Category	**210**	**16**

No response: 59
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

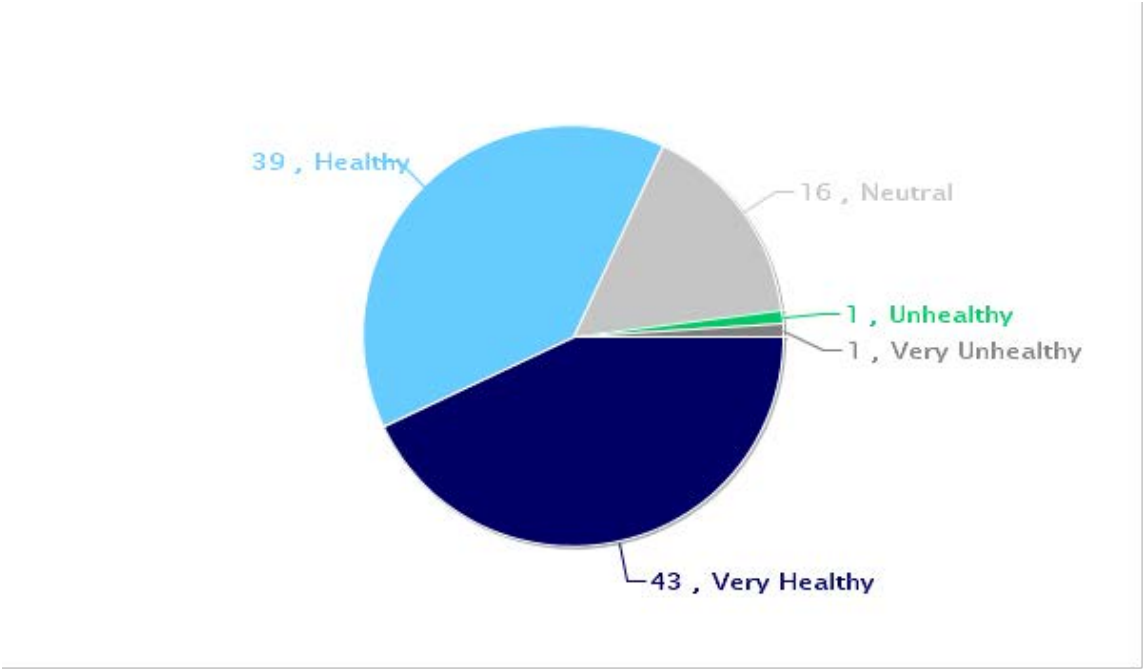
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1633602	I have seen a child get hit by a car in a crosswalk. We really need crossing guards at the busy intersection during schools traffic times.
1633614	The bike path next to the school is riddled w/ potholes and broken pavement. My daughter and another child collided there trying to avoid the holes. it needs to be fixed!
1633671	Every morning at least 2 cars run the red light at the Gnl Jim Moore Blvd and Normandy Rd intersection. I would be happy to see a police officer there from about 7:30 am- 8:30 am, or even 8:05
1633675	There needs to be crossing guards on the intersection of Gen. Jim Moore and Normandy the traffic there is too heavy and fast for my children to cross! Additionally I see people ren that light all the time. Its too dangerous.
1633677	The traffic in front of Marshall is very dangerous parents speed into the school parking lot when they are late for drop off, illegally park, illegally take left hand turn into lot.
1633678	I love walking with my child to school but the sidewalks make it difficult. there are no ramps along normandy and the sidewalks are not well maintained so walking with my stroller can be a hassle.
1633681	Having protected bike paths w/low curbs ot speed bumps type protection would be ideal, not just lines. Drivers these days are way too distracted and can easily swerve into painted bike lanes.
1633686	the path of Ardennes Circle is a great way for kids to safely walk to school without the threat of vehicles but it would be amazing if it could be repaved.
1633687	Crossing guard at the intersection would allow me to let my children walk or bike to school.
1635827	hold 2 masters
1635828	Walkways/sidewalks are poorly maintained, Intersections are poorly maintained and not monitored. Traffic does not flow well. bikers are forced into unsafe areas due to lack of bike lanes.
1635840	In my opinion these should be more control in regard to who comes in/out through gates when they're open.
1635850	From where we live, not only is the school located more than 2 miles away. It is located at a higher elevation making the trip to school up hill. There is also a heavy traffic crosswalk along the way.
1635909	Buses in the nearby neighborhoods would greatly eliminate the traffic!
1635912	The trail from Ardennes Cir to Marshall needs to be repaved.
1635377	We do not live within district so my children cannot walk or bike to school.
1631567	Natural terain make biking difficult for young chilren as we live on a large hills.
1631581	Not comfortable with my child being alone walking or carpool unless specified on emergency card
1631593	Marshall Elementary NEEDS crossing guards! This my first experience with a schoool not having them & I hope my last. It isn't safe.

1634390	Walk can be immensly stressful because of the tiny sidewalks and the amount of foot traffic. the cars are also unruly and need a permanent crossing guard.
1634405	Marshall requires parents to drop off and pick up PL to Kinder students from classroom. The parking lot has 10 spaces. Even if you drive to school you must park at the church and cross the street at Normandy. YOU NEED a crossing guard.
1631782	Trans- I don't like that he goes on bike or walking I think that it is dangerous. No megusta que balla en bicy oh camine pieso que es peligtoso
1631031	Lots of families utilize the trail however dog owners are not very cautious and leave dog feces everywhere. That is the biggest problem.
1631062	Very overprotective parent and I need more assurance of my child's safety. Crossing guards would help a lot.
1635026	I believe walking to school is a healthy choice, but I personally do not believe it is safe for young children to walk or bike home unaccompanied.
1635027	Walking to/from school is easier than dealing with the traffic.
1635028	We live in Aromas 30 minutes away.
1635050	I walk the kids because they are 4 & 6 yrs old, but if they were >8. I'd love to let them walk alone. A big deterrent is perception other judging letting kids walk alone even if it is safe.
1631110	We do not choose to walk/bike. There is no school bus and we have not other means to get to school. Even if on child was sick, we all would still have to walk, IT is very stressful.
1631112	I would let my daughter walk to school but she has a younger sibling attending school (2nd grade).
1631127	The intersection of General Jim and Normandy is dangerous. Many people at out school have almost been hit by car crossing the street. A crossing guard would keep the kids safer.
1631130	Note: on question 6 this person checked "other" for arrival and leave from school and wrote in Porter Youth
1631141	We live far away but would love to walk/bike to school
1631386	Note: question 6 they walk from Porter and walk to Porter
1631145	We need crosswalk guards!!
1631146	The path from our Neighborhood to the school is in terrible condition (from Ardennes to Normandy); Really needs to be Re-paved! Some days my son will ride on the stroller(with his brothers) if hes very tired after school.
1631148	I know walking would be healthier than riding in a car. However, I don't feel comfortable with my kid walking herself until she hits a certain age.
1631151	There is too much traffic around the school. I'm surprised there are no police officers or crossing guards.
1631155	The light on Normandy and General Jim Moore severely needs a turning specific light. It is extremely unsafe for students/families in crosswalk.
1631157	Crossing guards/adult supervision would allow me to let my children walk/bike to school.

1631159	Note: put "N/A" for questions 13 and 14 "N/A too young" for questions 10 and 11
1631162	My Child is just too young to walk/bike to school on its own
1635286	Our 4th grader and 1st grader walk together one day a week.
1635316	Trans- I would be enchanted if my son used a bike to assist the school but our route is too long, lots of traffic and with an enormous incline... also, we have 4 children who attend 4 different schools so we wouldn't have enough time. me encantaria que mi hijo usara una bicicleta para asistir a la escuela pero nuestro camino es muy largo, muy traficado y con una enorme subida... ademas tenemos 4 ninos y asisten a 4 escuelas diferentes no nos daria el tiempo
1631454	Marshall does not handle their traffic on the street, only in their lot. it's a mess.
1635327	Question 13 above does not apply for children that don't walk or bike to school....
1635360	Being here with 5 children (1) high school, (1) middle, and (3) elementary is very inconvenient. riding bus would be nice. We should be able to have the opportunity for buses if we live 2 miles and above.
1635362	I'd feel more comfortable with her walking/biking in a group, maybe the school can set up walking buddies based on where they live?
1635368	Marshall needs cross guards/traffic control at Normandy and Caren Tan Rd. Also re-explain drop off procedure. IE... parents parking, getting out in drop off lane.
1634872	My children in TK and 1st enjoy walking home from school with me. I feel crossing guards are definately need at Gen Jim and then right in front Marshall. Too many close calls. Please also tell people in the carpool line NOT to block the crosswalk with their vehicles.
1632211	We live to far for Nayeli to walk to school.
1632234	I would allow my child to walk/bike if she was with a group of other children. I'm not comfortable with her doing so alone.
1632265	The intersection at Gen Moore and Normandy is a disaster! Kids trying to cross while cars trying to turn. Also start times must be changed between Diamp and Marshall, Too much traffic.
1633986	There are a lot of people who park and leave their cars on Normandy where the curb is red. I also see a lot of people doing u-turns wherever they see fit, not intersections.
1634018	We walk/bike b/c we have no other transportation, there are no buses that pick up in out neighborhood. The walk is over a mile and sometimes it's hard to do.
1634146	There needs to be crossing guards at Gen. Jim Moore and Normandy Rd. This is a dangerous intersection!
1634161	I need reassurance of my child's safety. Crossing guards at intersections would help with that.
1634168	the student pick-up/drop off policy is very inefficient. This was a major factor in encouraging our students to bike/walk to school. and Gen. Jim Moore Blvd can be dangerous. Could we arrange for crossing guards at Jim Moore?
1634171	There are no crossing guards at or around Marshall, many drivers ate irresponsible around the school.
1632913	We are living four miles away from school so it is not possible to walk or bike to school

1634836	No cross guards? Even after a child got hit near the school at an intersection> Parking is a nightmare and the drive up line is so long (I dont drive up we park and walk him) it makes me nervous ever as I cross alone without my kids
1632952	Would not allow to go alone
1632970	One child has a medical condition on her heel and can't always walk. Though she loved to when she can. The saftey is horrific however in front of the school and the intersection of Normandy & General Jim Moore
1632997	My 4th grader and his 1st grade sister walk somedays from school. I alway take them in the morning because the traffic is bad.
1634875	If I were to walk or bike my PK child to school it would take and hour one way. We value our sleep. We are dissapointed that the school has NO busses for Fort Ord students.

Parent Survey Reports - Martin Luther King Jr. School of the Arts

Parent Survey Report: One School in One Data Collection Period

School Name: Martin Luther King Jr School of the Arts

Set ID: 18061

School Group: CTPG2018_MPUSD

Month and Year Collected: August 2018

School Enrollment: 0

Date Report Generated: 06/07/2019

% Range of Students Involved in SRTS: Don't Know

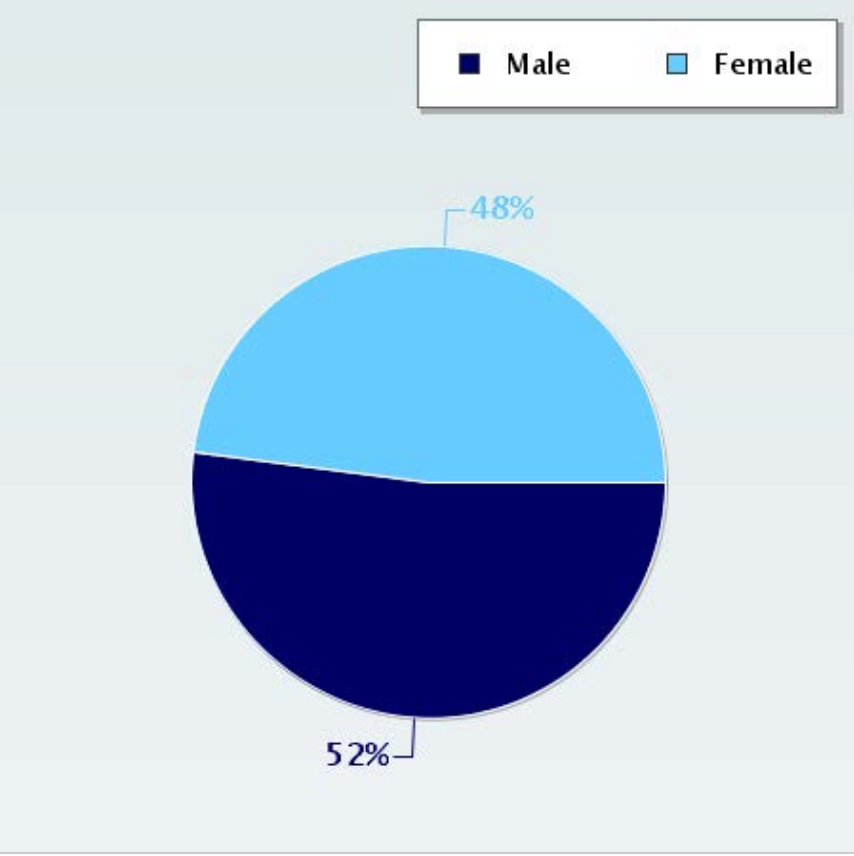
Tags: Elementary School

Number of Questionnaires Distributed: 0

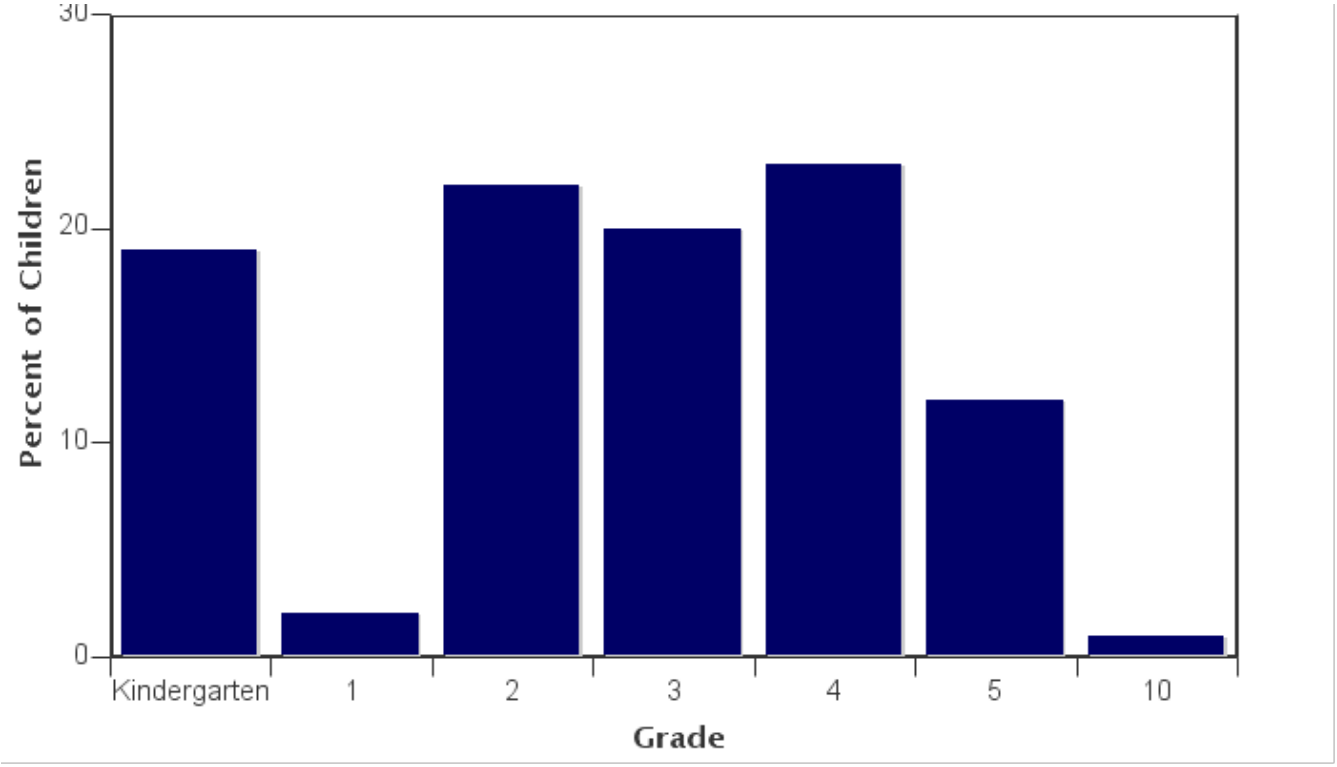
Number of Questionnaires Analyzed for Report: 164

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

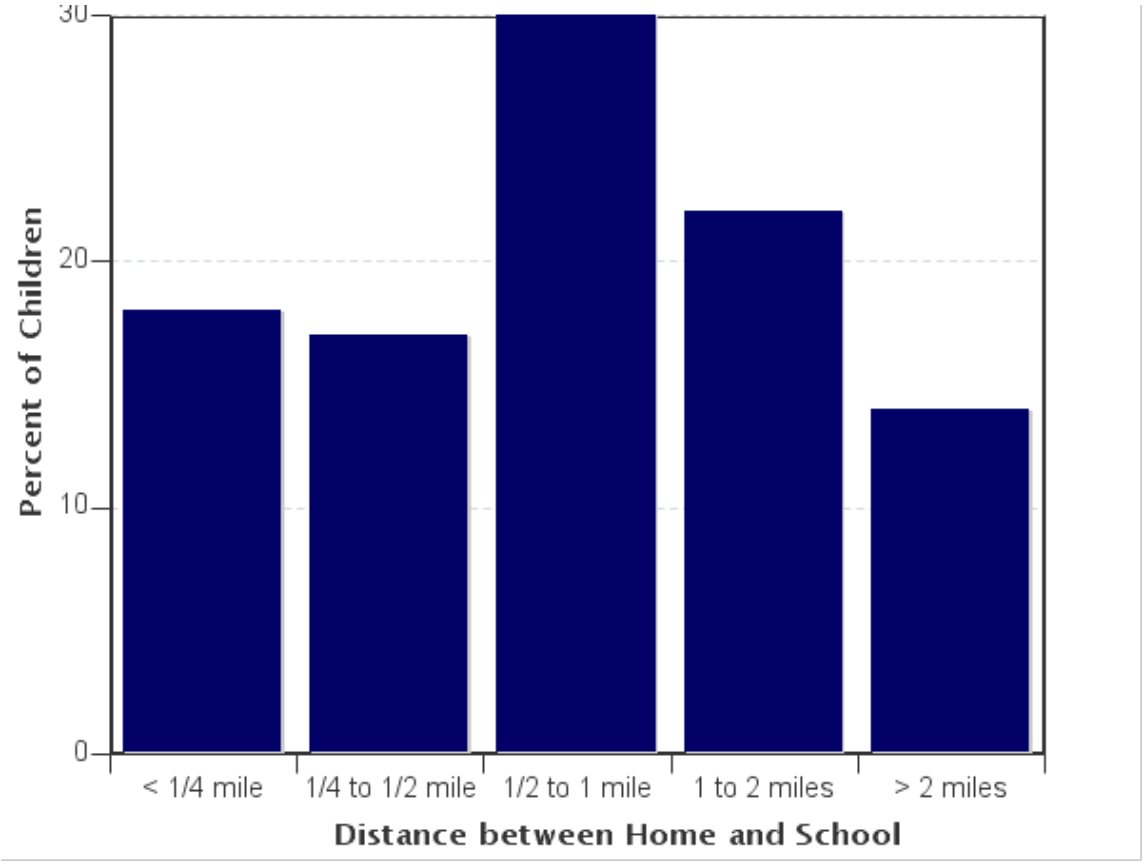


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	31	19%
1	4	2%
2	35	22%
3	33	20%
4	38	23%
5	20	12%
10	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

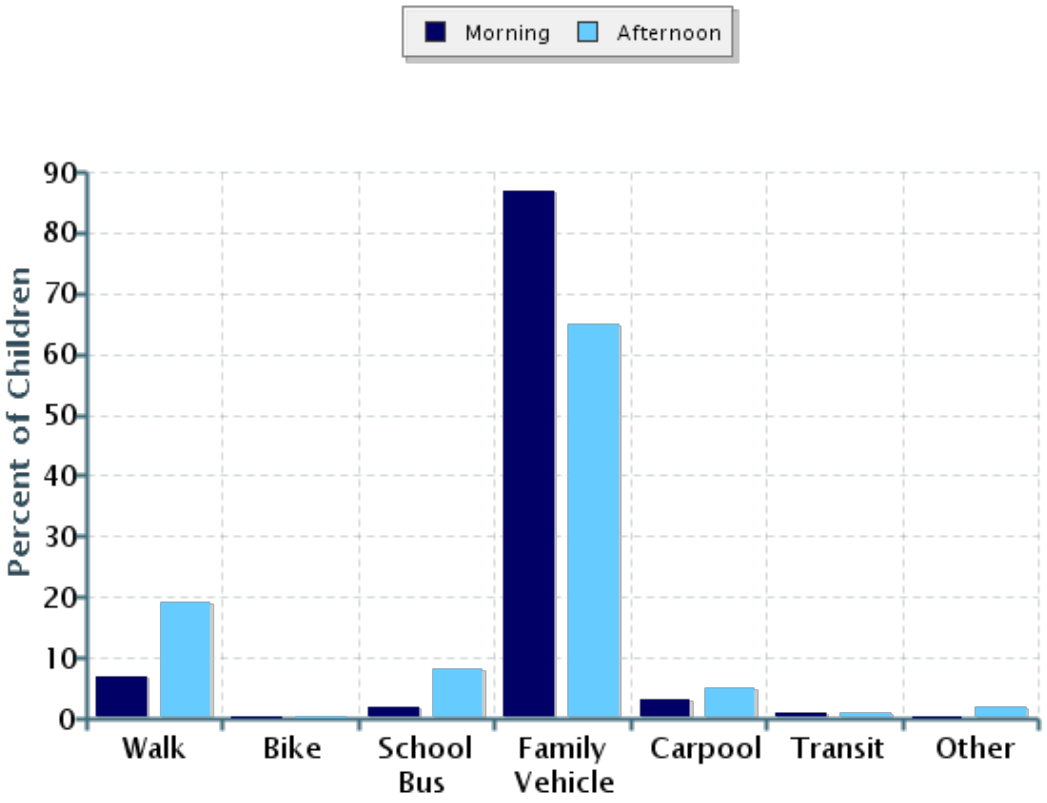


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	24	18%
1/4 mile up to 1/2 mile	22	17%
1/2 mile up to 1 mile	39	30%
1 mile up to 2 miles	29	22%
More than 2 miles	18	14%

Don't know or No response: 32
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

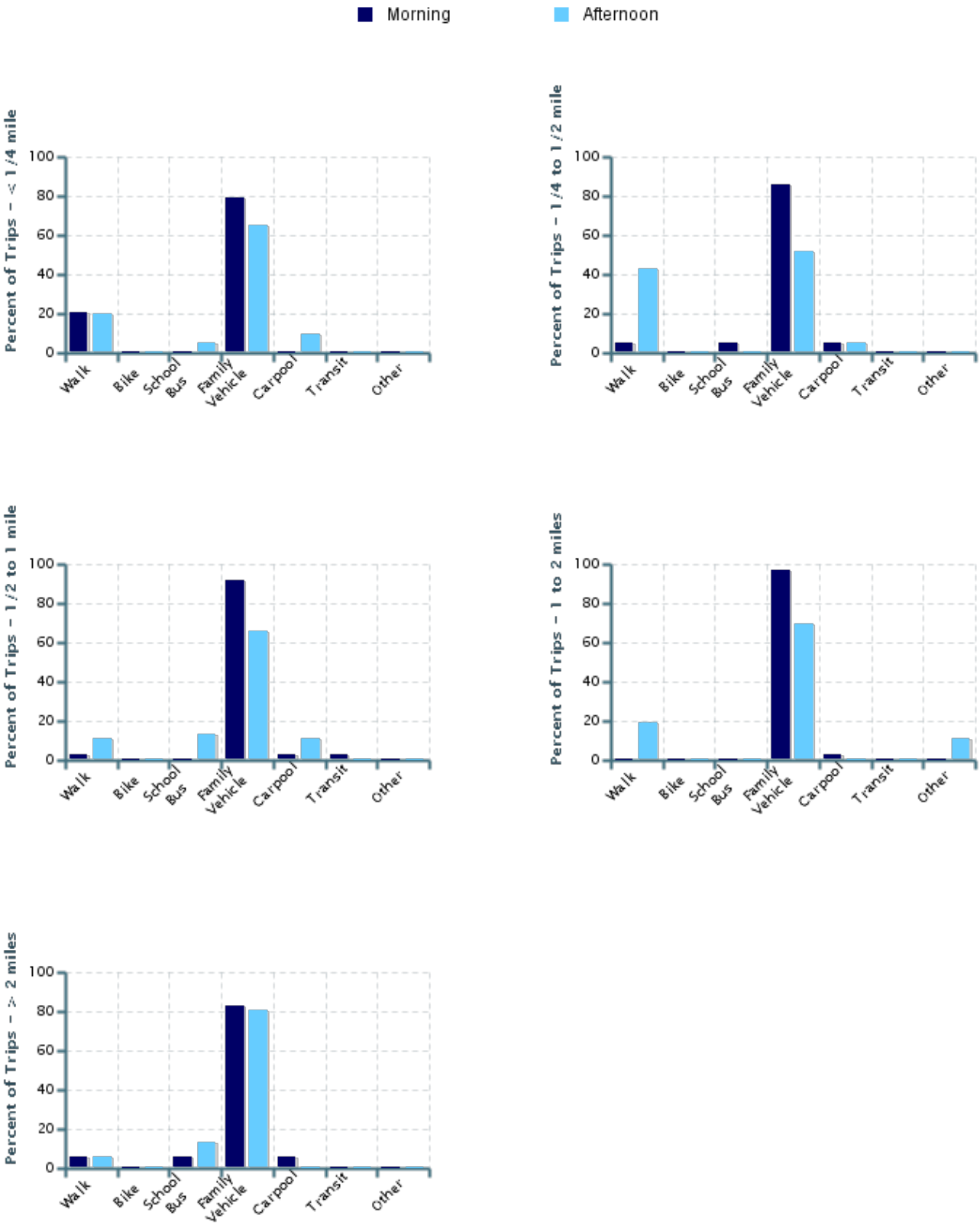


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	162	7%	0%	2%	87%	3%	1%	0%
Afternoon	150	19%	0%	8%	65%	5%	0.7%	2%

No Response Morning: 2
No Response Afternoon: 14
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	21%	0%	0%	79%	0%	0%	0%
1/4 mile up to 1/2 mile	22	5%	0%	5%	86%	5%	0%	0%
1/2 mile up to 1 mile	38	3%	0%	0%	92%	3%	3%	0%
1 mile up to 2 miles	29	0%	0%	0%	97%	3%	0%	0%
More than 2 miles	18	6%	0%	6%	83%	6%	0%	0%

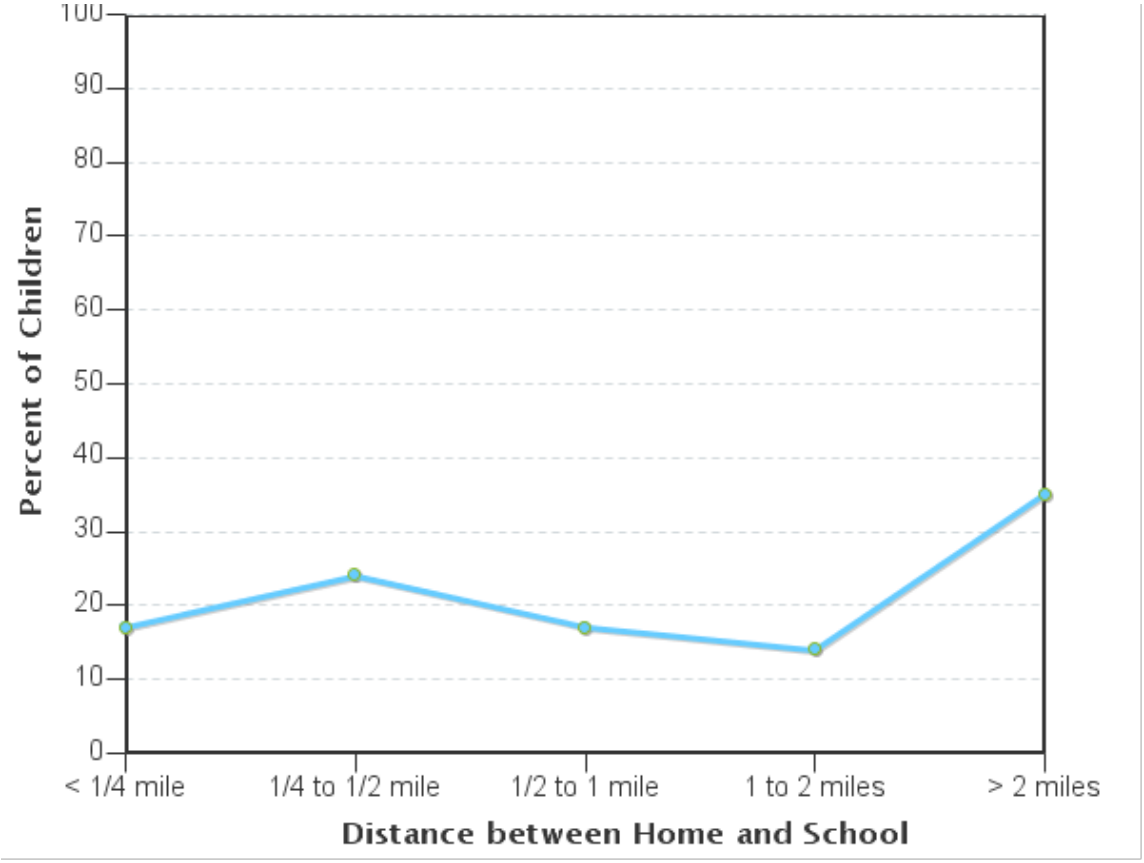
Don't know or No response: 33
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	20	20%	0%	5%	65%	10%	0%	0%
1/4 mile up to 1/2 mile	21	43%	0%	0%	52%	5%	0%	0%
1/2 mile up to 1 mile	38	11%	0%	13%	66%	11%	0%	0%
1 mile up to 2 miles	27	19%	0%	0%	70%	0%	0%	11%
More than 2 miles	16	6%	0%	13%	81%	0%	0%	0%

Don't know or No response: 42
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

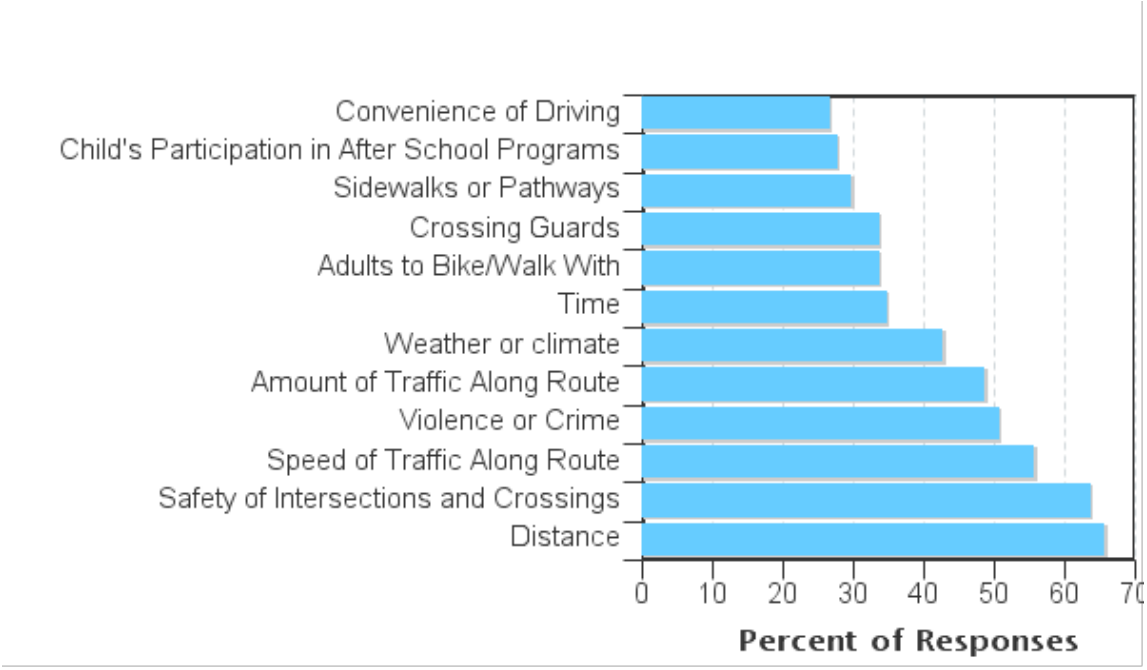


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

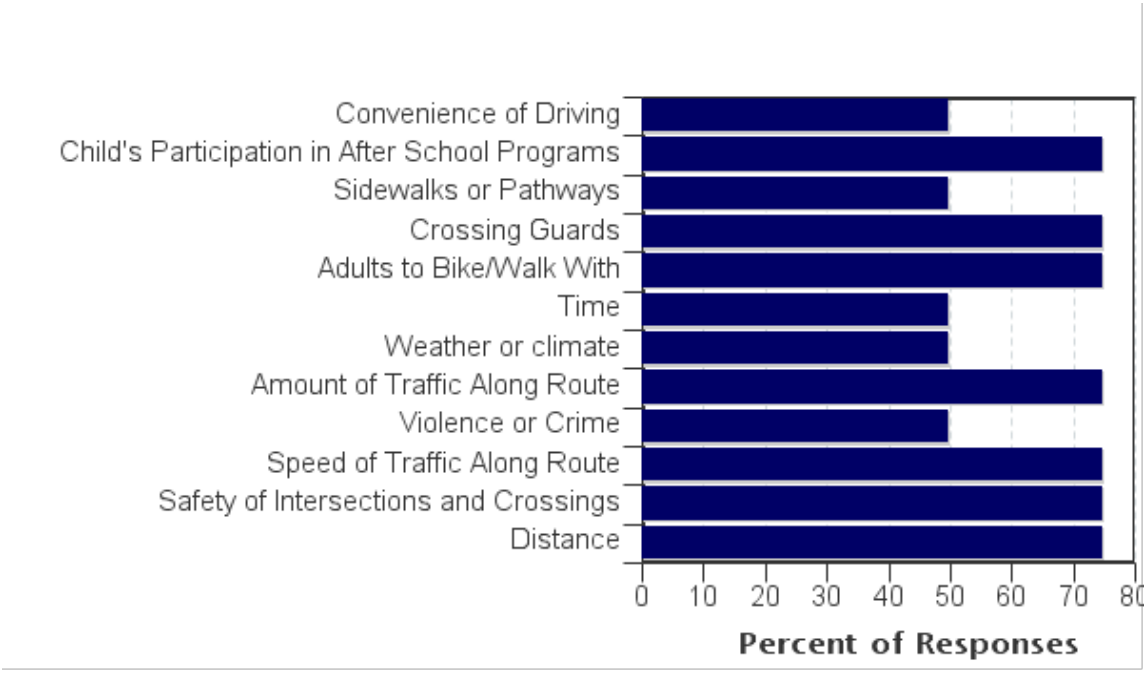
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	25	17%	24%	17%	14%	35%
No	101	83%	76%	83%	86%	65%

Don't know or No response: 38
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

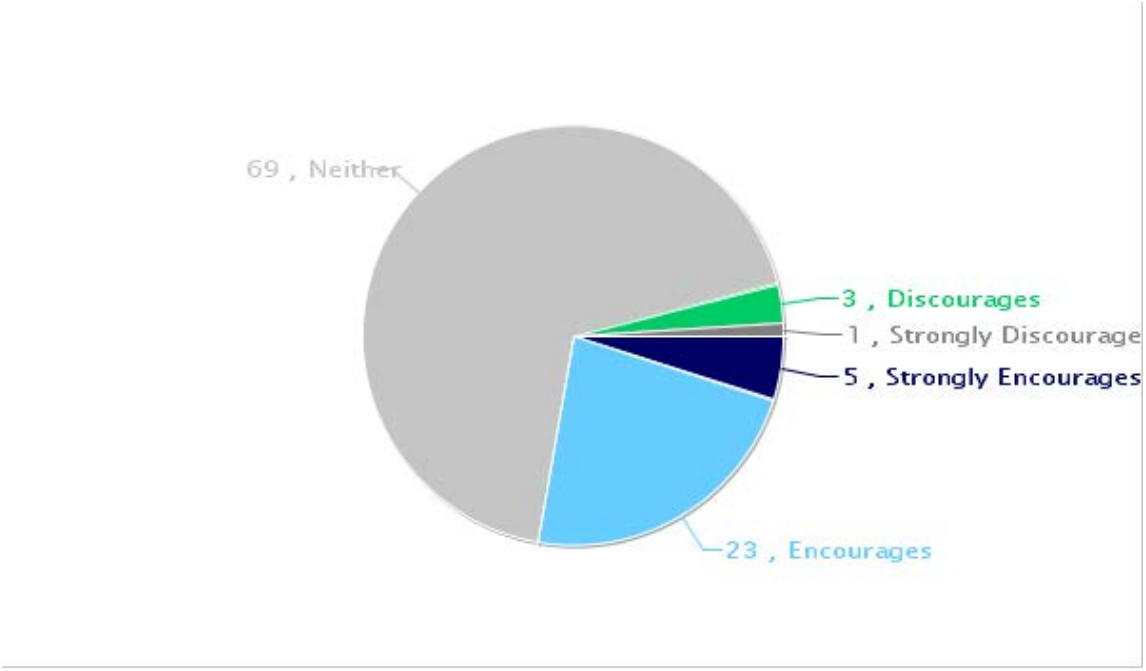


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

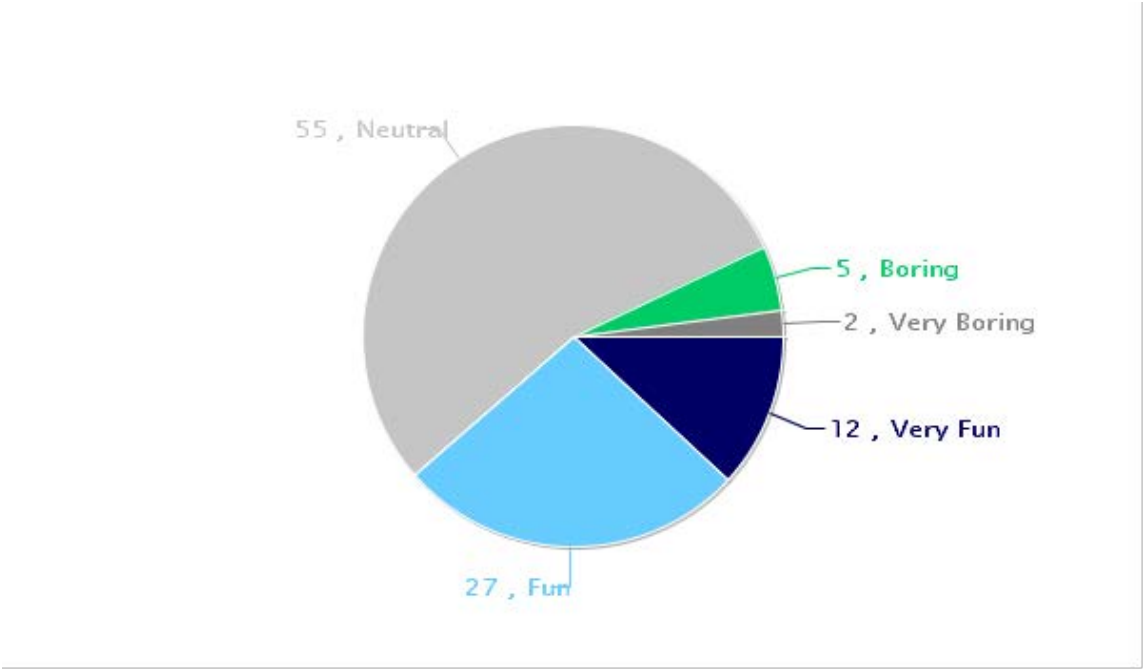
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	66%	75%
Safety of Intersections and Crossings	64%	75%
Speed of Traffic Along Route	56%	75%
Violence or Crime	51%	50%
Amount of Traffic Along Route	49%	75%
Weather or climate	43%	50%
Time	35%	50%
Adults to Bike/Walk With	34%	75%
Crossing Guards	34%	75%
Sidewalks or Pathways	30%	50%
Child's Participation in After School Programs	28%	75%
Convenience of Driving	27%	50%
Number of Respondents per Category	**131**	**4**

No response: 29
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

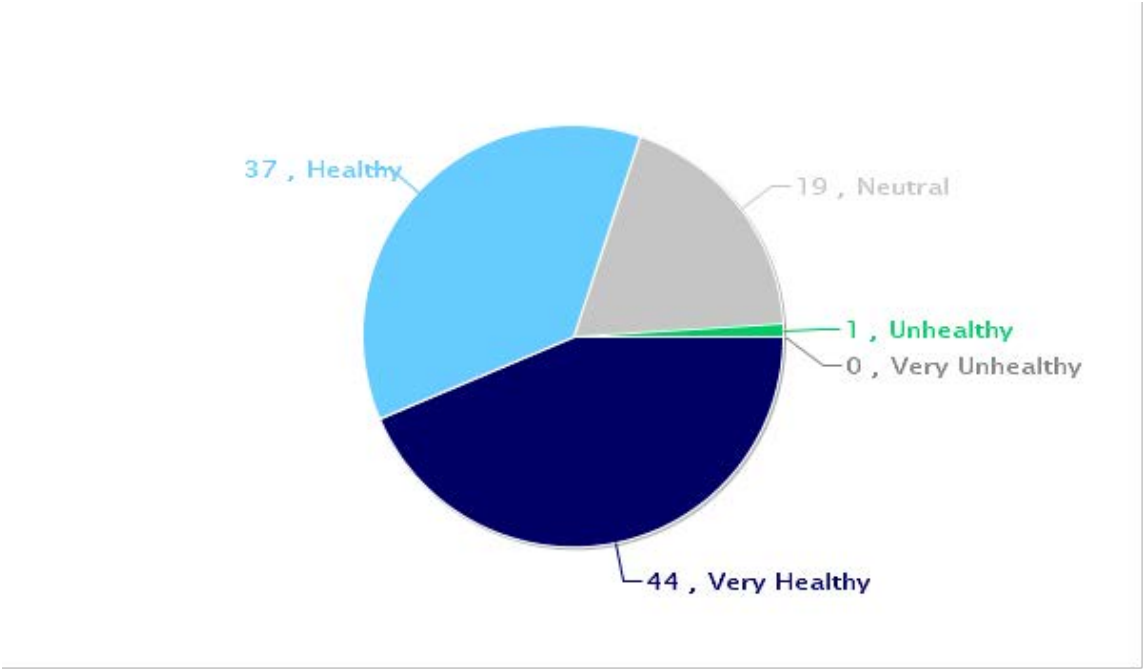
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1631493	Safety of my children is my biggest priority. Unless I am the one or another family adult walks with my child, I will not let her walk by herself or with others I do not trust.
1631557	I don't want child to be kidnapped, rape, or killed by someone. I want my child to be safe and protected.
1631577	The reason I do not let me daughter walk or bike to school is because of the insecurity or uncertainty.
1631689	My opinion is that I will recommend biking but not during school time
1631693	At the moment, my children are not old enough to walk to school alone. Maybe when they are older.
1631300	Transportation from school: walking or family vehicle
1631410	transportation from school: walking or family vehicle
1631307	transportation to and from school: walking or transit
1631387	As a mother and for my daughters safety, I only allow my daughter to walk home with someone I trust
1631685	Transportation from school: walking or family vehicle
1631273	As a parent, I believe it is not safe to allow my kid to ride or walk because its not safe and violence and crime. Thanks.
1631275	Transportation to and from school: family vehicle or carpool.
1631277	I would like for my son to ride his bike home when he is 13 or 14 years old.
1631342	I do not allow my son to walk home from school because of crazy drivers not respecting speed limits or crosswalks. So far, I prefer to drive and pick up my son.
1631413	There is no safety for the children, therefore I won't ever allow my children to walk alone.
1631457	My son cannot walk or bike to school because it is an hour trip.
1631562	Transportation from school: walking or family vehicle
1631690	Transportation from school: walking, family vehicle, or carpool. It all depends on each parents. I will not allow my daughter to walk home alone
1631288	Transportation from school: walking, family vehicle, or carpool. I think it depends of the parents if they allow their children to walk home alone. I will not let her walk home alone because when we walk home after school, I notice that drivers do not respect pedestrians.
1631407	Transportation from school: walking and family vehicle. King schools needs a crosswalk from the side of the elderly housing to the school. I've stopped 3 accidents from happening due to children not watching both ways and there no being a crosswalk
1631479	Transportation to school: walking or carpool

1631639	The reason why we do not allow our son to ride his bike to and from school is because of the increase of accidents we have witness lately.
1631654	It is health for students to walk to students as long as they are safe
1631657	There should be a car patrol in the morning because its unsafe since parents drive unsafely
1631382	Transportation to school: carpool or transit I would like for a school bus to pick him up. At the moment, he is too young to ride his bike to school
1631385	Transportation from school: walking or family vehicle
1631398	Transportation from school: walking or family vehicle
1631431	The reasons my son does not walk to school are: he is too young and there is too much traffic
1631484	Thank you for making this survey and sending it home for us to fill out
1631701	It's a good idea but with adult supervision
1631702	Transportation to and from school: family vehicle or carpool
1631346	Add yellow crosswalks/lights so the children are safer.
1631573	Teachers should be more attentive to their students. Every time I pick up my student, he is not with his teacher instead he is somewhere else and I worry for his safety.
1631266	Transportation to and from school: family vehicle or carpool
1631323	I don't like any of my kids to walk to and from school. I don't feel safe.
1631444	My daughter gets picked up by her godparents or myself (her mother).
1631559	I won't allow my son to walk home until he is a teen (13).
1631569	The safety of children is of most important but it is what I find we lack in the streets
1631596	I do not want my kids to walk home.
1631681	I didn't answer every question because I did not know how to answer them. My opinion is that children should not be alone. That is why one as a parent should be responsible of them. My child does not walk alone in the streets. Thank you
1631327	My son cannot walk or bike to school because it is too dangerous.

Parent Survey Reports - Olson Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Olson Elementary

Set ID: 18088

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

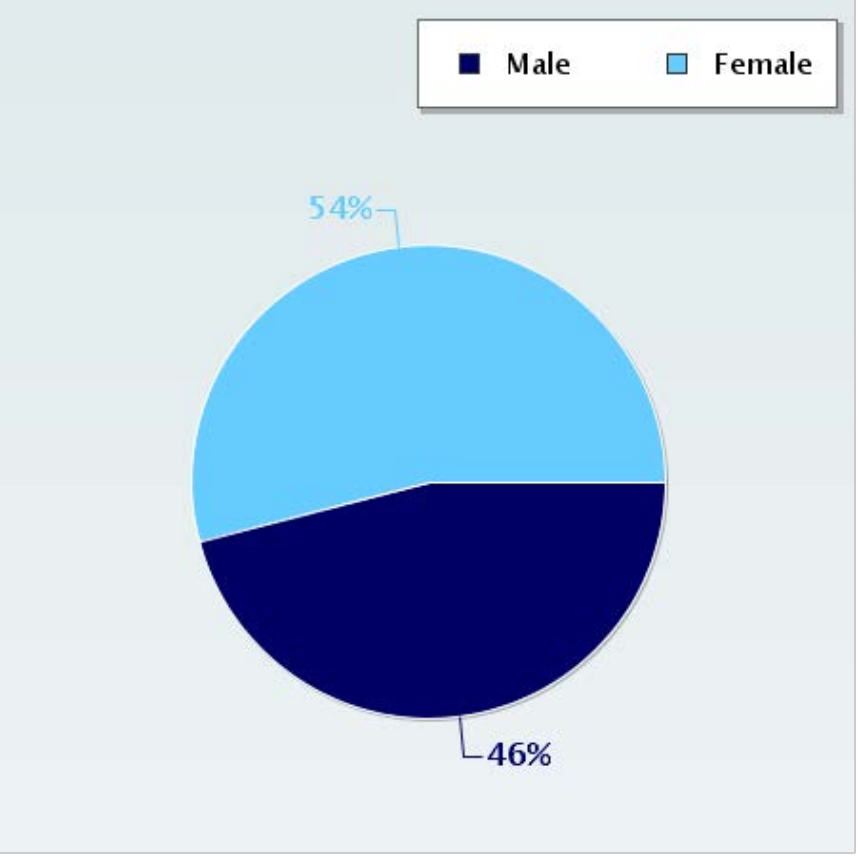
Tags:

Number of Questionnaires Distributed: 0

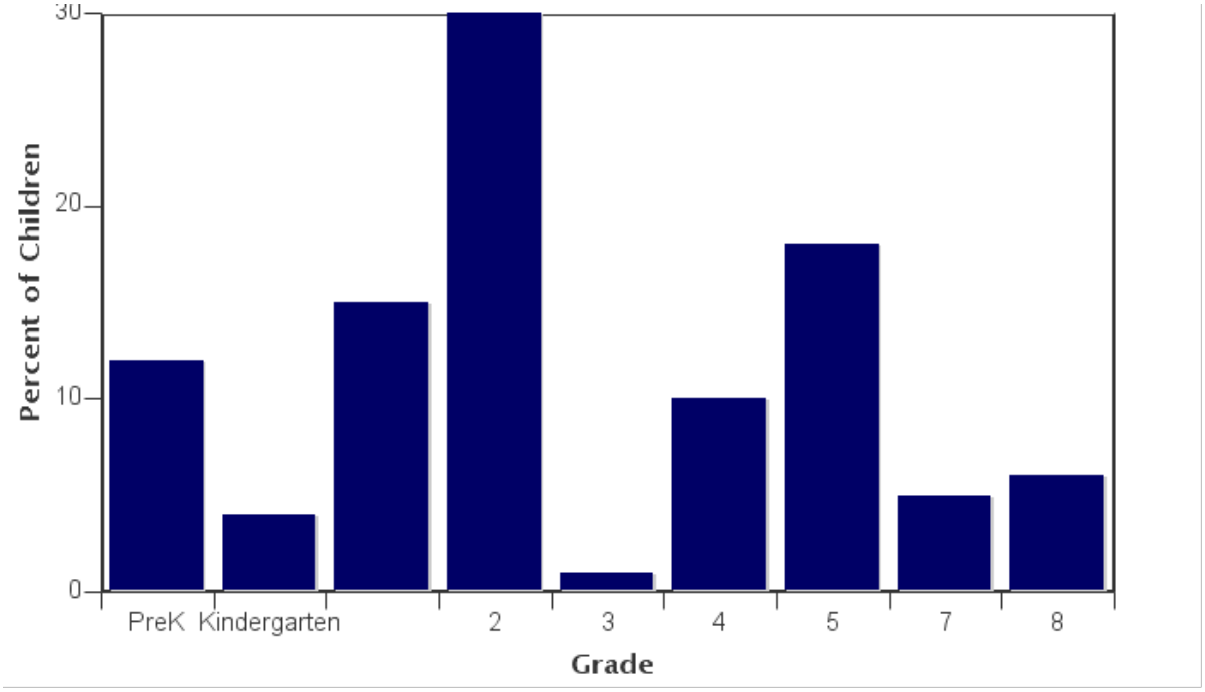
Number of Questionnaires Analyzed for Report: 105

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

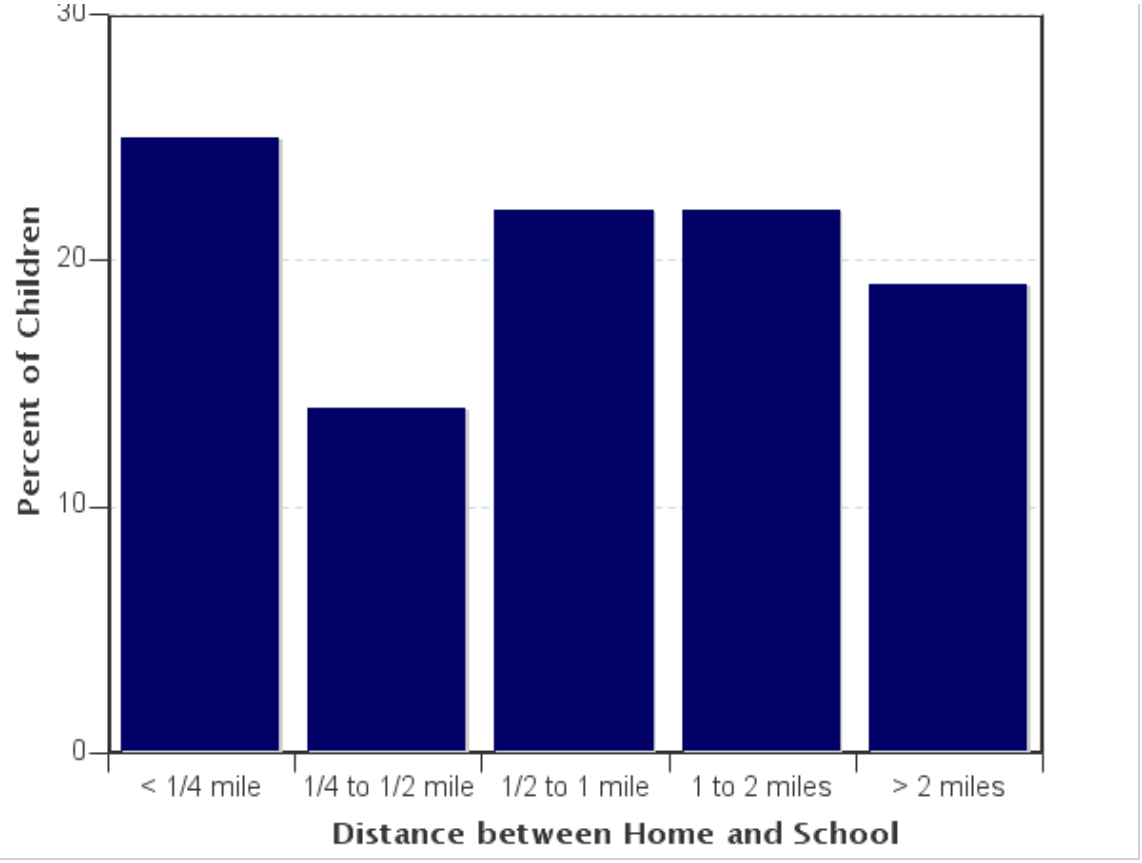


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	12	12%
Kindergarten	4	4%
1	16	15%
2	31	30%
3	1	1%
4	10	10%
5	19	18%
7	5	5%
8	6	6%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

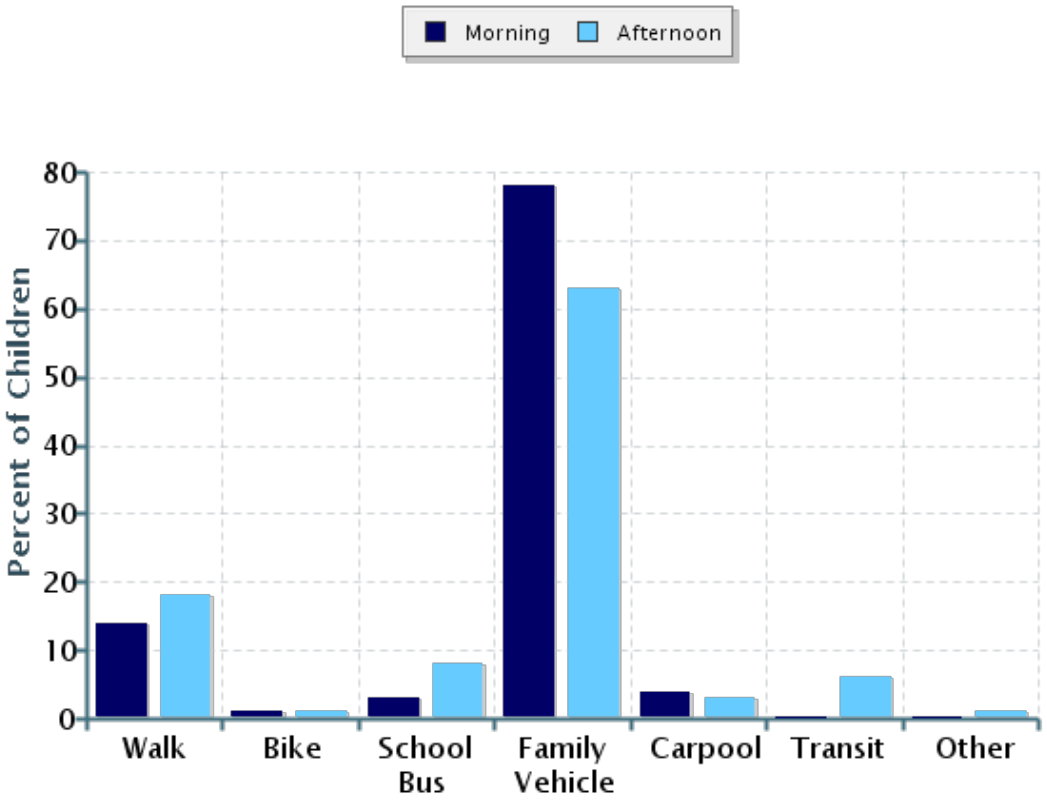


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	25	25%
1/4 mile up to 1/2 mile	14	14%
1/2 mile up to 1 mile	22	22%
1 mile up to 2 miles	22	22%
More than 2 miles	19	19%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

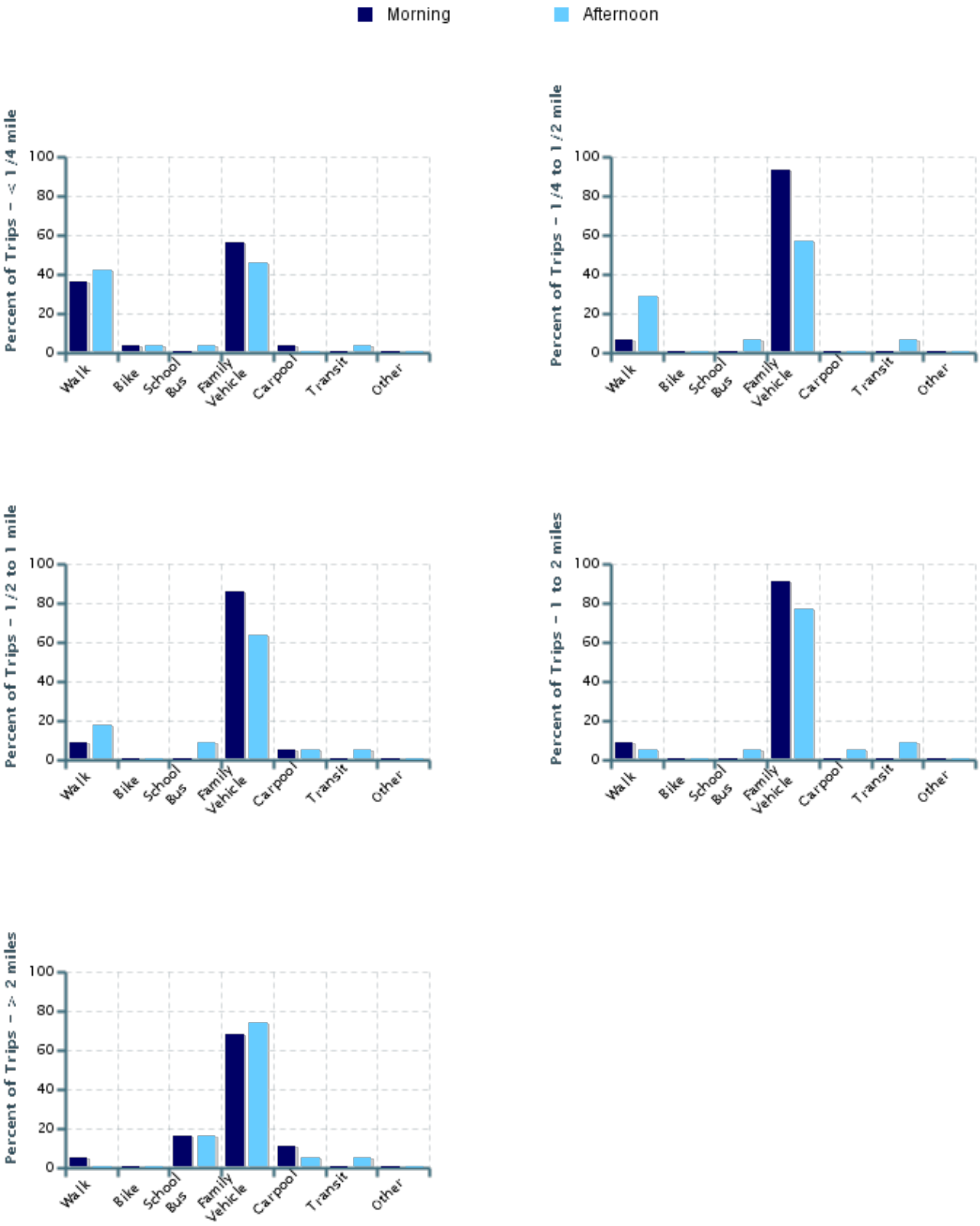


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	105	14%	1.0%	3%	78%	4%	0%	0%
Afternoon	104	18%	1.0%	8%	63%	3%	6%	1.0%

No Response Morning: 0
No Response Afternoon: 1
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	25	36%	4%	0%	56%	4%	0%	0%
1/4 mile up to 1/2 mile	14	7%	0%	0%	93%	0%	0%	0%
1/2 mile up to 1 mile	22	9%	0%	0%	86%	5%	0%	0%
1 mile up to 2 miles	22	9%	0%	0%	91%	0%	0%	0%
More than 2 miles	19	5%	0%	16%	68%	11%	0%	0%

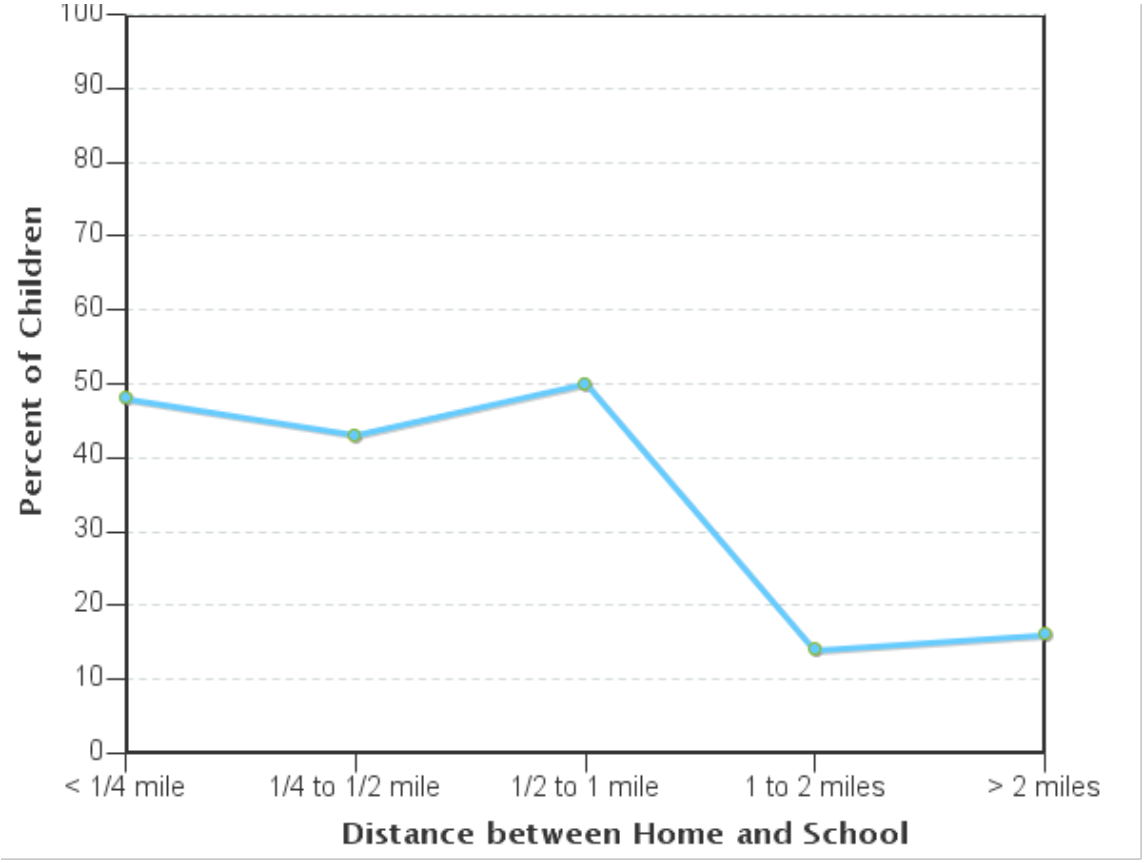
Don't know or No response: 3
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	24	42%	4%	4%	46%	0%	4%	0%
1/4 mile up to 1/2 mile	14	29%	0%	7%	57%	0%	7%	0%
1/2 mile up to 1 mile	22	18%	0%	9%	64%	5%	5%	0%
1 mile up to 2 miles	22	5%	0%	5%	77%	5%	9%	0%
More than 2 miles	19	0%	0%	16%	74%	5%	5%	0%

Don't know or No response: 4
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

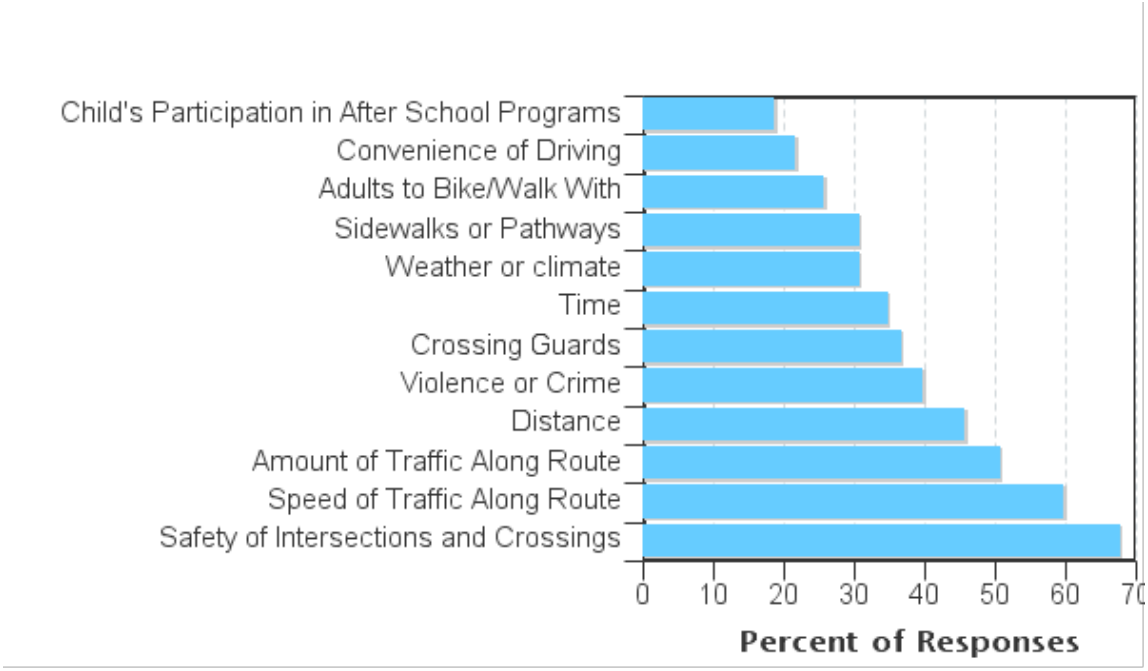


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

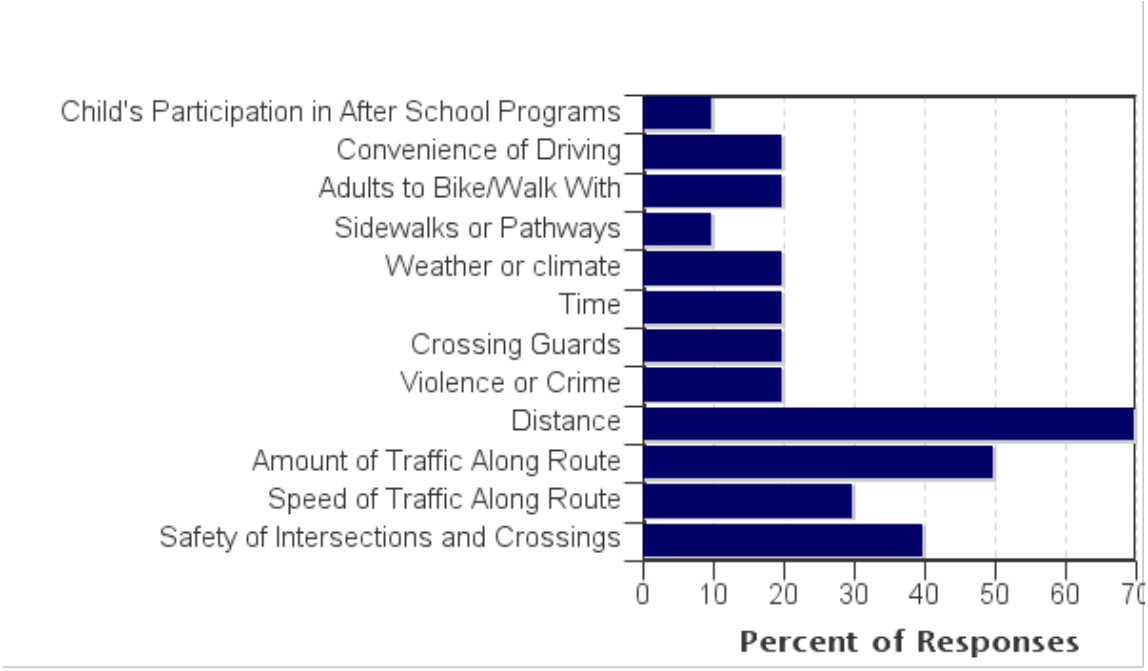
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	35	48%	43%	50%	14%	16%
No	67	52%	57%	50%	86%	84%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

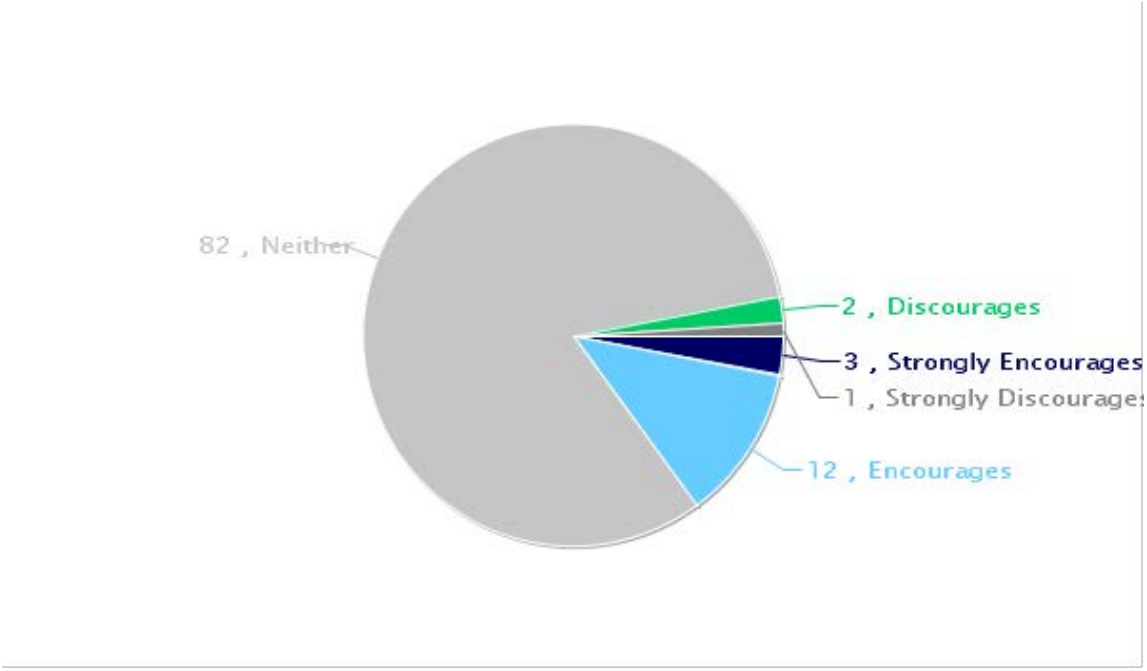


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

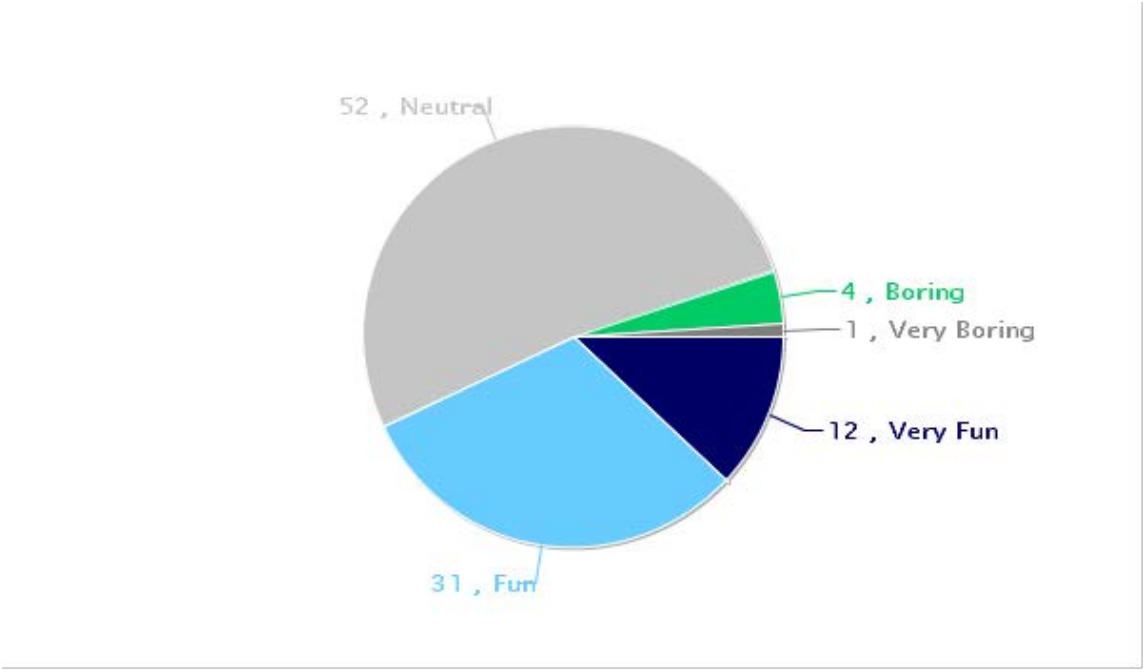
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	68%	40%
Speed of Traffic Along Route	60%	30%
Amount of Traffic Along Route	51%	50%
Distance	46%	70%
Violence or Crime	40%	20%
Crossing Guards	37%	20%
Time	35%	20%
Weather or climate	31%	20%
Sidewalks or Pathways	31%	10%
Adults to Bike/Walk With	26%	20%
Convenience of Driving	22%	20%
Child's Participation in After School Programs	19%	10%
Number of Respondents per Category	**68**	**10**

No response: 27
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

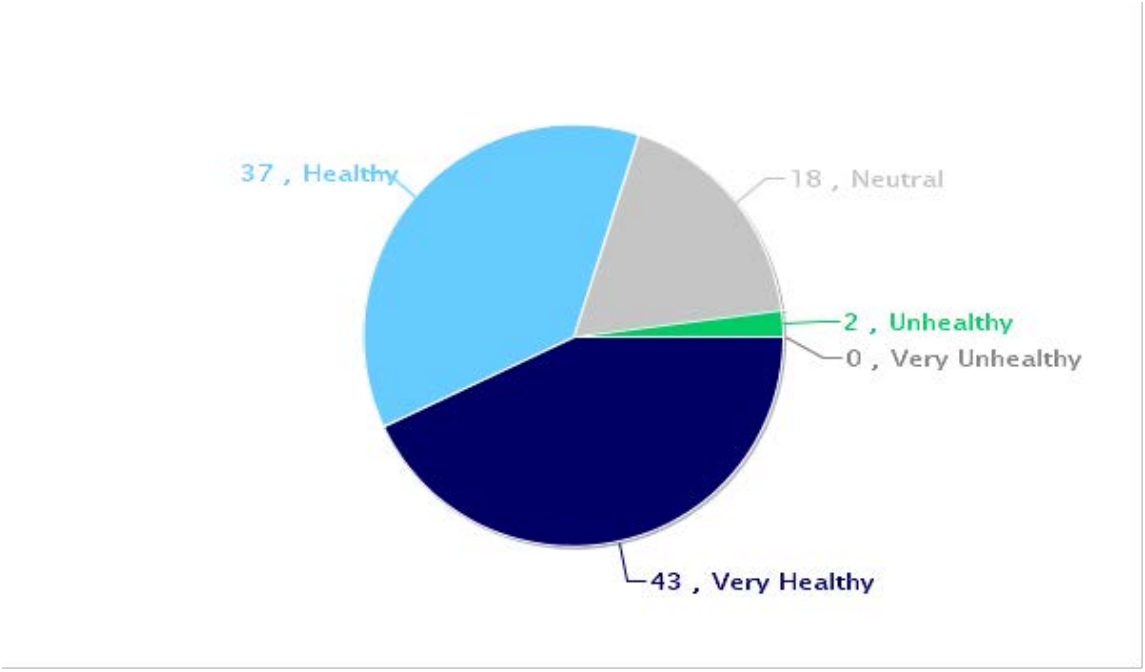
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1629340	Trans- Question 9: I would allow my daughter now. Pregunta 9: Permiteria mi hija ahora; "now."
1628573	My child is still too young; if I had time in the mornings I would walk with him on nice mornings.
1628577	Child also returns home using the bus and walks sometimes.
1628581	Adult supervision along path is very important.
1629484	She is only a kindergartner. She still uses training wheels and needs years of bicycling/walking practice.
1629526	Student uses transit to arrive to Civic Center
1629533	I am not comfortable to allow my child to walk going to school.
1629550	Trans- I liked so much walking to school with my son because we chat with her this involves us waking up earlier but it's fun. Me gusto mucho ir caminando para la escuela con mi hijo porque vamos platicando con ella esto impliea levantarnos mas temprano pero es divertido.
1628838	Reservation Rd has some sections where there is no side walk. Would be nice to have sidewalk and even better to have cross guards on duty.
1628841	Student also walks home from school.
1628846	Student also gets dropped off/picked up by family car, and both can take more than 20 min. Strangers are an issue as well.
1628864	I wish more kids would walk/bike to school by themselves. I fell parents live too much fear today. I thank T.V. for that.
1628906	Me personally don't feel comfortable of my kid walking/biking to school by himself beacsue of the safety, violence or crime in the community. He could be persuaded by someone to go with them.
1628949	Question 9: I would allow my child "now."
1629004	I will not allow my child to ride a bike or walk alone due to the intersection in front of the school. Cars speed and do not stop. This happens at all hours of the day.
1629020	We live in Salinas, so it is extremely unlikely that my son will ever walk, bike, or bus to school.
1629530	I drive my child to school every morning, after school my son walks to his grandma's house. So I can pick him up in the evening.
1629548	I cannot say for future, my kids are too little now. They dont speak English to ask for help if lost.
1629563	We probably live in one of the safest routes to school. I have a 10 year old and a 4.5 year old. We live a mile from school. We walk home and drive home 50%. We are limited for time in the AM but not in the PM.
1629566	We park at the church down the road from school and walk the rest of the way.
1628803	In the future could possibly walk, personally for now I feel they are way too young.

Parent Survey Reports - Ord Terrace Elementary

Parent Survey Report: One School in One Data Collection Period

School Name: Ord Terrace Elementary

Set ID: 18062

School Group: CTPG2018_MPUSD

Month and Year Collected: August 2018

School Enrollment: 0

Date Report Generated: 12/10/2018

% Range of Students Involved in SRTS: Don't Know

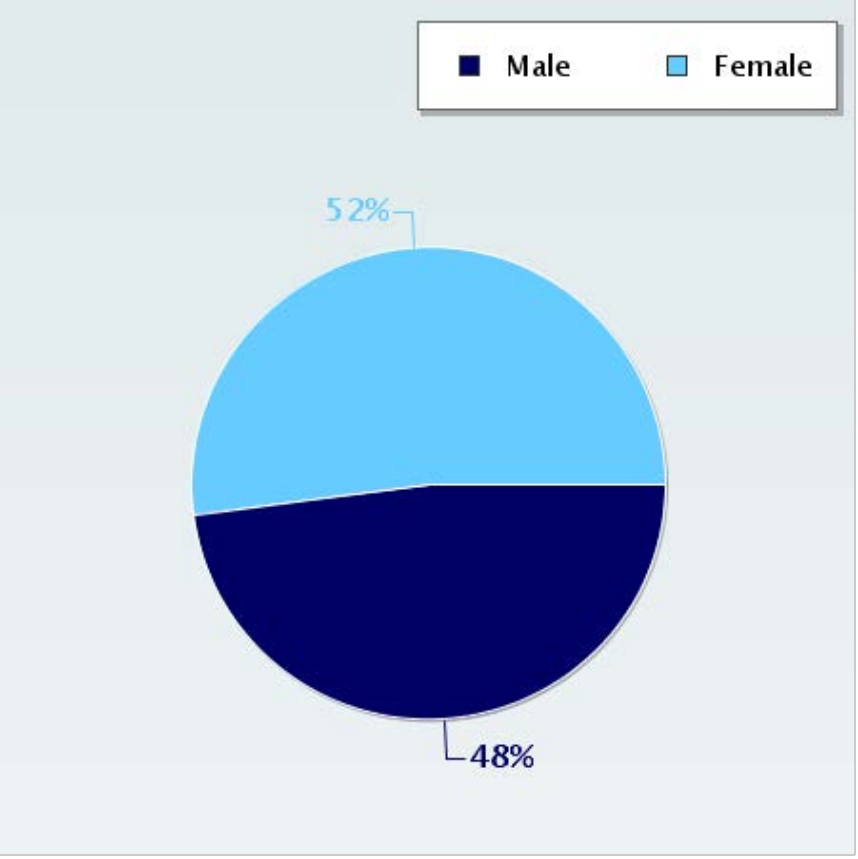
Tags:

Number of Questionnaires Distributed: 0

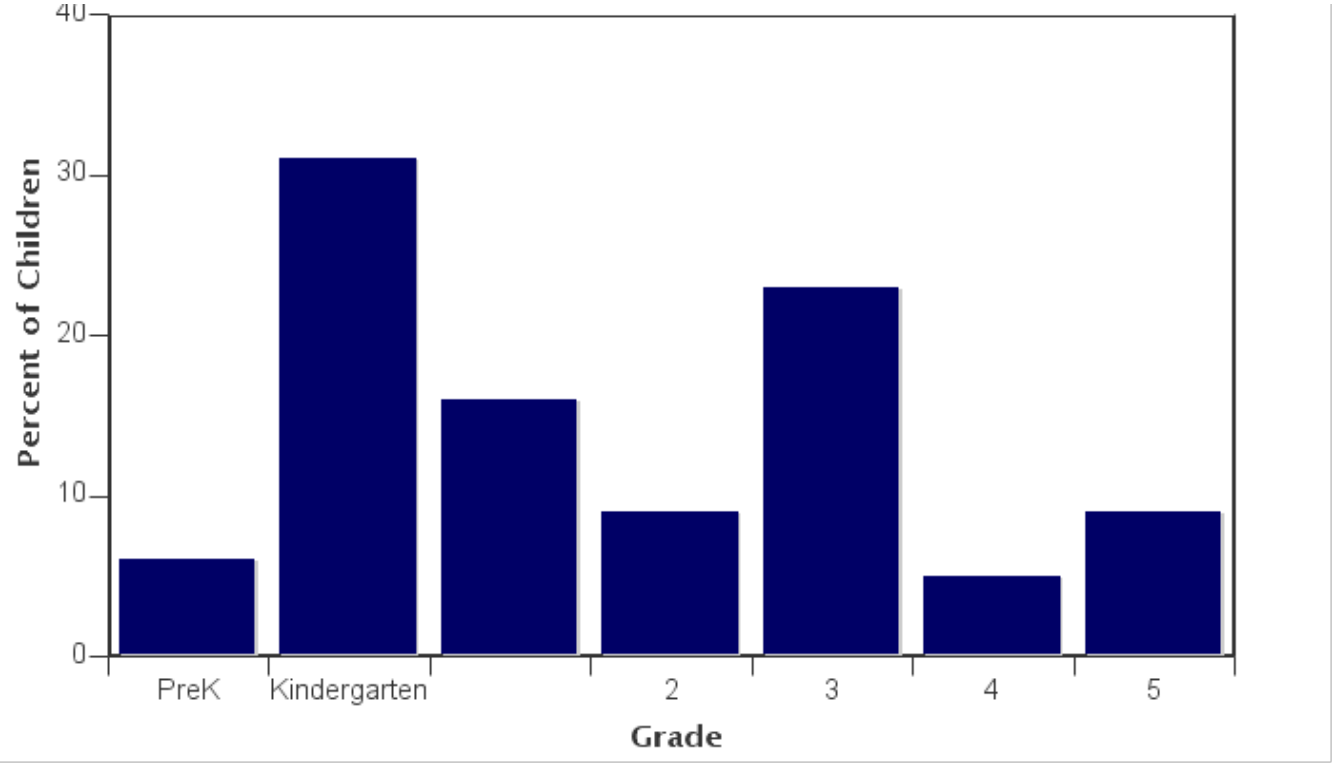
Number of Questionnaires Analyzed for Report: 174

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

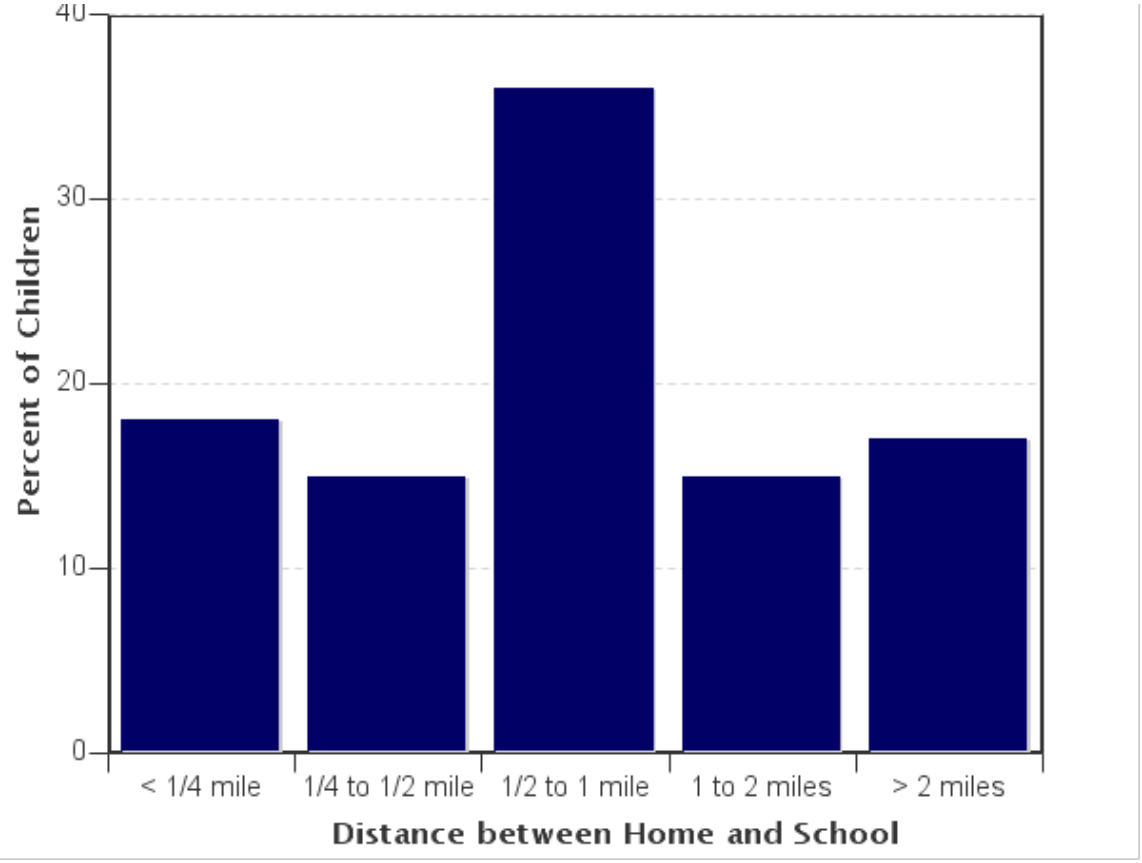


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	11	6%
Kindergarten	54	31%
1	28	16%
2	15	9%
3	40	23%
4	9	5%
5	15	9%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

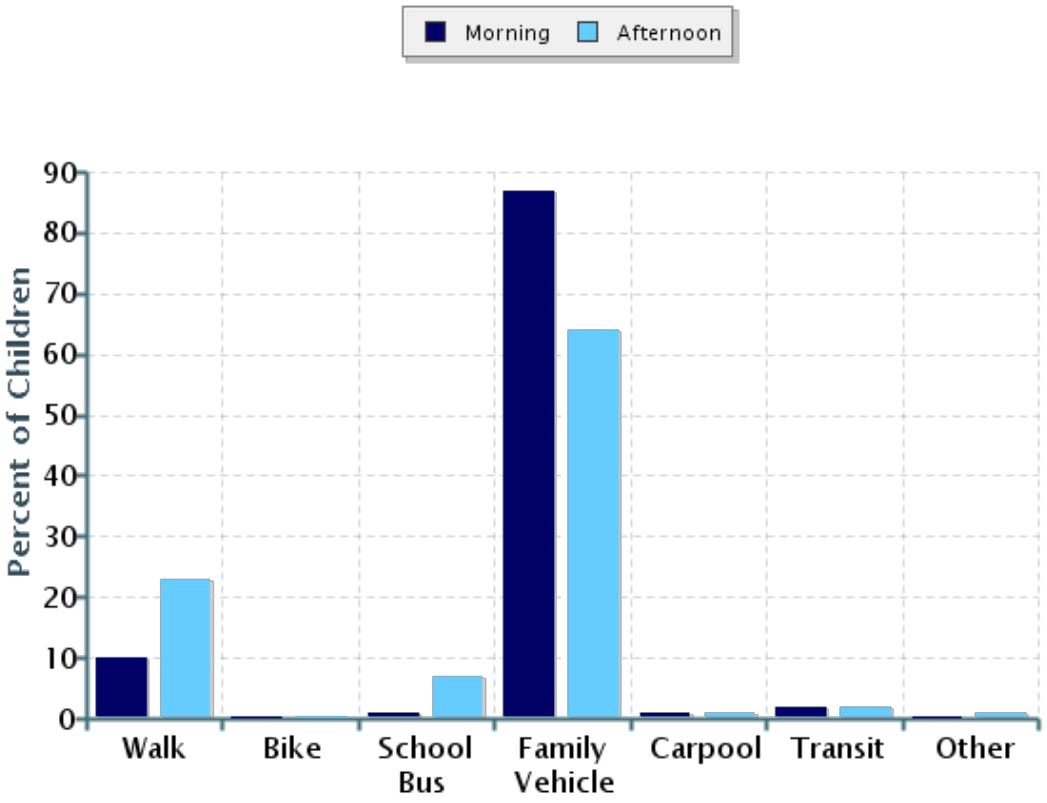


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	26	18%
1/4 mile up to 1/2 mile	22	15%
1/2 mile up to 1 mile	53	36%
1 mile up to 2 miles	22	15%
More than 2 miles	25	17%

Don't know or No response: 26
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

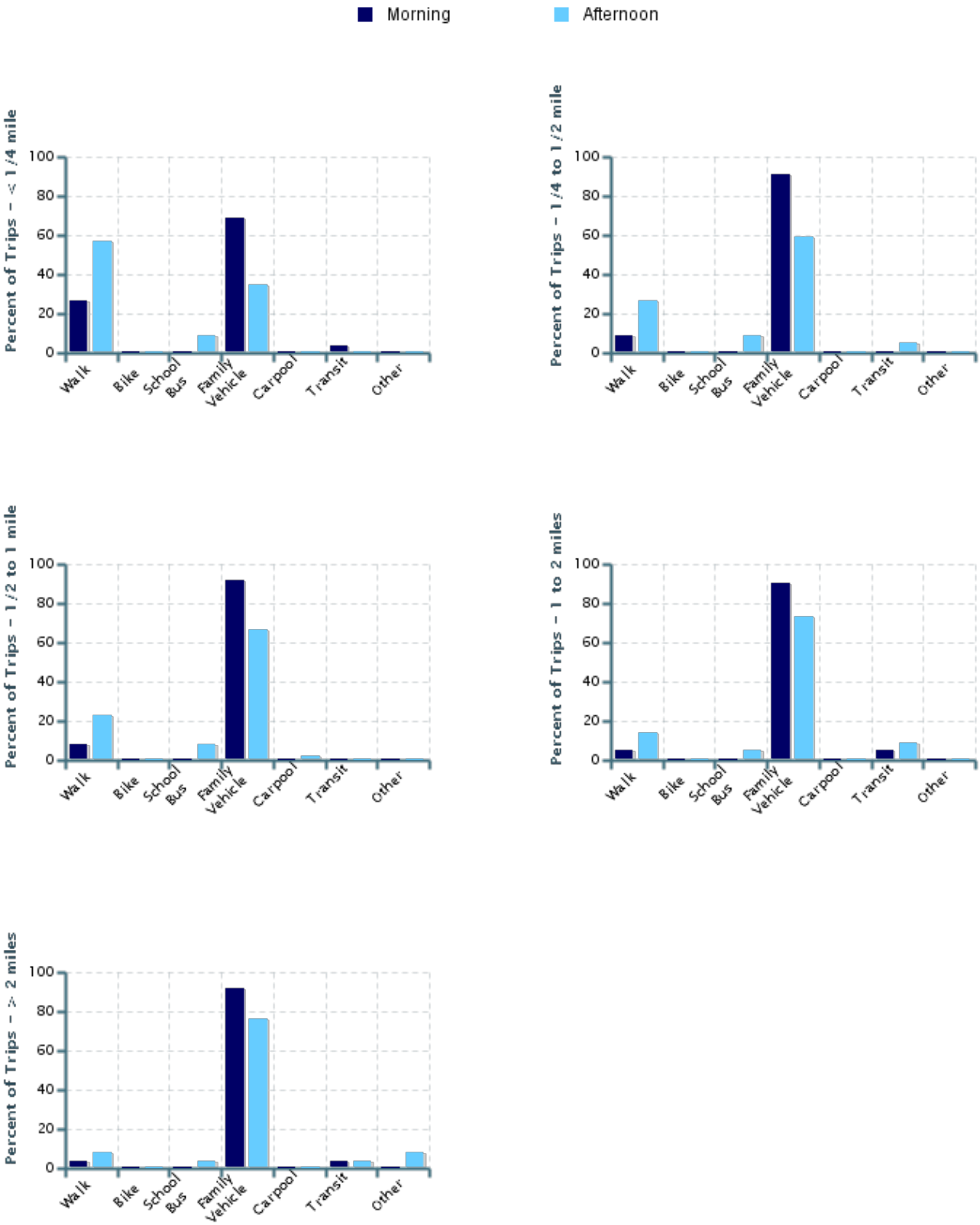


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	172	10%	0%	0.6%	87%	0.6%	2%	0%
Afternoon	163	23%	0%	7%	64%	1%	2%	1%

No Response Morning: 2
No Response Afternoon: 11
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	26	27%	0%	0%	69%	0%	4%	0%
1/4 mile up to 1/2 mile	22	9%	0%	0%	91%	0%	0%	0%
1/2 mile up to 1 mile	53	8%	0%	0%	92%	0%	0%	0%
1 mile up to 2 miles	21	5%	0%	0%	90%	0%	5%	0%
More than 2 miles	25	4%	0%	0%	92%	0%	4%	0%

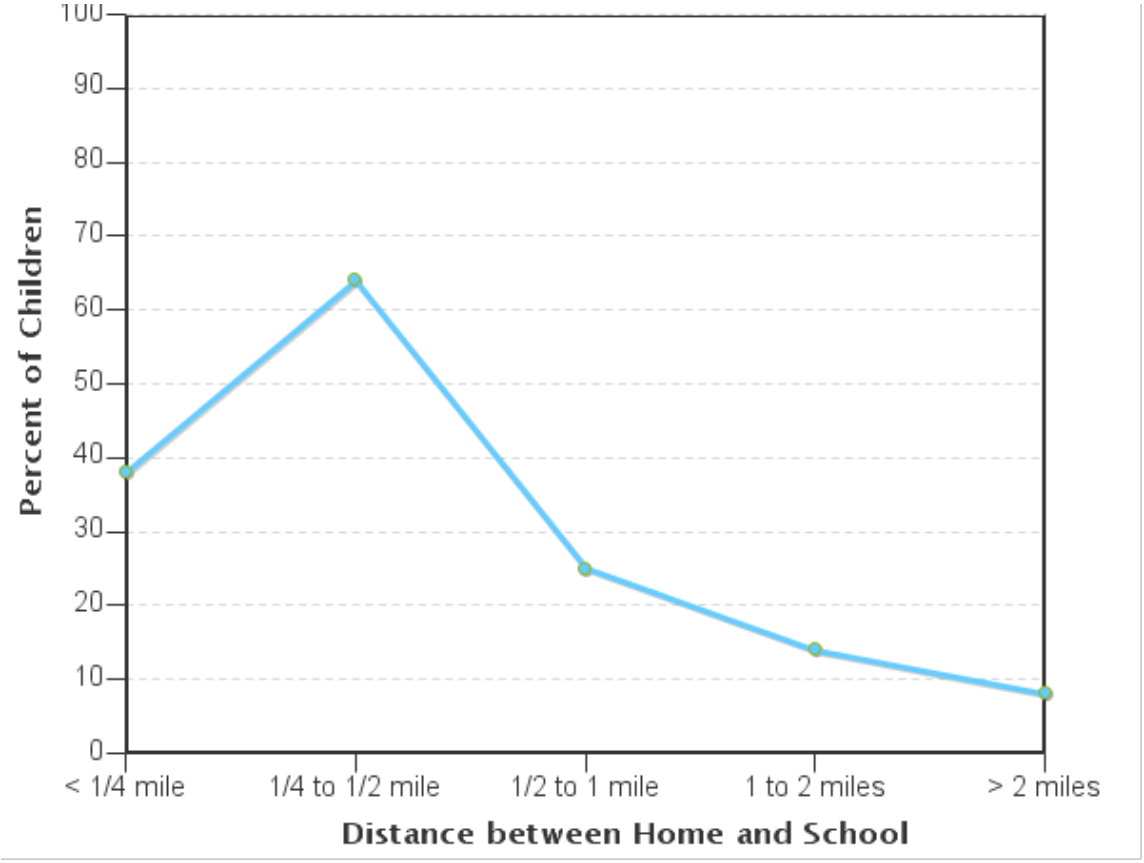
Don't know or No response: 27
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	23	57%	0%	9%	35%	0%	0%	0%
1/4 mile up to 1/2 mile	22	27%	0%	9%	59%	0%	5%	0%
1/2 mile up to 1 mile	48	23%	0%	8%	67%	2%	0%	0%
1 mile up to 2 miles	22	14%	0%	5%	73%	0%	9%	0%
More than 2 miles	25	8%	0%	4%	76%	0%	4%	8%

Don't know or No response: 34
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

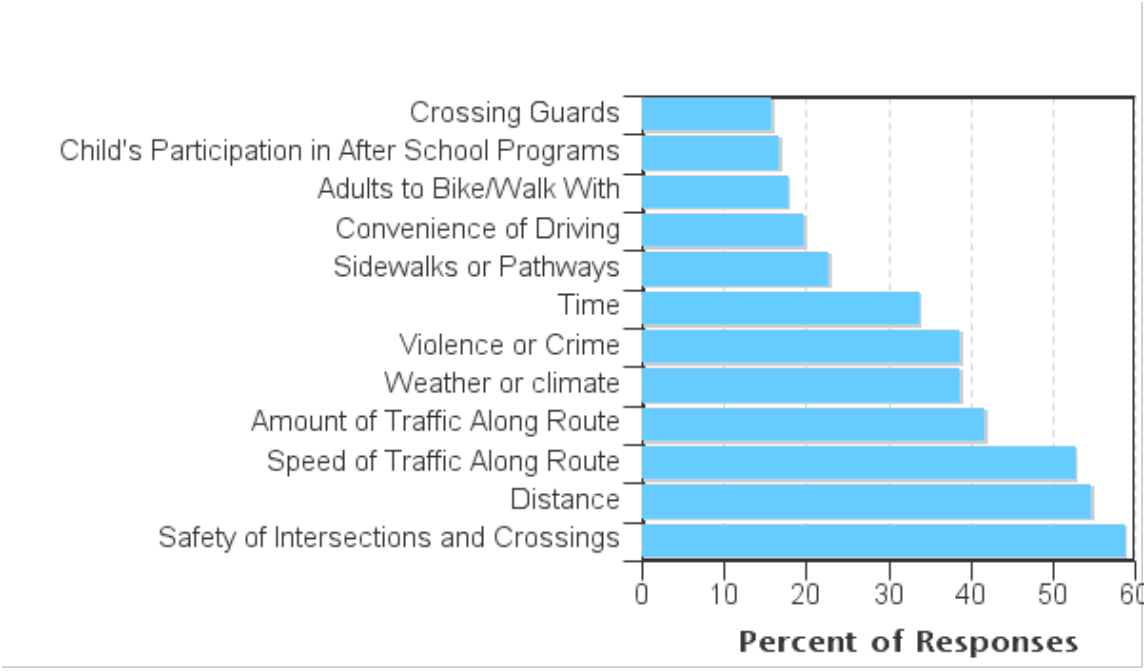


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

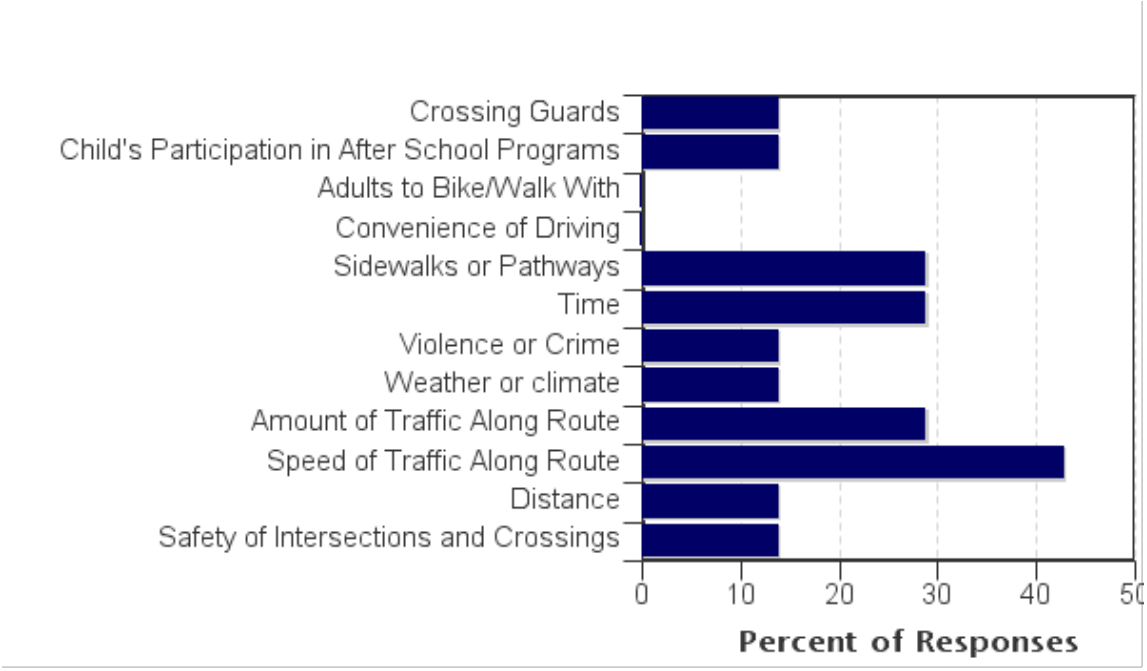
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	42	38%	64%	25%	14%	8%
No	105	62%	36%	75%	86%	92%

Don't know or No response: 27
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

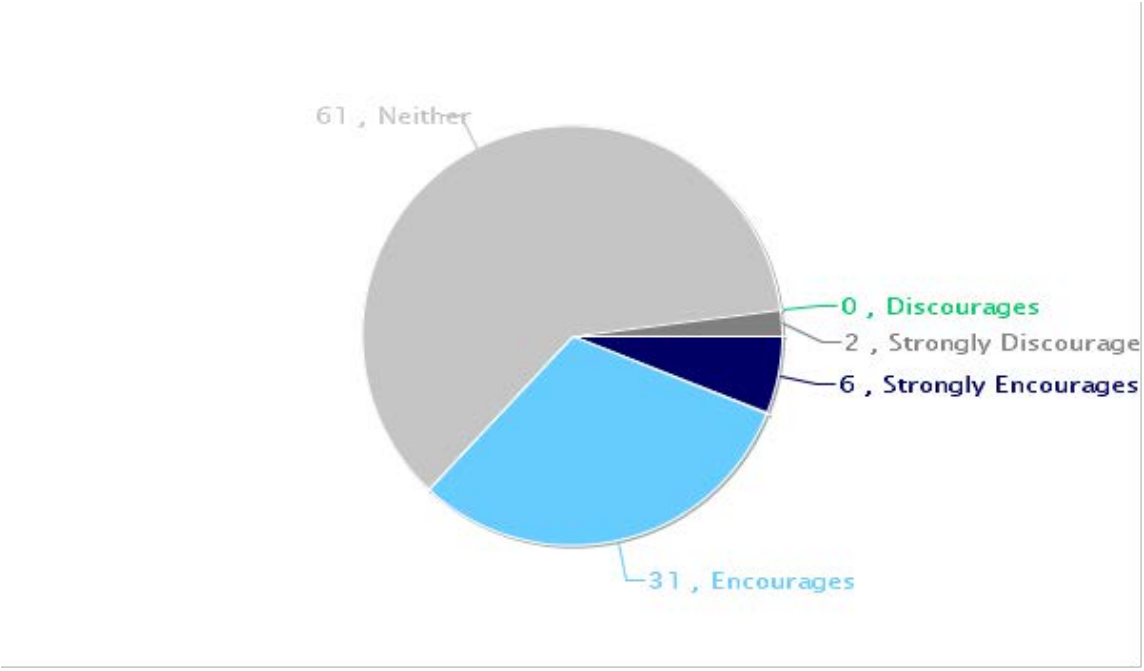


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

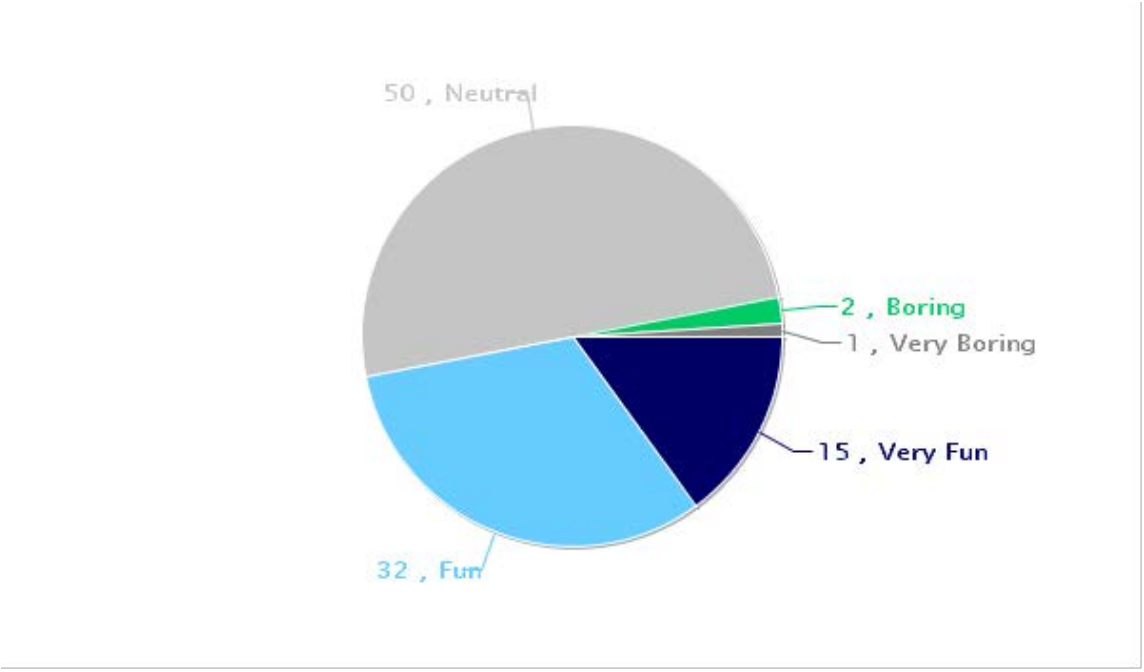
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	59%	14%
Distance	55%	14%
Speed of Traffic Along Route	53%	43%
Amount of Traffic Along Route	42%	29%
Weather or climate	39%	14%
Violence or Crime	39%	14%
Time	34%	29%
Sidewalks or Pathways	23%	29%
Convenience of Driving	20%	0%
Adults to Bike/Walk With	18%	0%
Child's Participation in After School Programs	17%	14%
Crossing Guards	16%	14%
Number of Respondents per Category	**115**	**7**

No response: 52
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

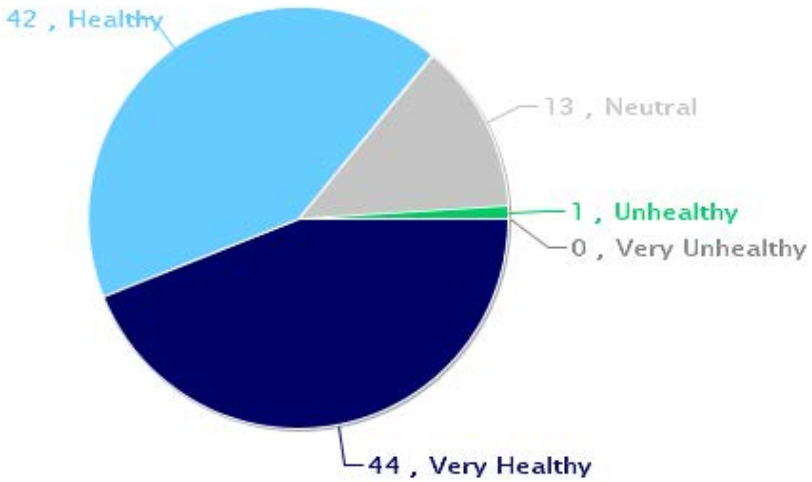
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1629415	Trans- I am in agreement with the bicycle but what happens is that my little girl is still young she is 4 years old. Si estoy de acuerdo con la bisicleta, pero lo que pasa que mi nina todavia esta pequena tiene 4 anos.
1629420	Trans- For me my children are very valuable and I try my best to keep them safe because I also feel much sadness to see so many young children alone without adult accompanying them and walking home alone. Para mi mis hijos valen muchisimo y trato lo mejor que puedo su seguridad, porque tambien me da mucha tristesa ver tantos ninos aun pequenos y sin ningun adulto que los acompane, y se van a sus casas caminando.
1629422	Trans- The children from this school are too young for them to go alone on the street they need to be accompanied by an adult and we would prevent gangs. Los ninos de esta escuela son muy pequenos para que andan solos por las calles deven ser acompanodos por uno adulto y evitariamos los pandillas.
1629437	Trans- How does this survey help or why did they do it? En que ayuda esta encuesta o para que la hicieran
1629440	My daughters are in gymnastics and ballet every week and are very active. walking to school isn't what it used to be.
1629446	Trans- It's very comforting how you're helping with the crosswalk for the children thank you Es muy comfortabie como estan ayudando con el cruce a los ninos gracias
1629466	Trans- Would be good if there were more security guards because the traffic sometimes don't respect the right to cross. Estana bien si ubiera mas guardias de seguritad por el trafico que aveces no respetan el derecno so pasar.
1629549	There would be less traffic is there was a crossing guard directing traffic at the Yosemite and lasalle.
1629556	Trans- My boy is too young still to walk alone to school or to my house and I'm not sure at what age we as parents would feel comfortable letting him come and go alone. Mi nino es muy pequeno aun para qye camine solo hacia la escuela o para mi casa, y no estoy segura a que edad del nino nosotros como padres nos sentiriamos comodos dejarlo que vaya o venga solo.
1629569	Last year we let my 5th grader (then 4th) walk herself home. Once my kindergartner is old enough we will let him do the same. People drive too fast in the mornings.
1629577	Trans- I as a mother do not feel comfortable if I left my little girl alone. But it is good when they are older but also dangerous. Yo como madre no mesieto comoda sidejaria sola a mi nina. Pero es bueno cuando ya son mas grandez pero tambien peligroso.
1631496	Trans- It is healthy to ride bike but the crossings are too dangerous and there are too many accidents I prefer taking him to a park. Es muy sano andar en besiceeta pero los cruses son muy peligroso, y hay muchas accidentes prefitero lleuanrlo a un parque.
1629417	Trans- My daughter is first year she's in this school, has just 2 weeks so I don't trust yet and my little girl is in PK too young. Mi hija es primer ano que esta en esta escuela, tiene apenas 2 semanas aun no estoy en confianza y mi nina es de PK muy pequena.

1629423	The children from this school need to always be accompanied by an adult. Los ninos de esta escuela devan estar ciempre acompanodo por un adulto!
1629443	**NOTE** Parent uses both family vehicle and carpool for school arrival, and for departure family vehicle, carpool and walking are used.
1629448	Trans- I'm in agreement that this be done for the safety of the children. Estoy de acuerde en que hagan esto para la seguridad de los ninos
1631576	**NOTE** Student also takes school bus to school apart from the family vehicle.
1629502	Trans- I don't feel confident that my daughter be walking and on bicycle there is too much traffic and I think that it's not a good idea for other children to be on bikes it's too dangerous. No me siento segura que ande mi hya caminando y en biciclate hay mucho trafico y pienzo que no es burna idea para que otros ninos anden eb bicicleta es muy peligrosos.
1629562	I would let my child walk but he's still very small.
1631292	Too many violence going on these days and I won't allow my child to walk or bike.
1631344	I will NOT allow my granddaughter to walk to school because I am very protective, there have been many kids,teens, and adults whom have been kidnapped, raped, molested and murdered. I am determined to never allow anything to happen to my grandchild.
1631433	Trans- I don't feel confident that my children use the bicycle to school because there are many people who drive too distracted and don't pay attention at the crossings and drive with excess of speed. no me siento segura de que mis hijos usen la bicicleta ala escuela, porque hay muchas personas que manejan muy distraidas y no se fijan en los cruzes y manejan a eccesp de velocidad.
1631458	Trans- I'm Joaquin Santos father of Maisah Santos the reason why she doesn't walk to school is because it's far for her age and it wouldn't be right if she walked alone that distance. soy joaquin santos papa de maisah santos la rason que no camina acia la escuela es que esta leios para su edad y no estaria evien que camine sola esa distancia.
1631481	Trans- So that the children are able to walk or bike we need more supervision in the streets specially on the streets with more than one direction thank you para que los ninos puedan anda, caminando oen bicicleta necesitariamos mas vijilancia en las calles en especial en las calles mas de un solo sentido gracias
1633014	Trans- For the safety of my daughter I prefer to take her and pick her up. Para seguridad de mi hija prefiero llevar la y traerla.
1633018	I really appreciate the cross guard helpers allowing a safe and fast way around the busy times of the day!
1632634	Trans- My daughter is too young still maybe when she starts 5th grade. Mi hija esta muy pequena todavia talves cuando empiese el "5" grado.
1632637	**NOTE** Student also walks to and from school, which can take more then 20 min each way.
1632641	Trans- Would be good if there were more security guards because of the traffic that sometimes don't respect the right of way for pedestrians. Estarla bien si ubiera mas guardias de seguridad por el trafico que aveces no respetan el derecho de pasar. **NOTE** Student also takes a family vehicle to and from school which takes less then 5 minutes both ways.

1632737	Trans- I didn't fill in other box it's easier for me to give you my response this way because my children are minors and they won't allow them to walk alone and because they are in this case very responsible with the teachers, on my part. Thank you No yene otra caja semease mas fasil darles mi respuesta asi porque mis ninos son menores de eday no los ban adejar caminar solos y porque sonehete caso muy responsables con los alunos por mi parte muchas gracias.
1632819	The school drop off is ridiculous! We live way too far for them to walk and only my special needs child qualifies for bus (not that I'd let him take it). There is NO WHERE to park even if you get there 20 mins EARLY!!! My son has special needs and cannot walk far. Also, the drop off doesn't have anyone to ensure he gets to class so I have to park.
1632827	**NOTE** Student also walks home from school apart from taking the family vehicle.
1632849	**NOTE** Student also walks to and from school apart from taking the family vehicle.
1632987	Trans- I feel that the lack of safety is a very important factor which is also why I'm not too sure about walking with my children to school in addition to the distance to the school. Siento que la inseguridad es un factor muy importante por la cual tambien no estoy muy seguro de caminer con mis ninos hacia la escuela ademas de la diztaceia hacia la escuela.
1632996	**NOTE** Student also walks and uses transit to and from school apart from family vehicle.

Parent Survey Reports - Seaside High School

Parent Survey Report: One School in One Data Collection Period

School Name: Seaside High School

Set ID: 18063

School Group: CTPG2018_MPUSD

Month and Year Collected: November 2018

School Enrollment: 0

Date Report Generated: 07/02/2019

% Range of Students Involved in SRTS: Don't Know

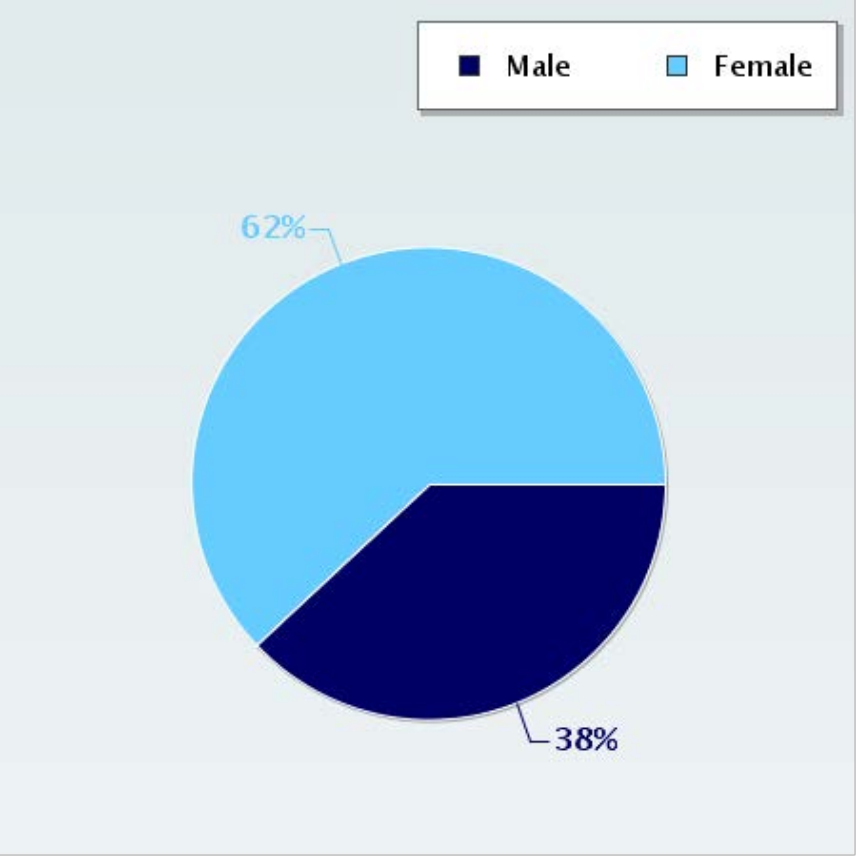
Tags: High School

Number of Questionnaires Distributed: 0

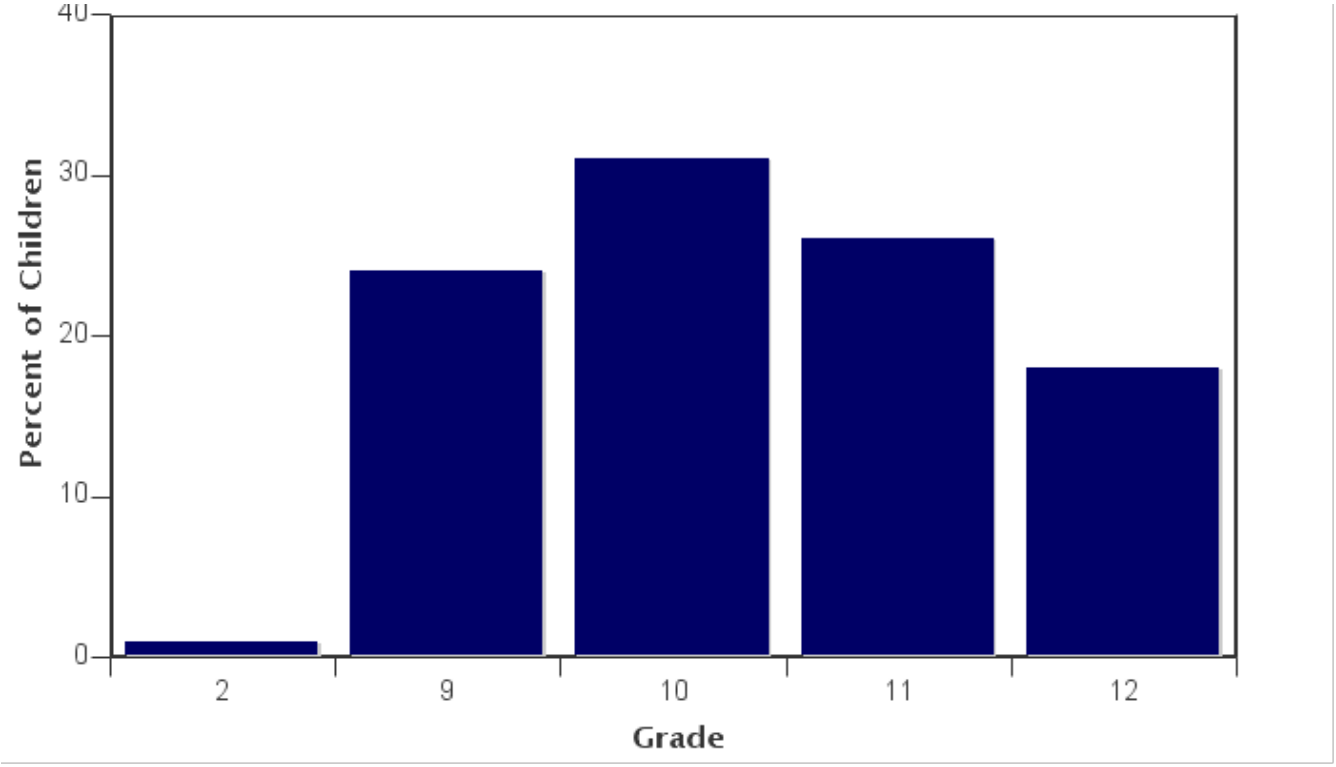
Number of Questionnaires Analyzed for Report: 164

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

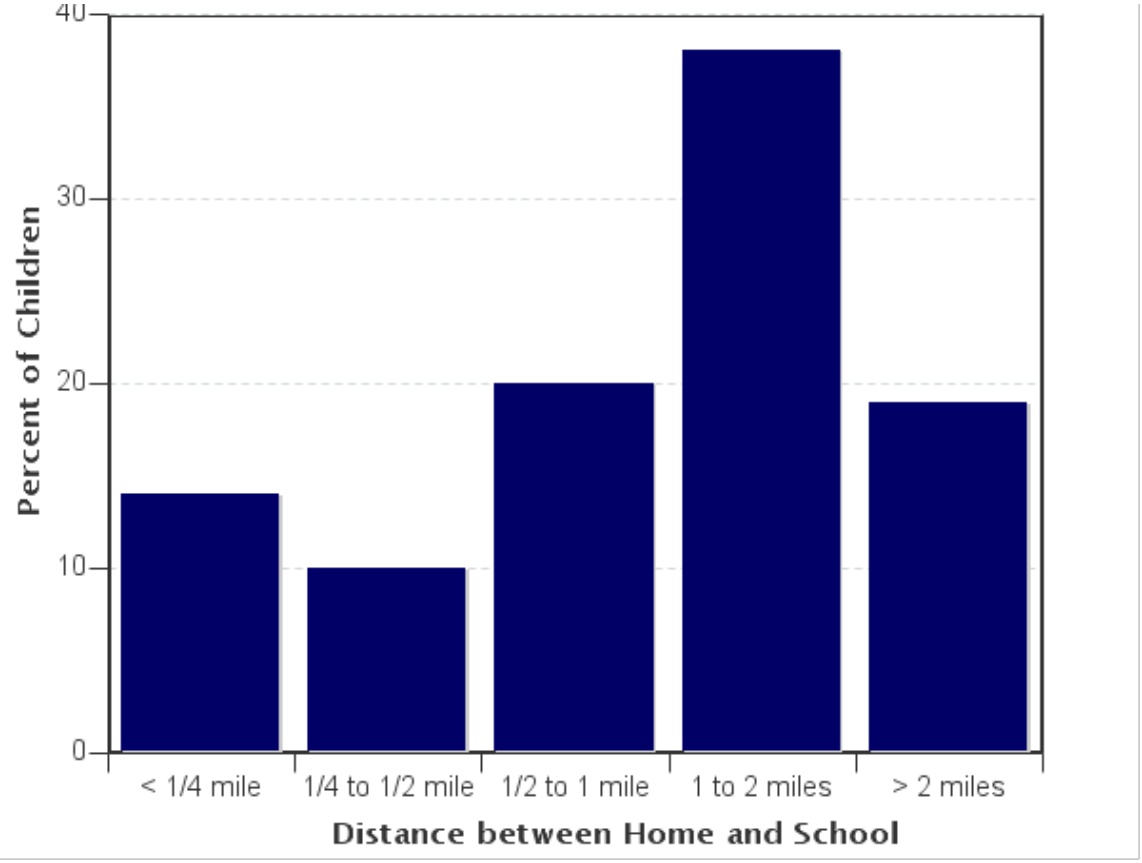


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
2	2	1%
9	39	24%
10	50	31%
11	42	26%
12	30	18%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

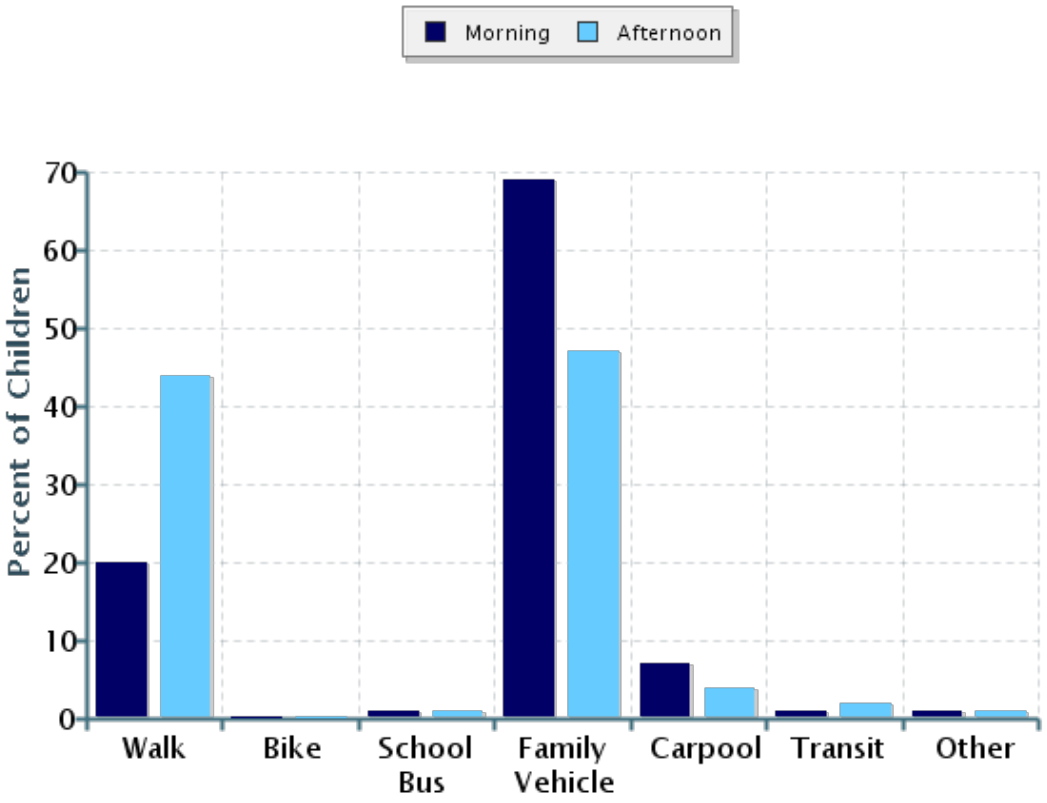


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	21	14%
1/4 mile up to 1/2 mile	15	10%
1/2 mile up to 1 mile	30	20%
1 mile up to 2 miles	57	38%
More than 2 miles	29	19%

Don't know or No response: 12
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

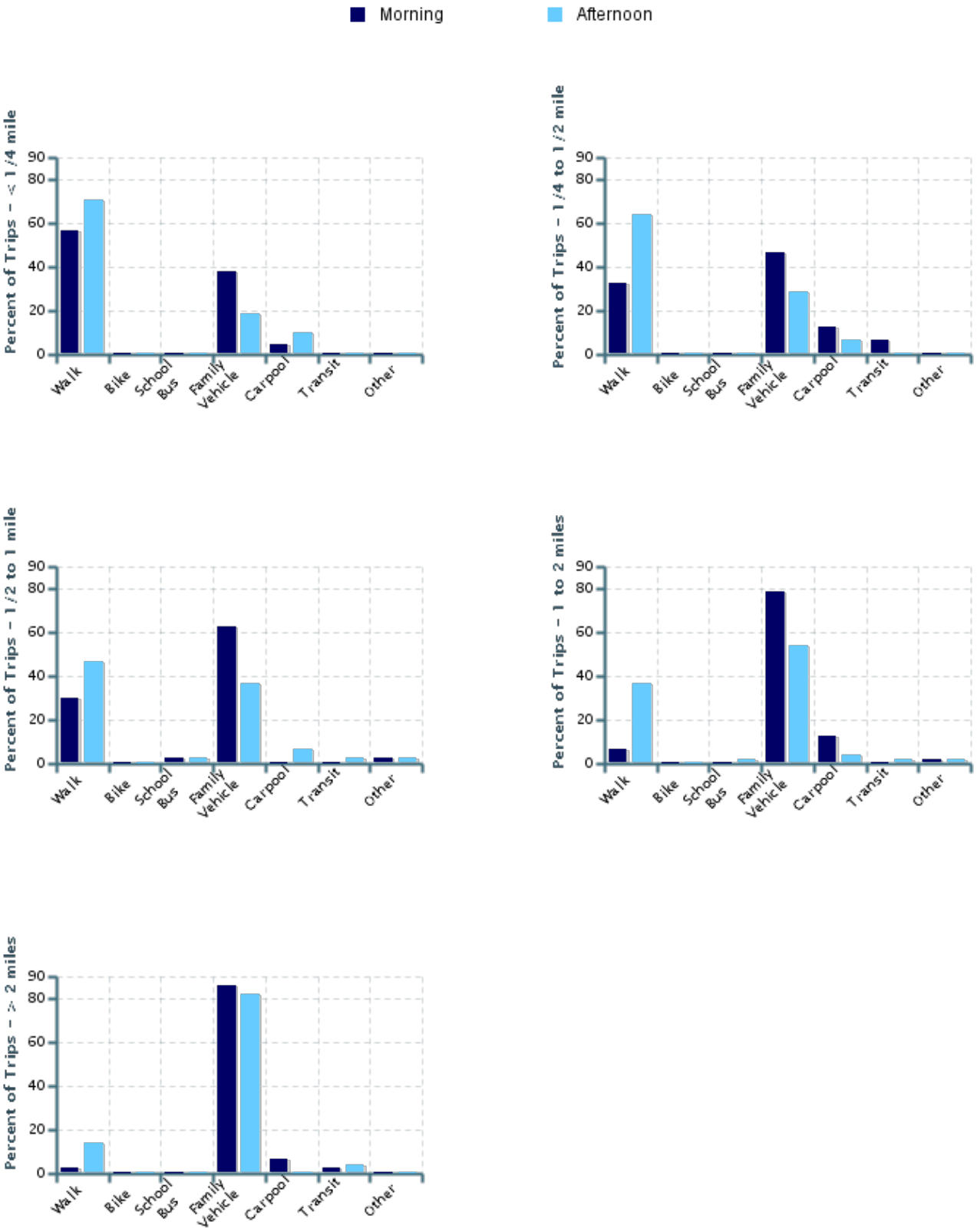


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	162	20%	0%	0.6%	69%	7%	1%	1%
Afternoon	161	44%	0%	1%	47%	4%	2%	1%

No Response Morning: 2
No Response Afternoon: 3
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	57%	0%	0%	38%	5%	0%	0%
1/4 mile up to 1/2 mile	15	33%	0%	0%	47%	13%	7%	0%
1/2 mile up to 1 mile	30	30%	0%	3%	63%	0%	0%	3%
1 mile up to 2 miles	56	7%	0%	0%	79%	13%	0%	2%
More than 2 miles	29	3%	0%	0%	86%	7%	3%	0%

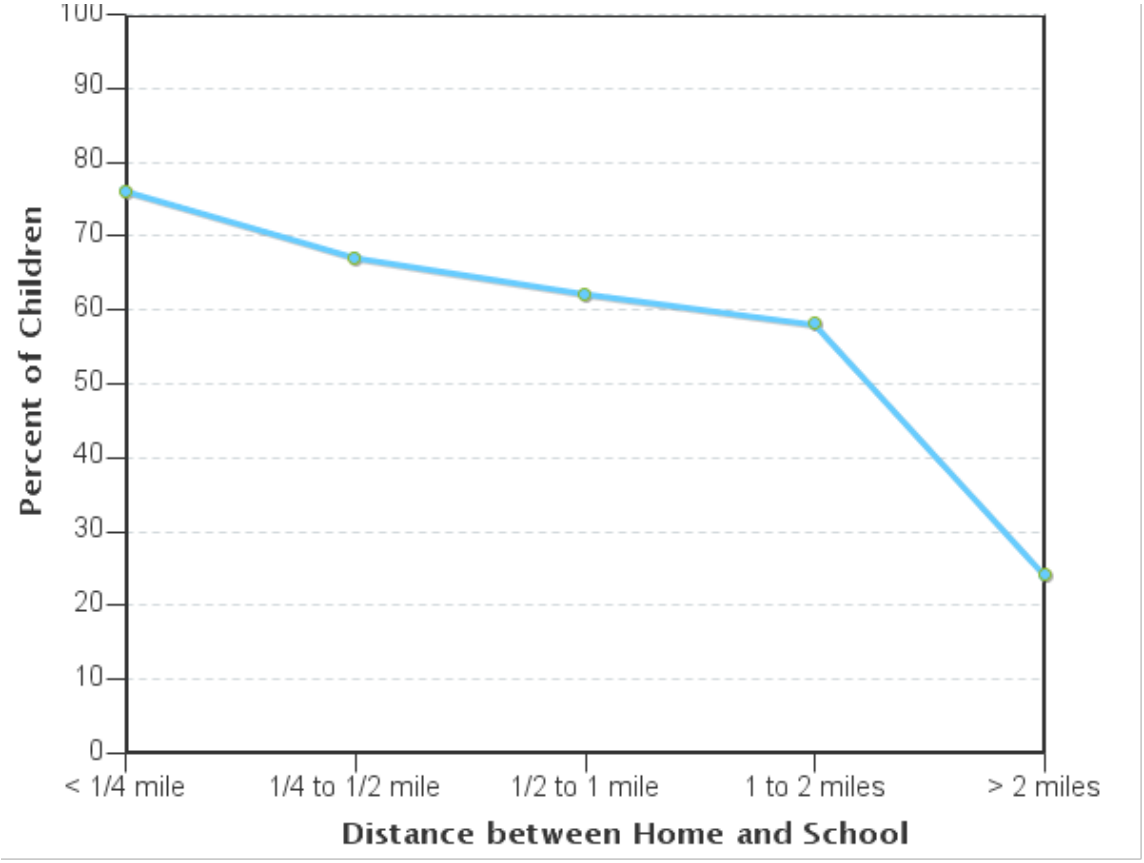
Don't know or No response: 13
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	21	71%	0%	0%	19%	10%	0%	0%
1/4 mile up to 1/2 mile	14	64%	0%	0%	29%	7%	0%	0%
1/2 mile up to 1 mile	30	47%	0%	3%	37%	7%	3%	3%
1 mile up to 2 miles	57	37%	0%	2%	54%	4%	2%	2%
More than 2 miles	28	14%	0%	0%	82%	0%	4%	0%

Don't know or No response: 14
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

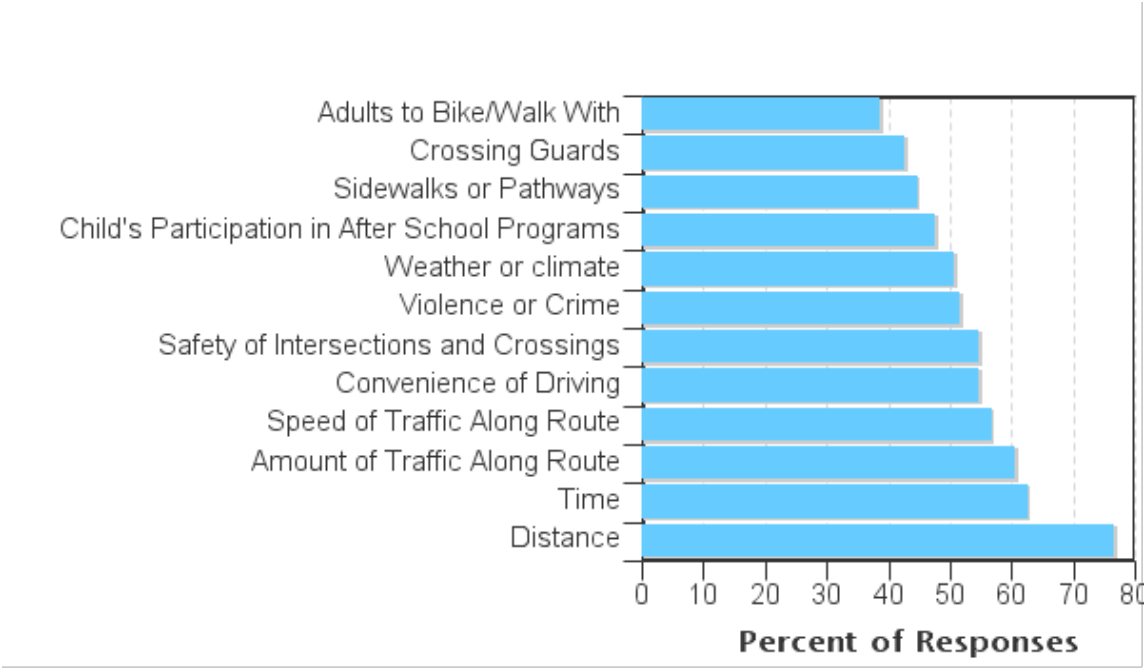


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

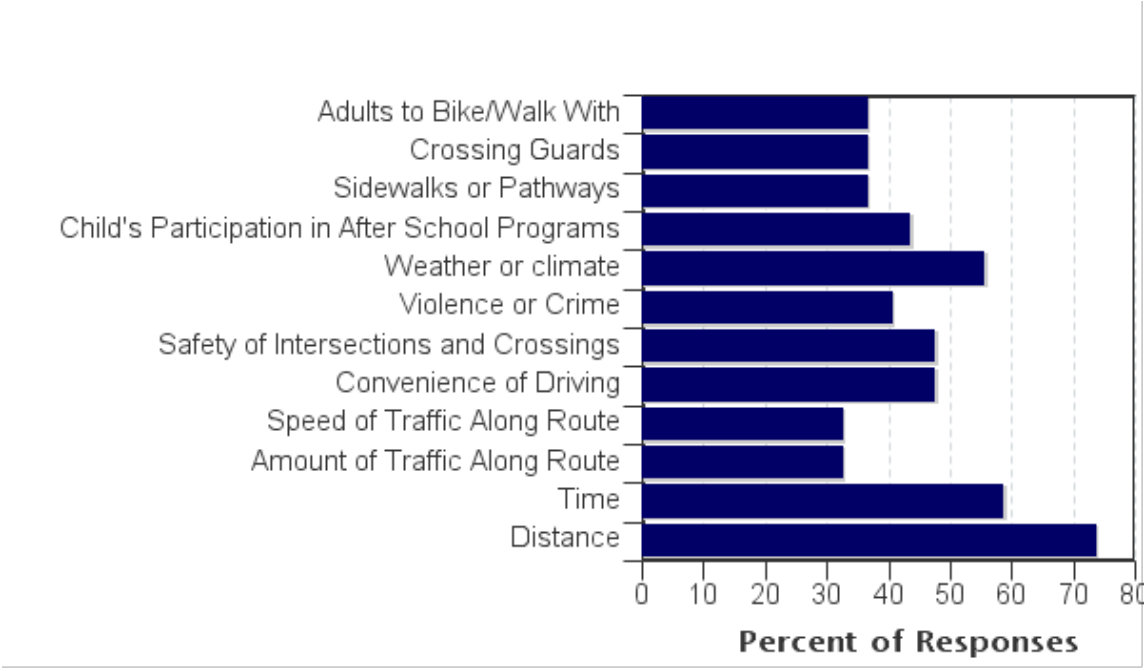
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	82	76%	67%	62%	58%	24%
No	65	24%	33%	38%	42%	76%

Don't know or No response: 17
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

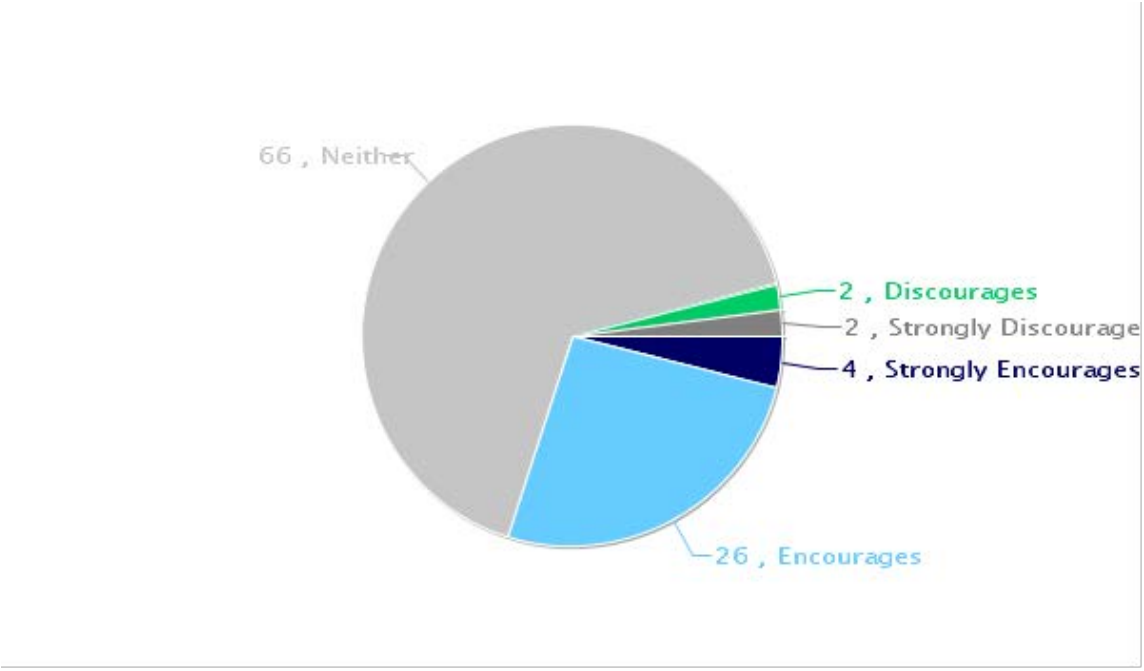


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

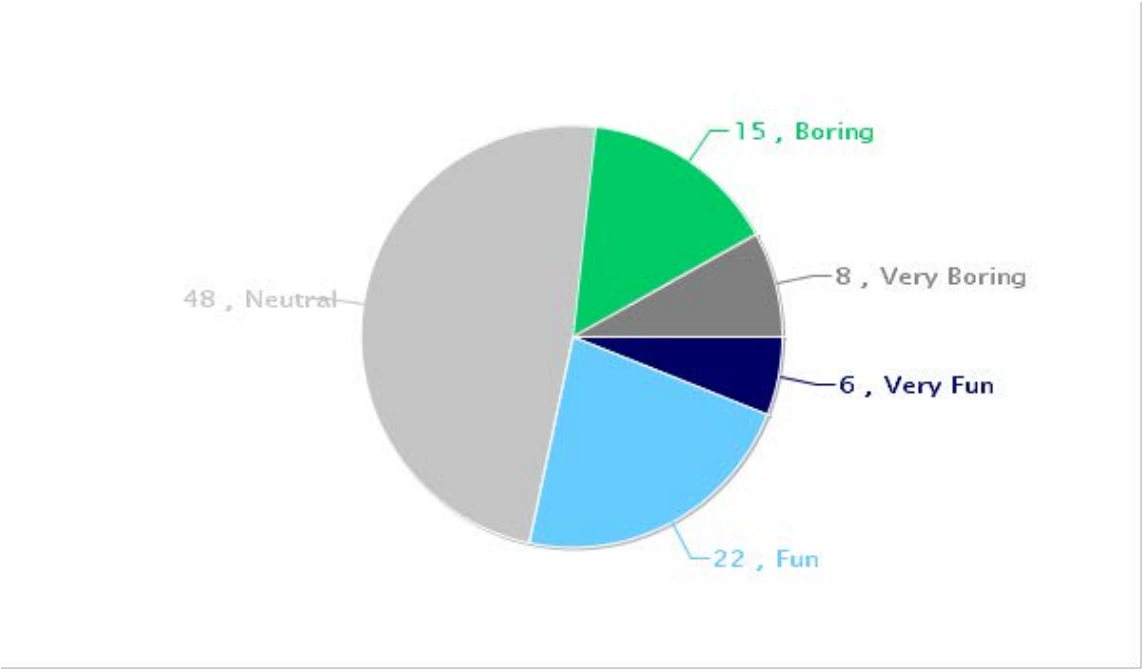
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	77%	74%
Time	63%	59%
Amount of Traffic Along Route	61%	33%
Speed of Traffic Along Route	57%	33%
Convenience of Driving	55%	48%
Safety of Intersections and Crossings	55%	48%
Violence or Crime	52%	41%
Weather or climate	51%	56%
Child's Participation in After School Programs	48%	44%
Sidewalks or Pathways	45%	37%
Crossing Guards	43%	37%
Adults to Bike/Walk With	39%	37%
Number of Respondents per Category	**84**	**27**

No response: 53
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

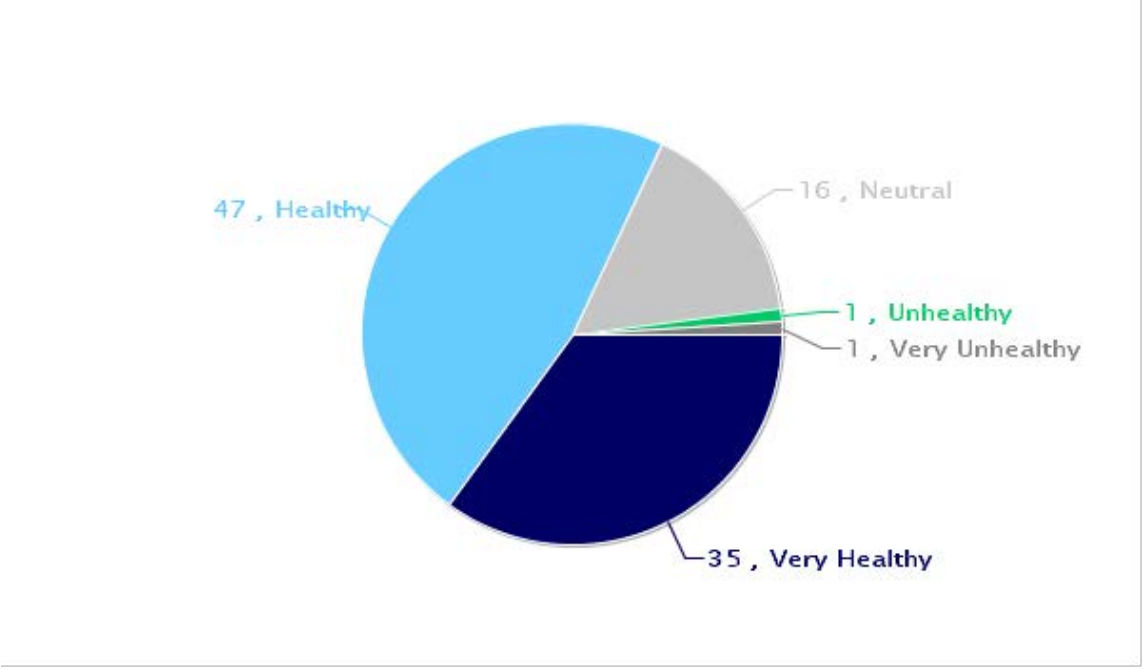
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1654105	Me siento segura que mi hija siempre estara a la hora corespondiente en casa y haciendo un poco de ejersicio al caminar.
1653193	A project that can be done in a short period of time you guys already know the existing problems.
1653225	Id like for the school to provide school bus transportation. I'd also like for more safety for student when they walk home.
1654096	I think is more safety for my son to walk home.
1654116	Mi hijo usa andador poreso no puede andar en bicicleta so la mente que fuera una bicicleta de tres llantas esa si podiia andar.
1653289	I'd like the school or school district to ensure childerns safety when they're walking by educating them to be alert and focus and don't walk while using their cellphones
1655451	Our family drives from Salinas
1655452	Students need more crosswalks on both sides of Noche Buena. No crosswalk untill you get to Ord Grove
1653251	Great Idea
1653272	Poner Pilicias para cuidar alos nino al caminar mas seguros
1655389	Children are not crossing safely after school at Seaside High. They cross in the middle of the street without looking out for coming traffic. They don't use the pedestrian intersection.
1653326	bus please
1654044	Nosotros Como padres es mestro responsibilidad a que hora entra y salen nuestros hijos
1654127	None
1653150	Lo siento no entiendo la 10 y11 para contestar. mi hijo camina algunas veces. Y cuando ya es noche no lo dejo prefiero ir por el.
1653333	You should have a traffic officer or person on noche buena ans Military Street lots of parents don't respect and kids they just cross the streets without caring for their safety.
1653262	Live in Marina
1655428	Live in Marina
1655459	Mis hijos caminan ala escuela, El nino camina poco tiempo y eso pues no me preocupa tanto, lo que si es que la nina camina casi una hora y es preocupante debido que es demasiado lejo y no hay seguridad. *Podrian poner mas seguridad para los que salen de la midle school de seaside.

Parent Survey Reports - Seaside Middle School

Parent Survey Report: One School in One Data Collection Period

School Name: Seaside Middle

Set ID: 18081

School Group: CTPG2018_MPUSD

Month and Year Collected: November 2018

School Enrollment: 0

Date Report Generated: 07/02/2019

% Range of Students Involved in SRTS: Don't Know

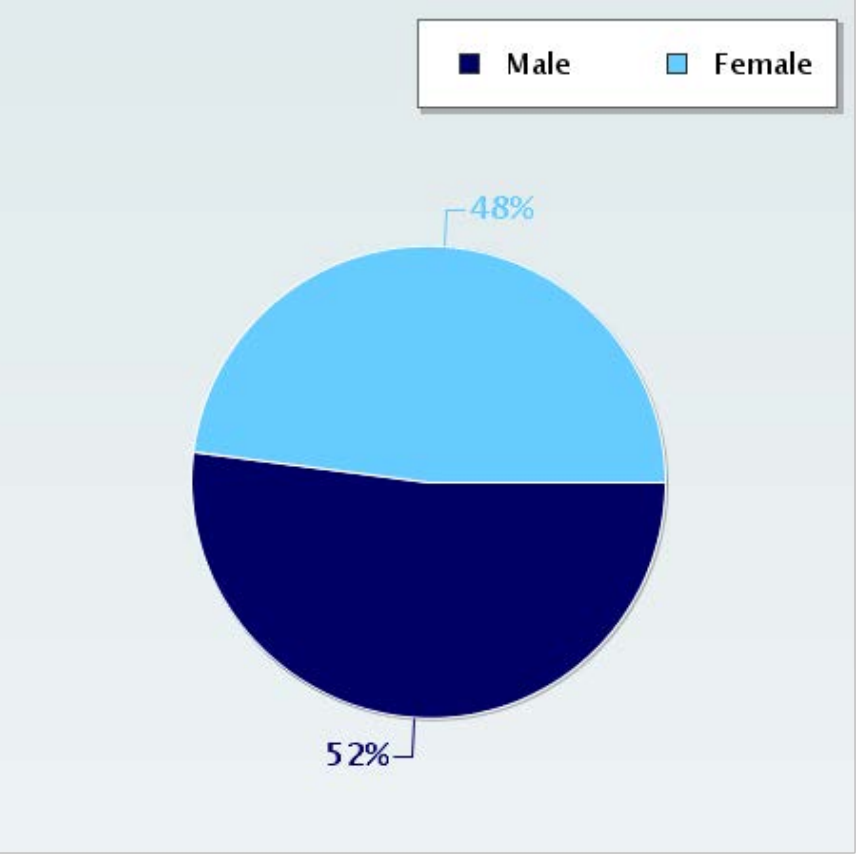
Tags: Middle School

Number of Questionnaires Distributed: 0

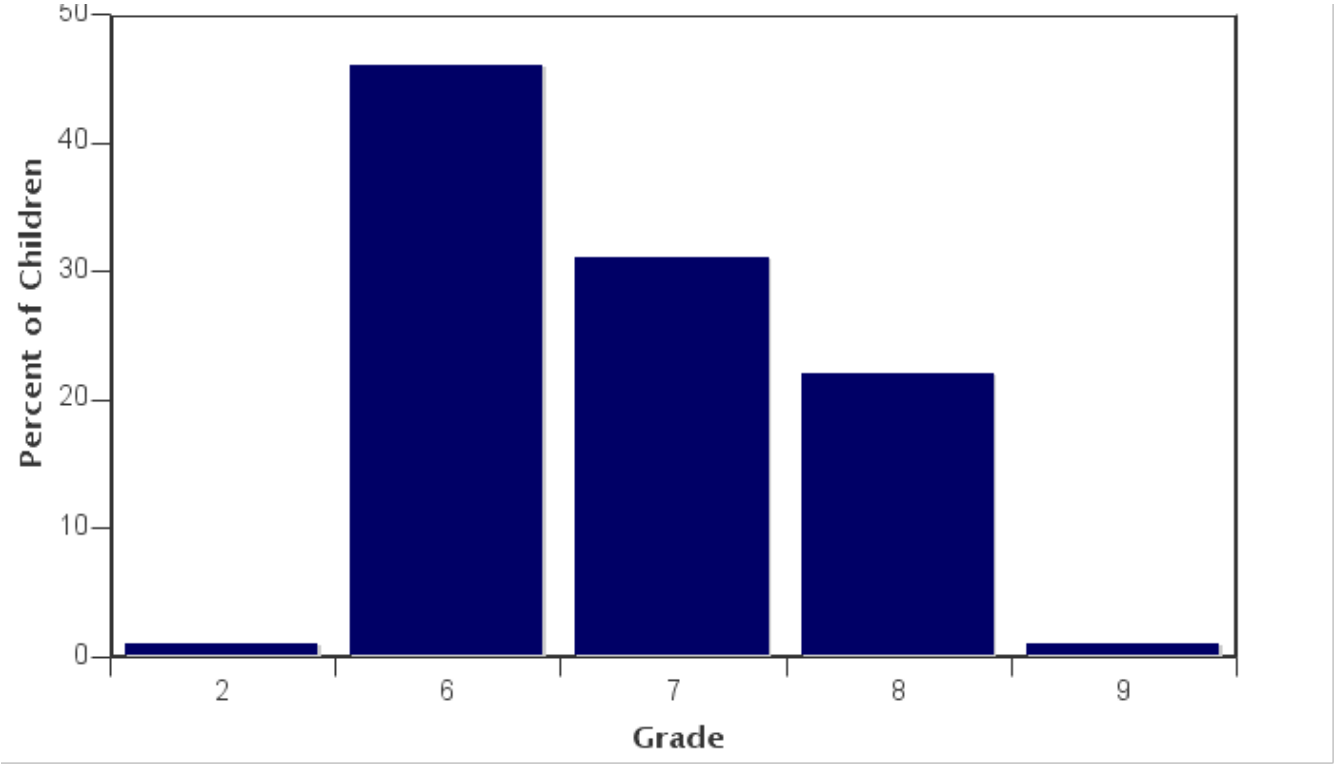
Number of Questionnaires Analyzed for Report: 188

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

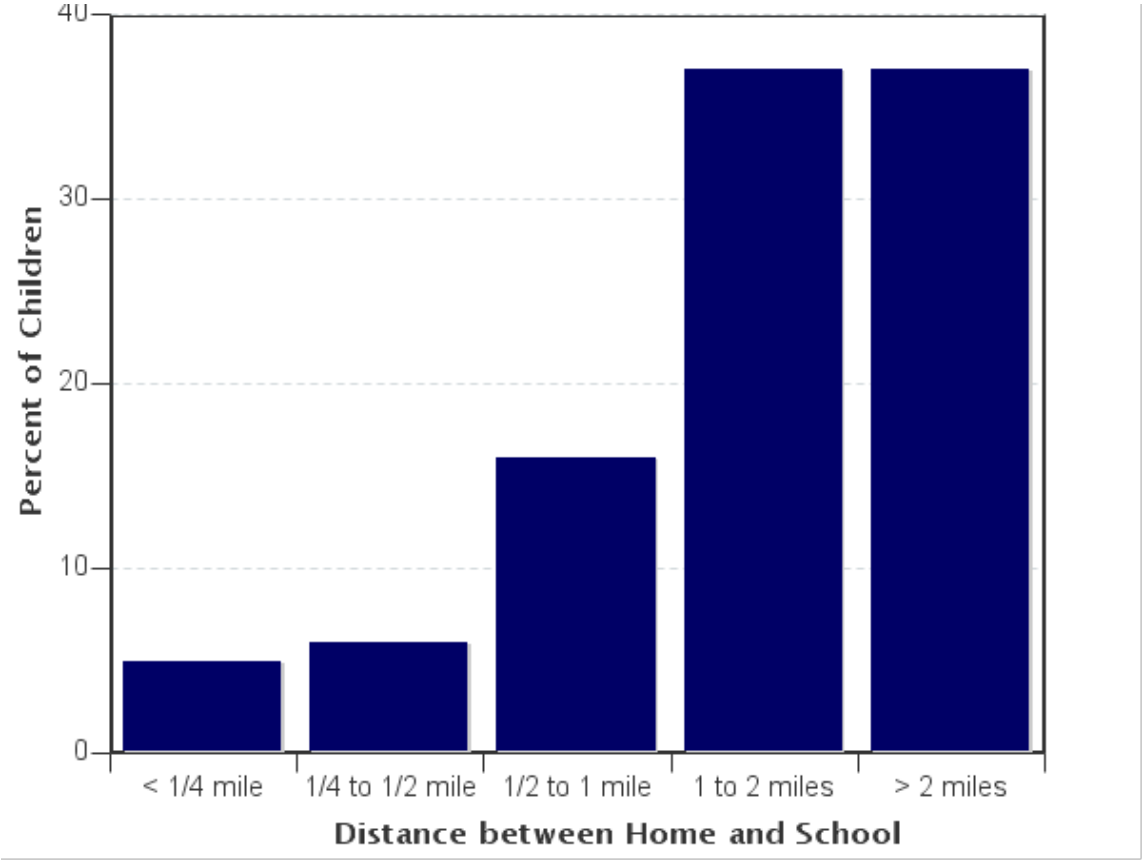


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
2	1	1%
6	82	46%
7	56	31%
8	39	22%
9	1	1%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

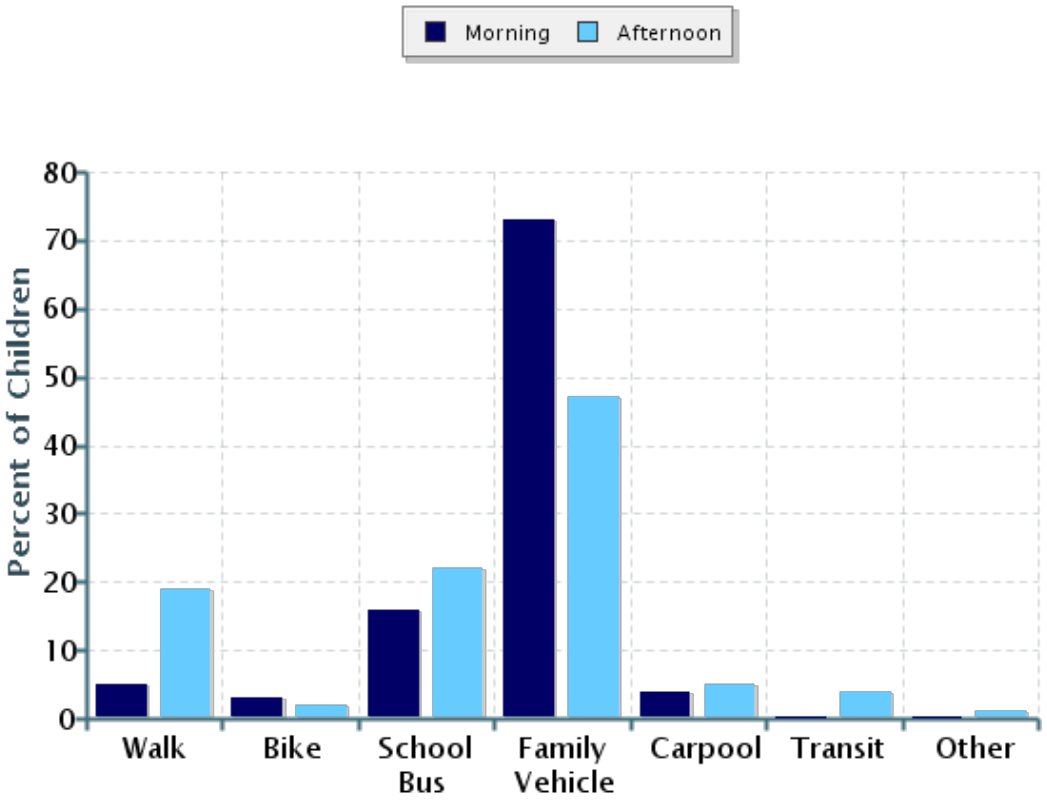


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	7	5%
1/4 mile up to 1/2 mile	8	6%
1/2 mile up to 1 mile	23	16%
1 mile up to 2 miles	52	37%
More than 2 miles	52	37%

Don't know or No response: 46
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

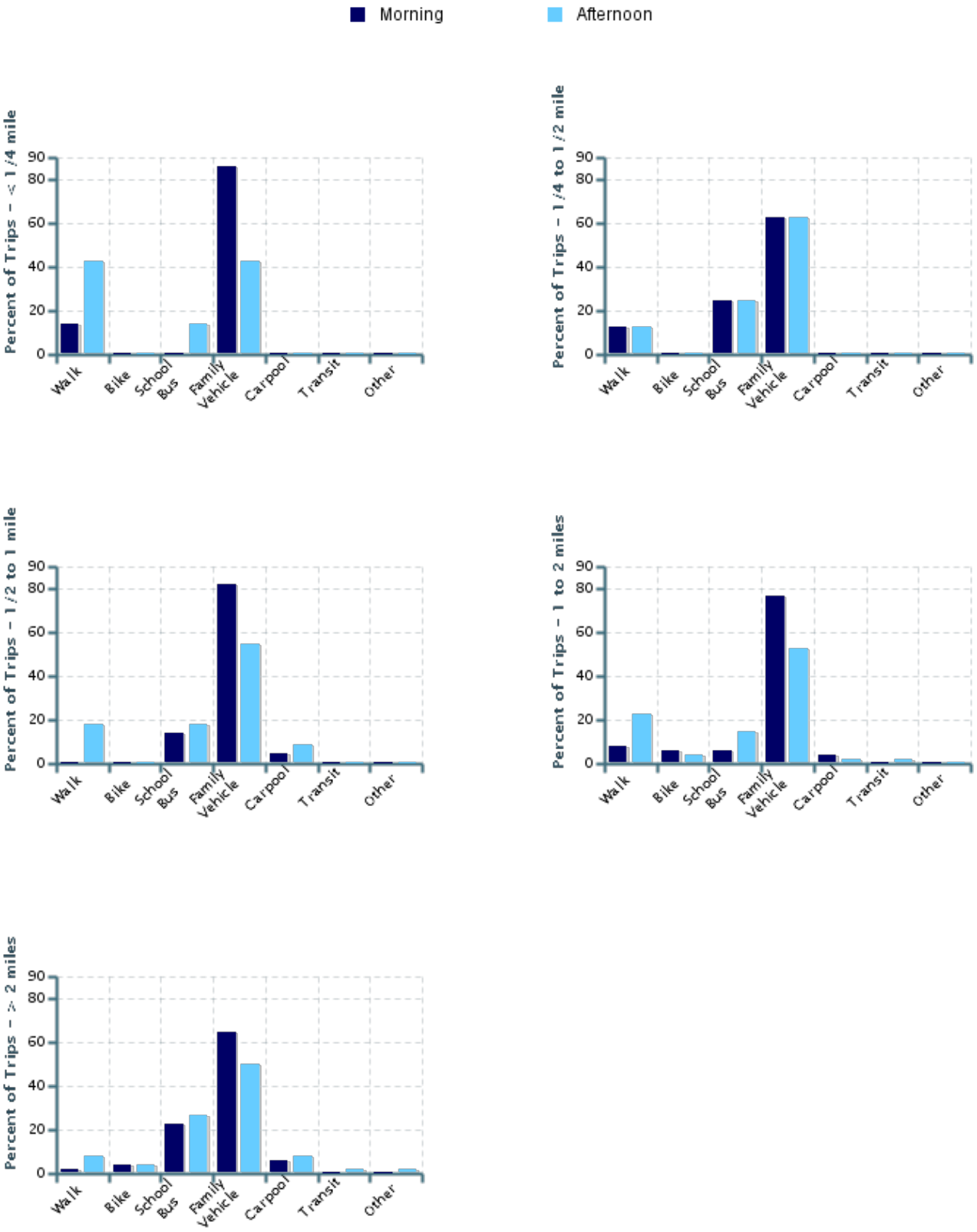


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	186	5%	3%	16%	73%	4%	0%	0%
Afternoon	180	19%	2%	22%	47%	5%	4%	0.6%

No Response Morning: 2
No Response Afternoon: 8
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	14%	0%	0%	86%	0%	0%	0%
1/4 mile up to 1/2 mile	8	13%	0%	25%	63%	0%	0%	0%
1/2 mile up to 1 mile	22	0%	0%	14%	82%	5%	0%	0%
1 mile up to 2 miles	52	8%	6%	6%	77%	4%	0%	0%
More than 2 miles	52	2%	4%	23%	65%	6%	0%	0%

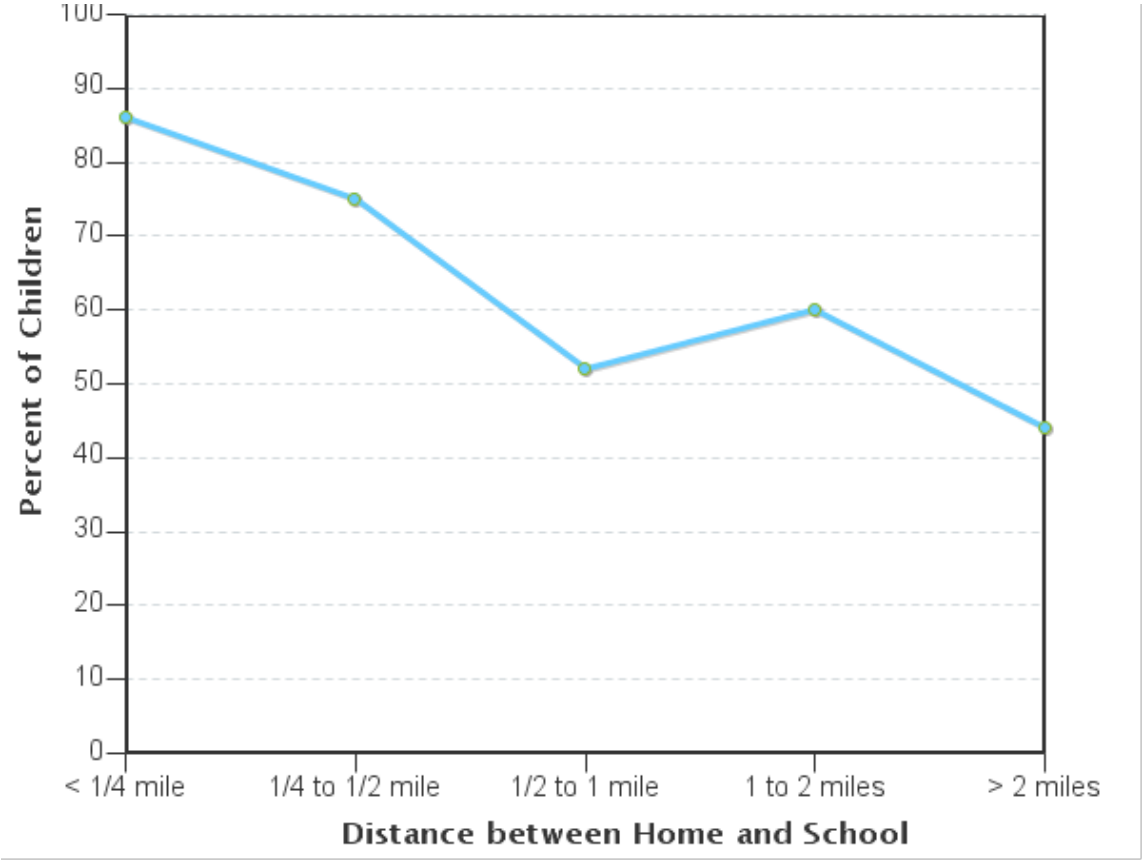
Don't know or No response: 47
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	43%	0%	14%	43%	0%	0%	0%
1/4 mile up to 1/2 mile	8	13%	0%	25%	63%	0%	0%	0%
1/2 mile up to 1 mile	22	18%	0%	18%	55%	9%	0%	0%
1 mile up to 2 miles	47	23%	4%	15%	53%	2%	2%	0%
More than 2 miles	52	8%	4%	27%	50%	8%	2%	2%

Don't know or No response: 52
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

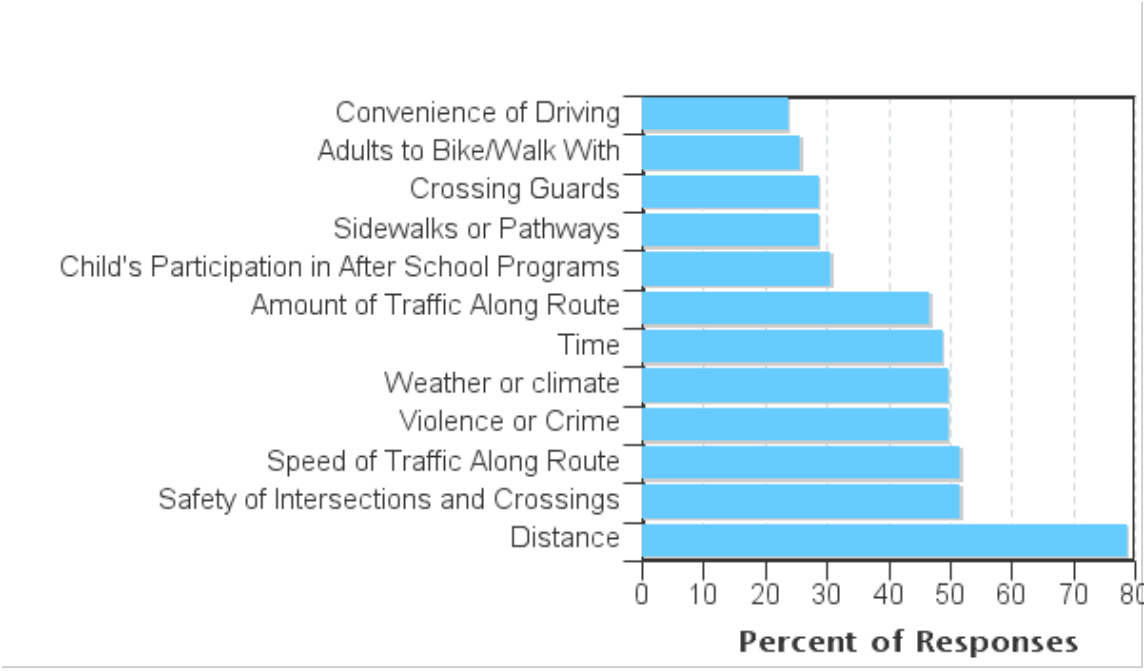


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

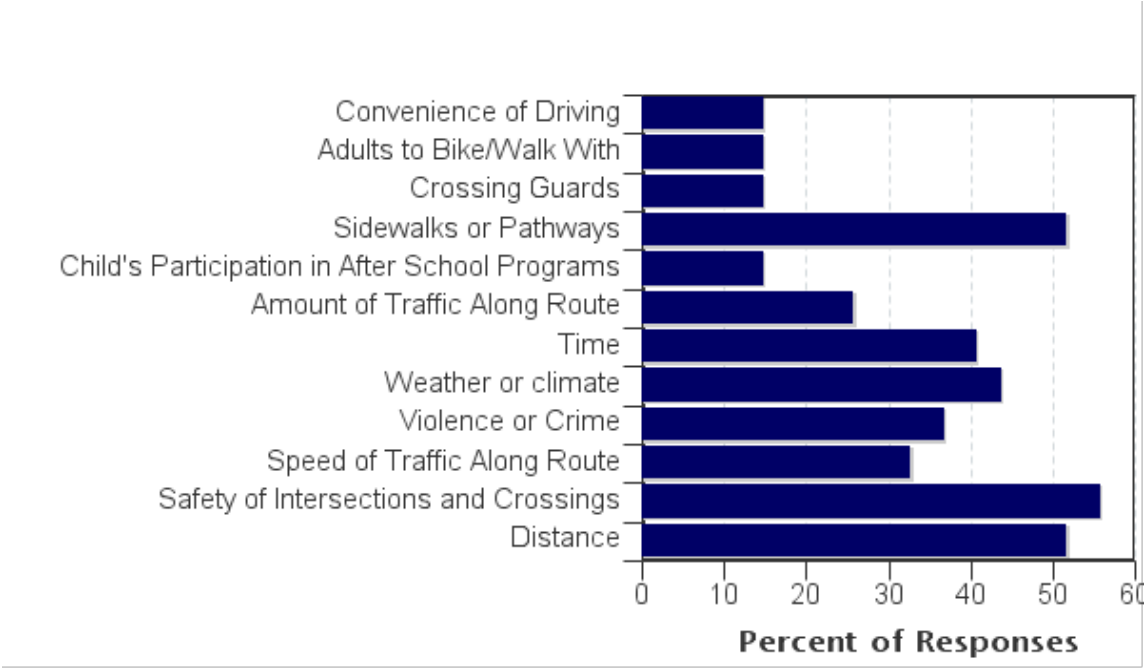
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	78	86%	75%	52%	60%	44%
No	64	14%	25%	48%	40%	56%

Don't know or No response: 46
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	79%	52%
Safety of Intersections and Crossings	52%	56%
Speed of Traffic Along Route	52%	33%
Violence or Crime	50%	37%
Weather or climate	50%	44%
Time	49%	41%
Amount of Traffic Along Route	47%	26%
Child's Participation in After School Programs	31%	15%
Sidewalks or Pathways	29%	52%
Crossing Guards	29%	15%
Adults to Bike/Walk With	26%	15%
Convenience of Driving	24%	15%
Number of Respondents per Category	**123**	**27**

No response: 38

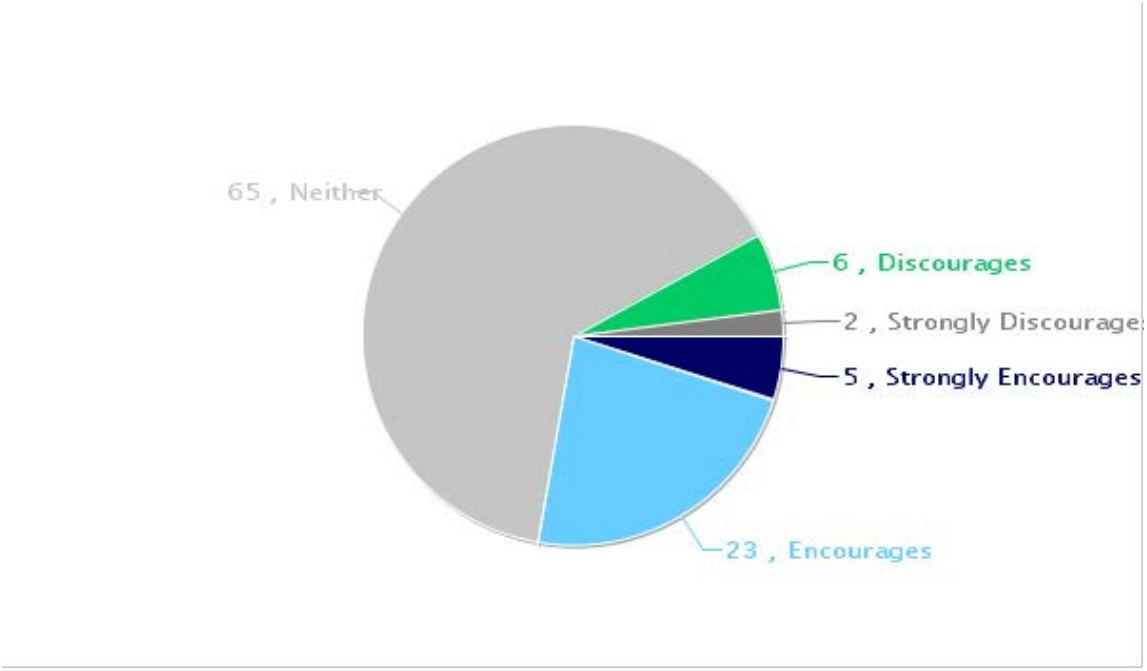
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

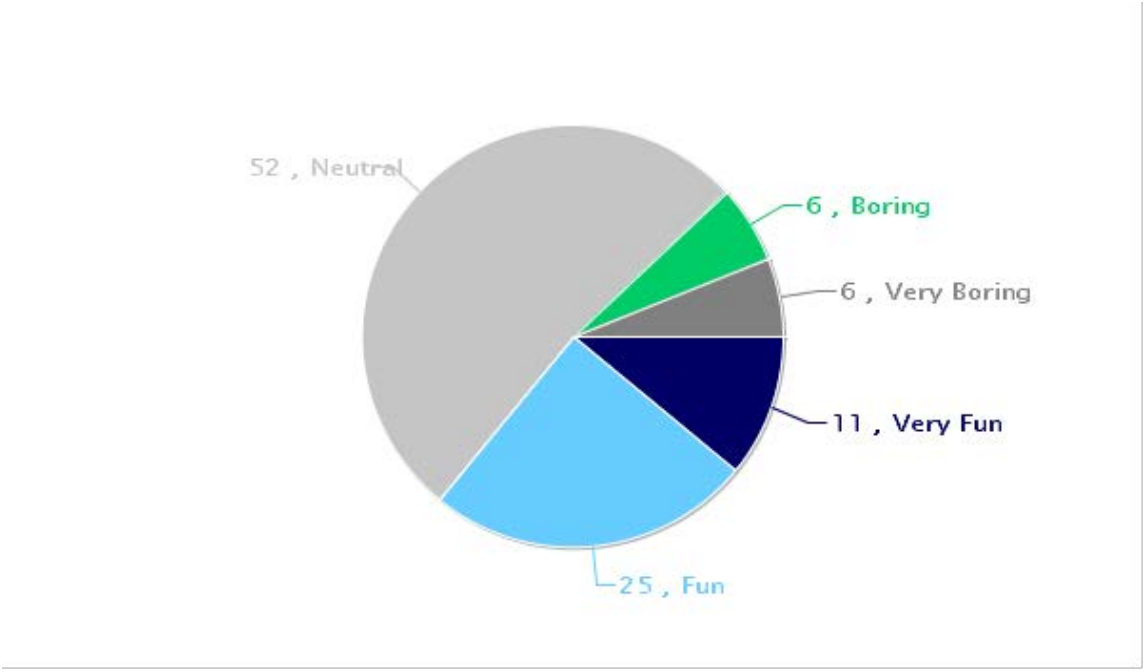
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

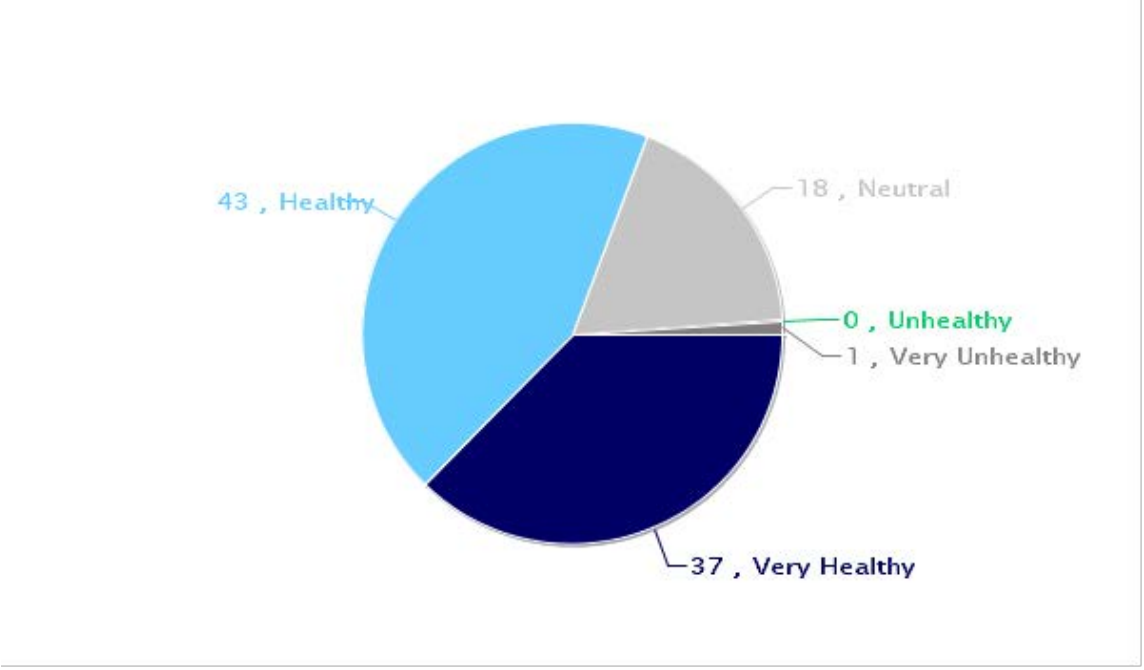
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1646150	propongo el caminar por que es muy bueno pero mi hija no por que vivo muy retirado de la escuela.
1669102	I left 12 and 13 blank because I don't have the knowledge to answer
1644805	En lo personal no me ciento segura que mis hijos cominen, por la inseguridad en las calles para los ninos.
1660067	School is too far for an 11 year old to walk alone at 7am. Walking would take 40+ minutes each way.
1645098	My child doesn't own a bike.
1669072	I would not allow my son to walk because there are many dangers out on the streets in present day and my son is only 11 years old. Our home is also far from the school. And I am a mom who has become distrustful - perhaps I am overprotective.
1646112	We are a family of 5, 4 kids and 1 adult.
1661208	I don't know why the highest grade level completed affects the outcome of the survey :/
1659407	Child refuses to walk/bike - lazy
1669089	I believe that my child is too young for walking/biking by herself, and I have no other adults to go with her.
1646166	In my opinion it's a good idea to walk from school to home because kids can have the opportunity to practice walking as an exercise.
1660861	Traffic, walking, biking would all be safer with a traffic signal at Coe Ave and Gen Jim Moore.
1645119	Me gustaría que pudieron mi nino ir a la escuela en bicicleta en grupos para tener mas cuidado en supervisión de un adulto.
1659406	Traffic, walking, biking would all be safer with a traffic signal at COE Ave and Gen. Jim Moore.
1669086	School is really far from our home and the bus stop is at an unsafe place - a lot of drugs and homeless folks around there and it is a lonely zone (not many others around for safety).
1669107	The speed limit on Gen Jim Moore Rd is posted at 40 mph. Parents taking and picking up their kids go usually 50-60 mph. They have caused me to not let my child walk/bike to Seaside Middle School.
1660862	Child refuses to walk/bike - very lazy
1669108	I am not against children walking to school but if adults can take them and pick them up that would be preferable. For the safety of my children and all others.
1646176	Mis hijas no vienen en bicicleta porque vivimos asta Monterrey y también porque muchas personas no respetan las senales de transito y da un poco de miedo. pero síes muy sano acer ejersio.
1659513	Sorry questions 10 and 11 are unclear to me for how to answer, but I don't like to let my son walk or bike to school, it is unsafe.
1659258	Thank you for this survey and for your concern for our kids' safety.

Student Tally Reports - Central Coast High School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Central Coast High

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 6

Set ID: 27368

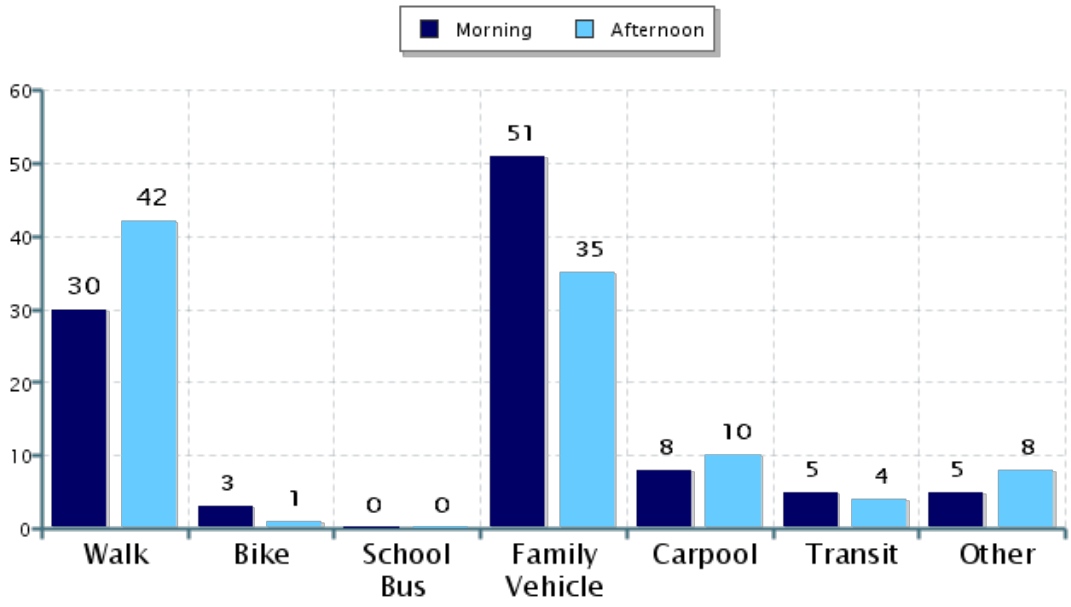
Month and Year Collected: September 2018

Date Report Generated: 07/09/2019

Tags: High School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

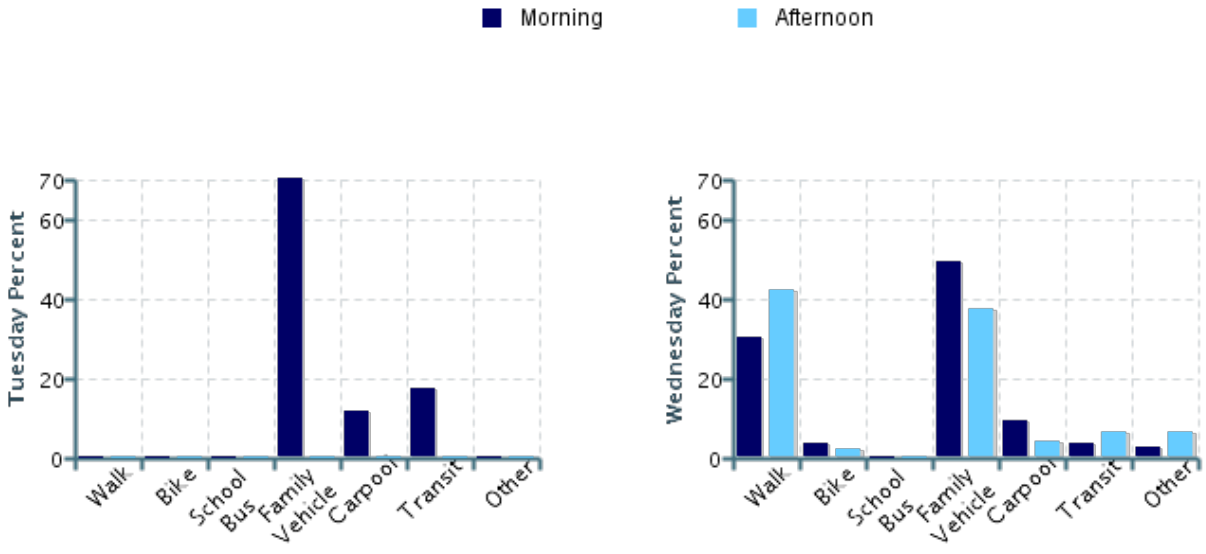


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	152	30%	3%	0%	51%	8%	5%	5%
Afternoon	79	42%	1%	0%	35%	10%	4%	8%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

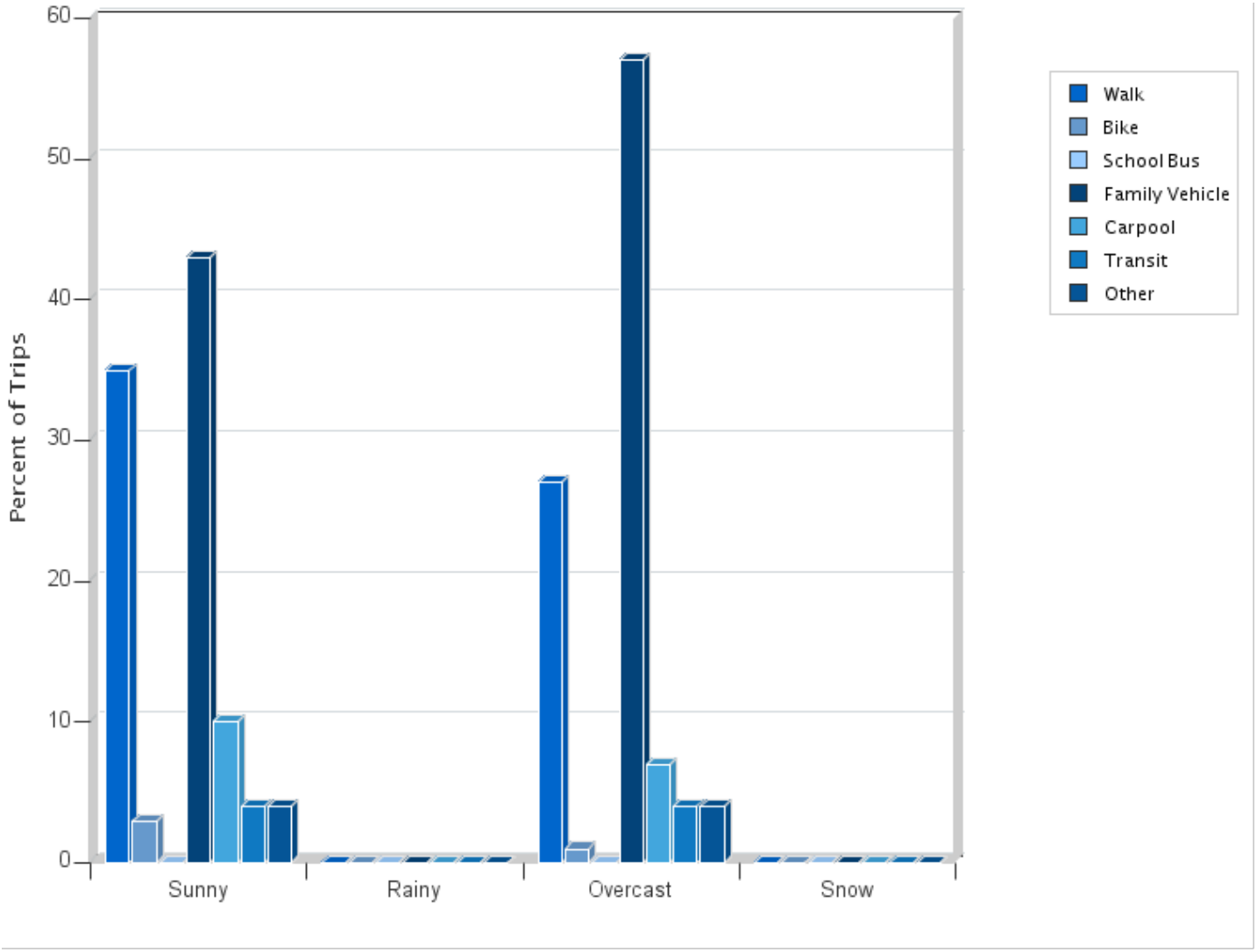


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	17	0%	0%	0%	71%	12%	18%	0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM	75	31%	4%	0%	49%	9%	4%	3%
Wednesday PM	45	42%	2%	0%	38%	4%	7%	7%
Thursday AM	60	37%	2%	0%	47%	5%	2%	8%
Thursday PM	34	41%	0%	0%	32%	18%	0%	9%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	97	35%	3%	0%	43%	10%	4%	4%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	74	27%	1%	0%	57%	7%	4%	4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Crumpton Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Crumpton Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 11

Set ID: 27364

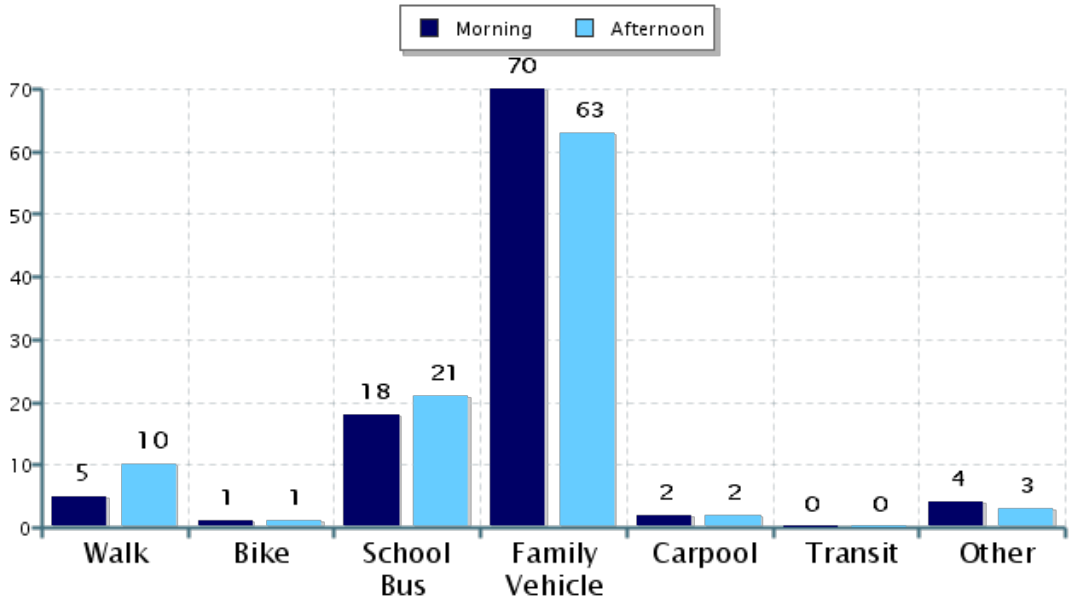
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

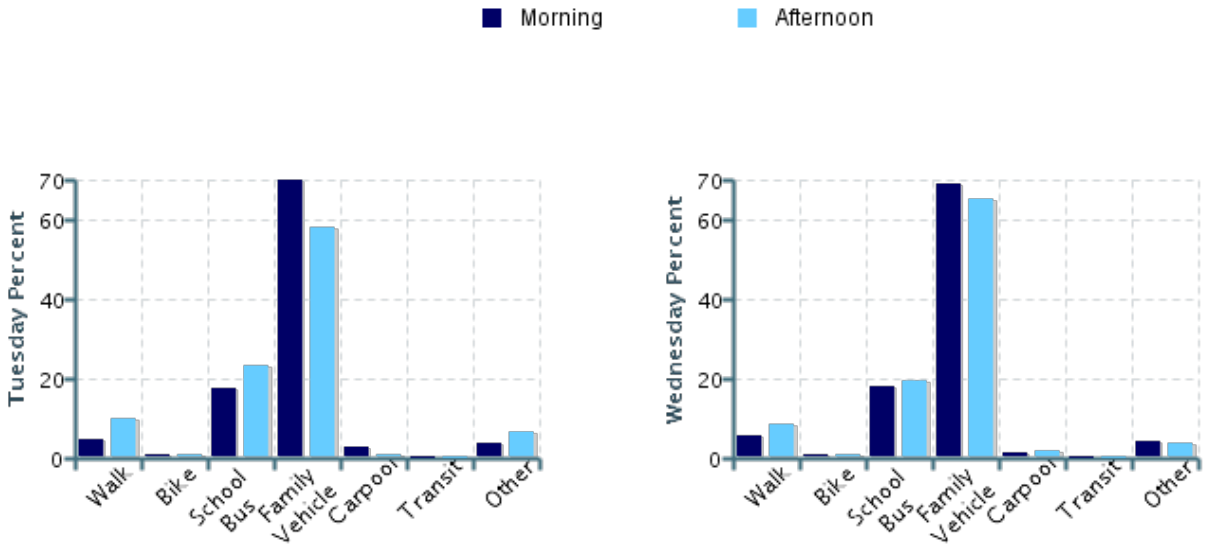


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	517	5%	0.6%	18%	70%	2%	0%	4%
Afternoon	516	10%	1.0%	21%	63%	2%	0%	3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

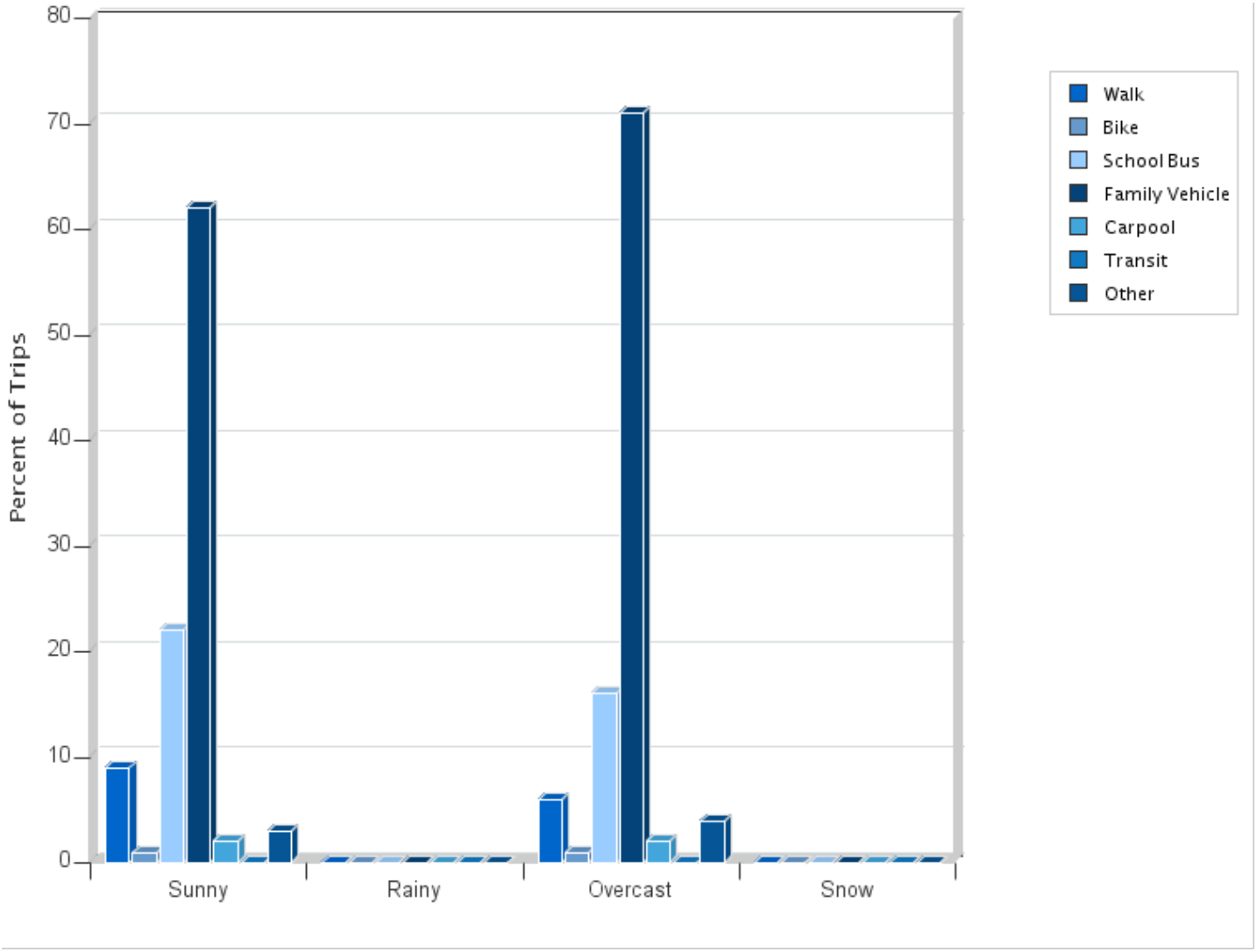


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	130	5%	0.8%	18%	70%	3%	0%	4%
Tuesday PM	132	10%	0.8%	23%	58%	0.8%	0%	7%
Wednesday AM	192	6%	1%	18%	69%	2%	0%	4%
Wednesday PM	190	8%	1%	19%	65%	2%	0%	4%
Thursday AM	195	6%	0%	19%	70%	3%	0%	3%
Thursday PM	194	11%	1%	21%	63%	3%	0%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	534	9%	0.9%	22%	62%	2%	0%	3%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	487	6%	0.6%	16%	71%	2%	0%	4%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Del Rey Woods Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Del Rey Woods Elementary

Set ID: 27369

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 07/08/2019

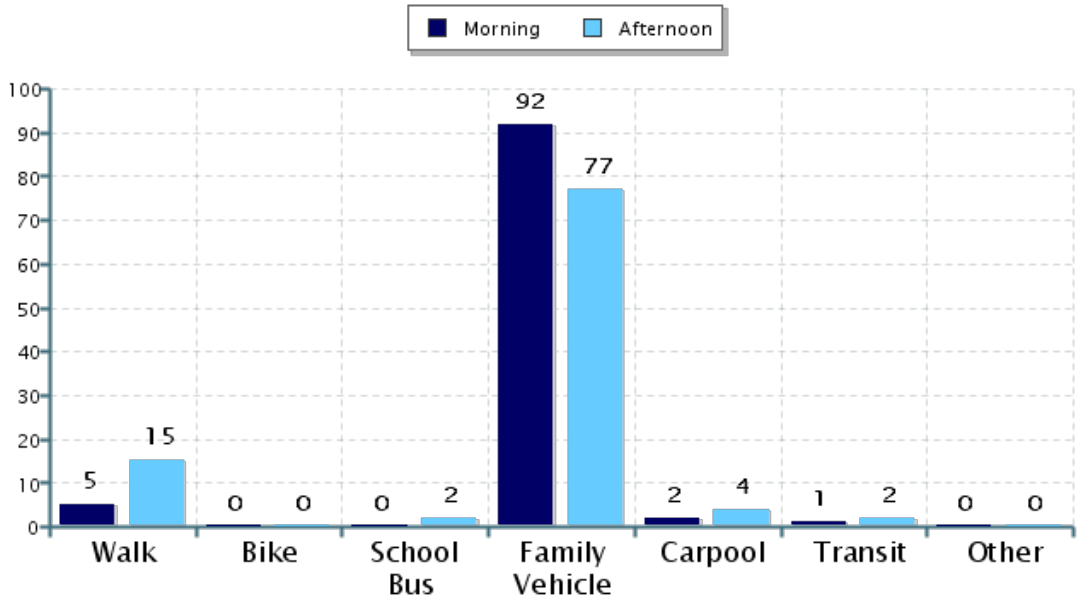
% of Students reached by SRTS activities:

Tags: Elementary School

Number of Classrooms Included in Report: 7

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

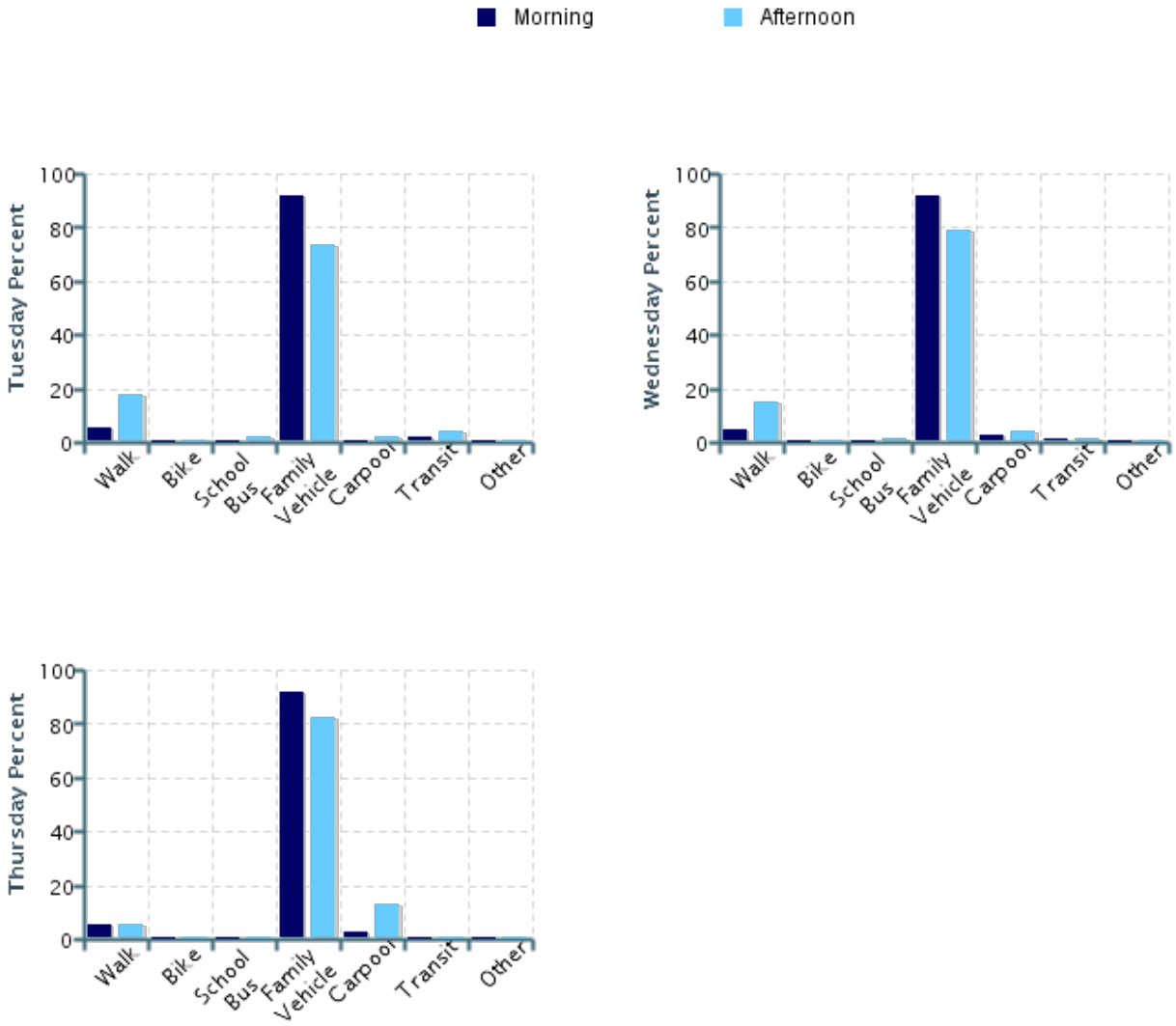


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	296	5%	0%	0%	92%	2%	1%	0%
Afternoon	299	15%	0%	2%	77%	4%	2%	0%

Percentages may not total 100% due to rounding.

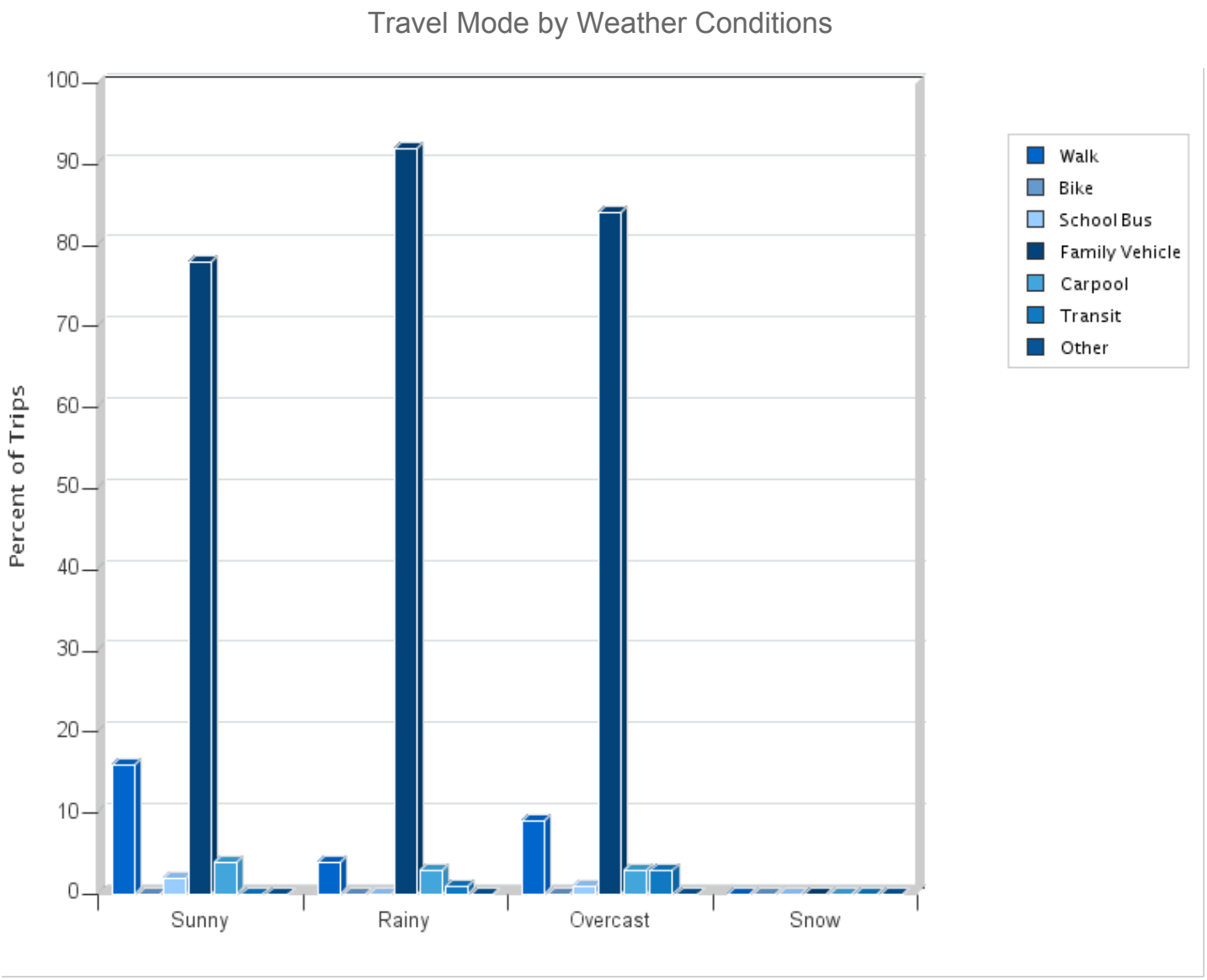
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	127	6%	0%	0%	92%	0%	2%	0%
Tuesday PM	128	18%	0%	2%	73%	2%	4%	0%
Wednesday AM	131	5%	0%	0%	92%	3%	0.8%	0%
Wednesday PM	132	15%	0%	2%	79%	4%	0.8%	0%
Thursday AM	38	5%	0%	0%	92%	3%	0%	0%
Thursday PM	39	5%	0%	0%	82%	13%	0%	0%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	156	16%	0%	2%	78%	4%	0%	0%
Rainy	149	4%	0%	0%	92%	3%	0.7%	0%
Overcast	237	9%	0%	0.8%	84%	3%	3%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Dual Language Academy

Student Travel Tally Report: One School in One Data Collection Period

School Name: Dual Language Academy

Set ID: 27370

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 07/08/2019

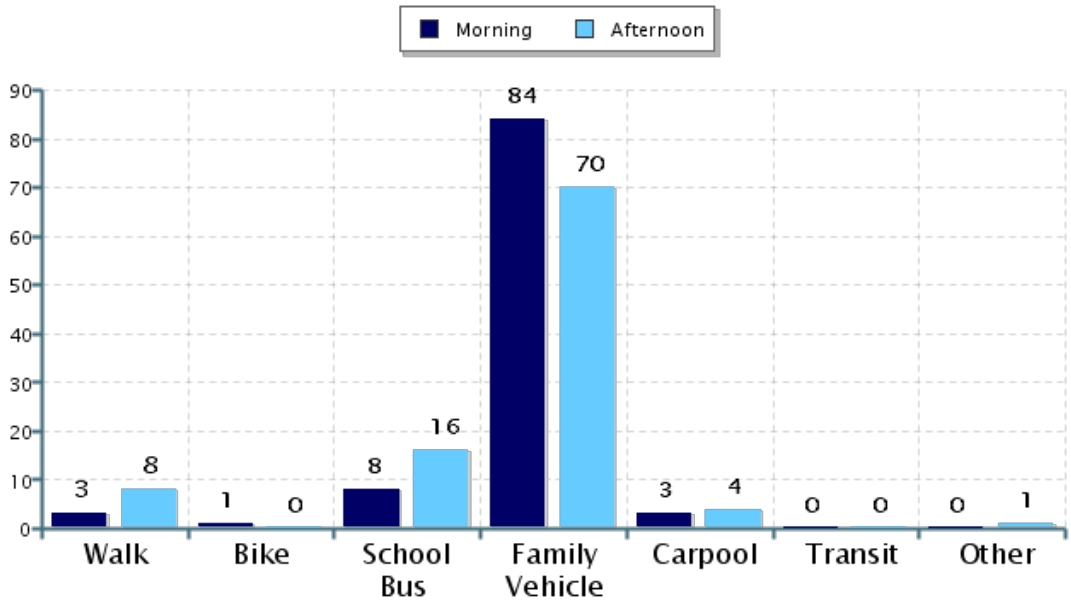
% of Students reached by SRTS activities:

Tags: K-8 School

Number of Classrooms Included in Report: 10

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

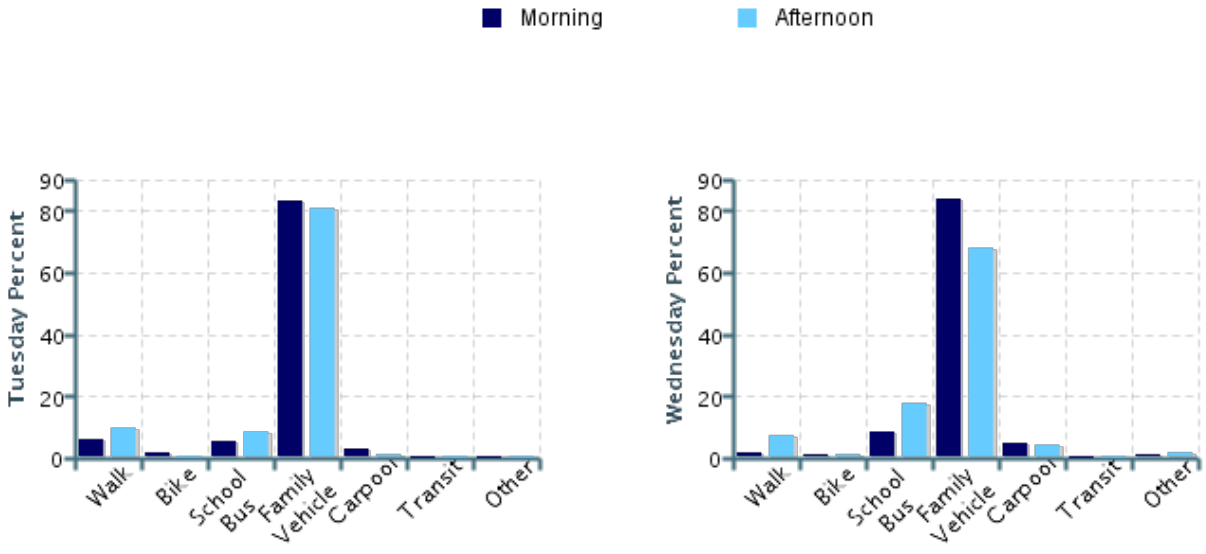


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	441	3%	0.9%	8%	84%	3%	0%	0.5%
Afternoon	440	8%	0.5%	16%	70%	4%	0%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

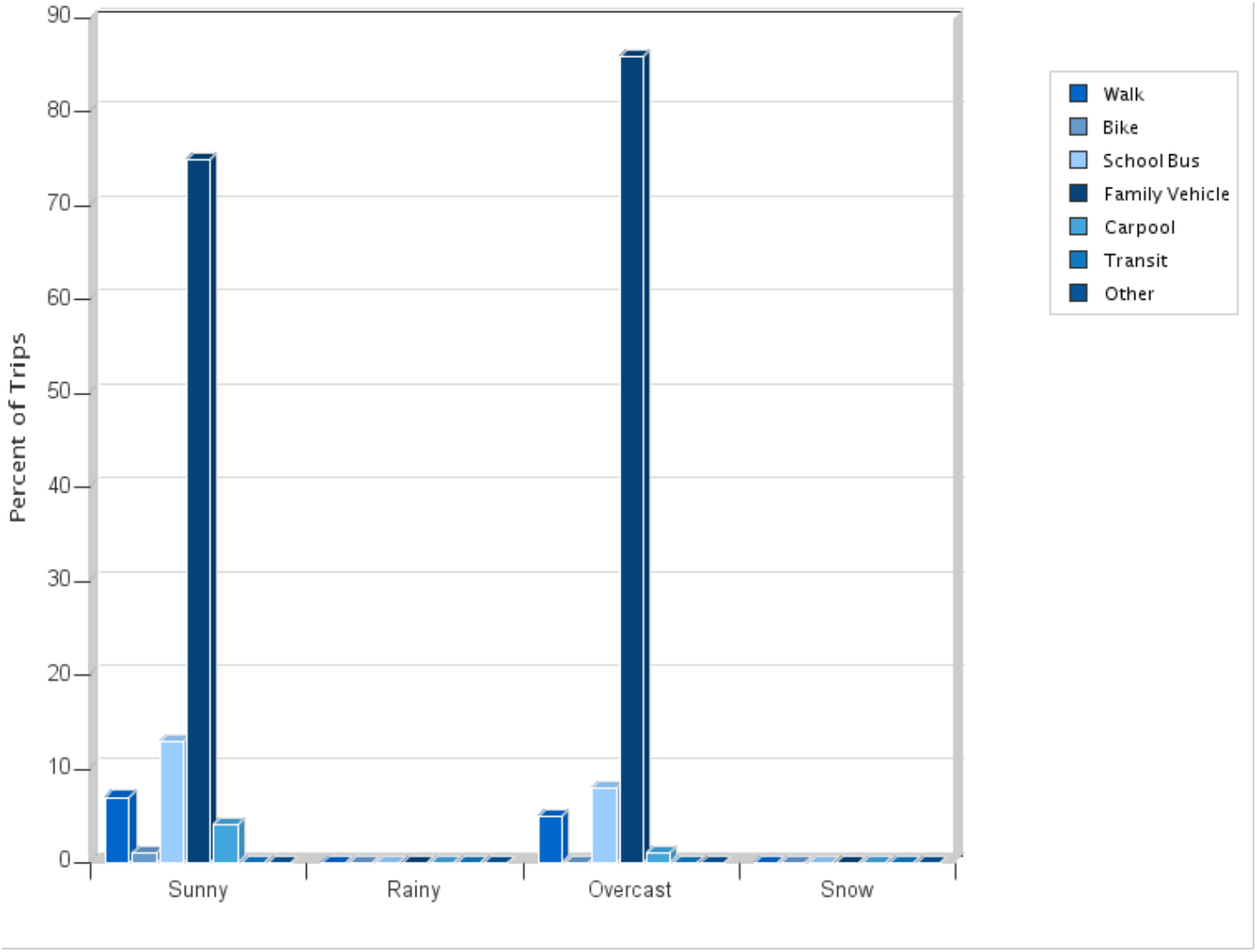


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	127	6%	2%	6%	83%	3%	0%	0%
Tuesday PM	126	10%	0%	9%	81%	0.8%	0%	0%
Wednesday AM	178	2%	0.6%	8%	84%	5%	0%	0.6%
Wednesday PM	178	7%	0.6%	18%	68%	4%	0%	2%
Thursday AM	136	2%	0.7%	9%	86%	1%	0%	0.7%
Thursday PM	136	9%	0.7%	21%	62%	5%	0%	2%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	563	7%	0.9%	13%	75%	4%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	246	5%	0.4%	8%	86%	1%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Highland Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Highland Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 12

Set ID: 27371

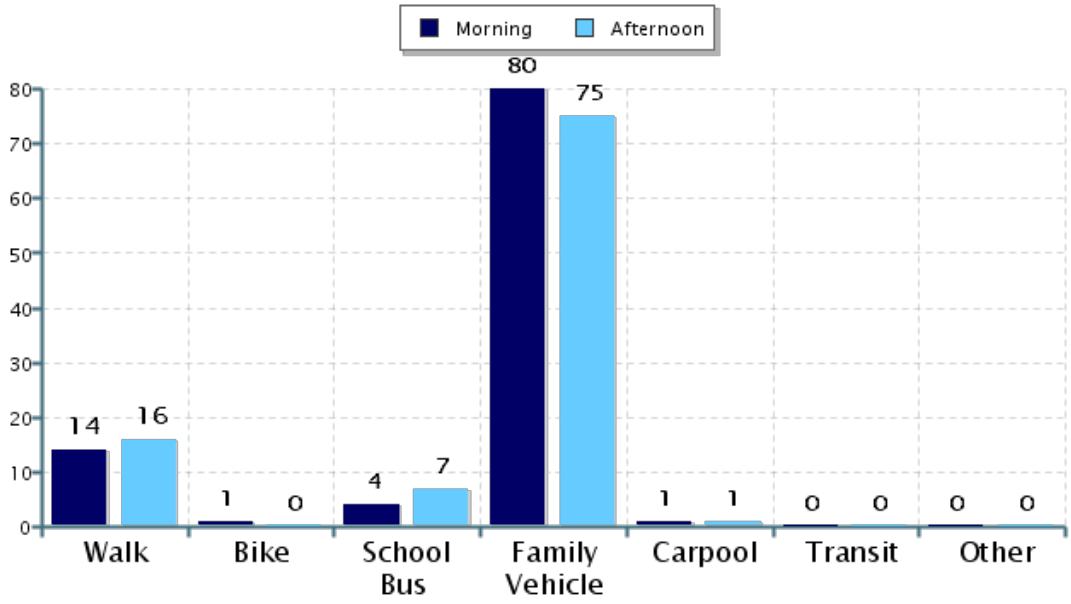
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

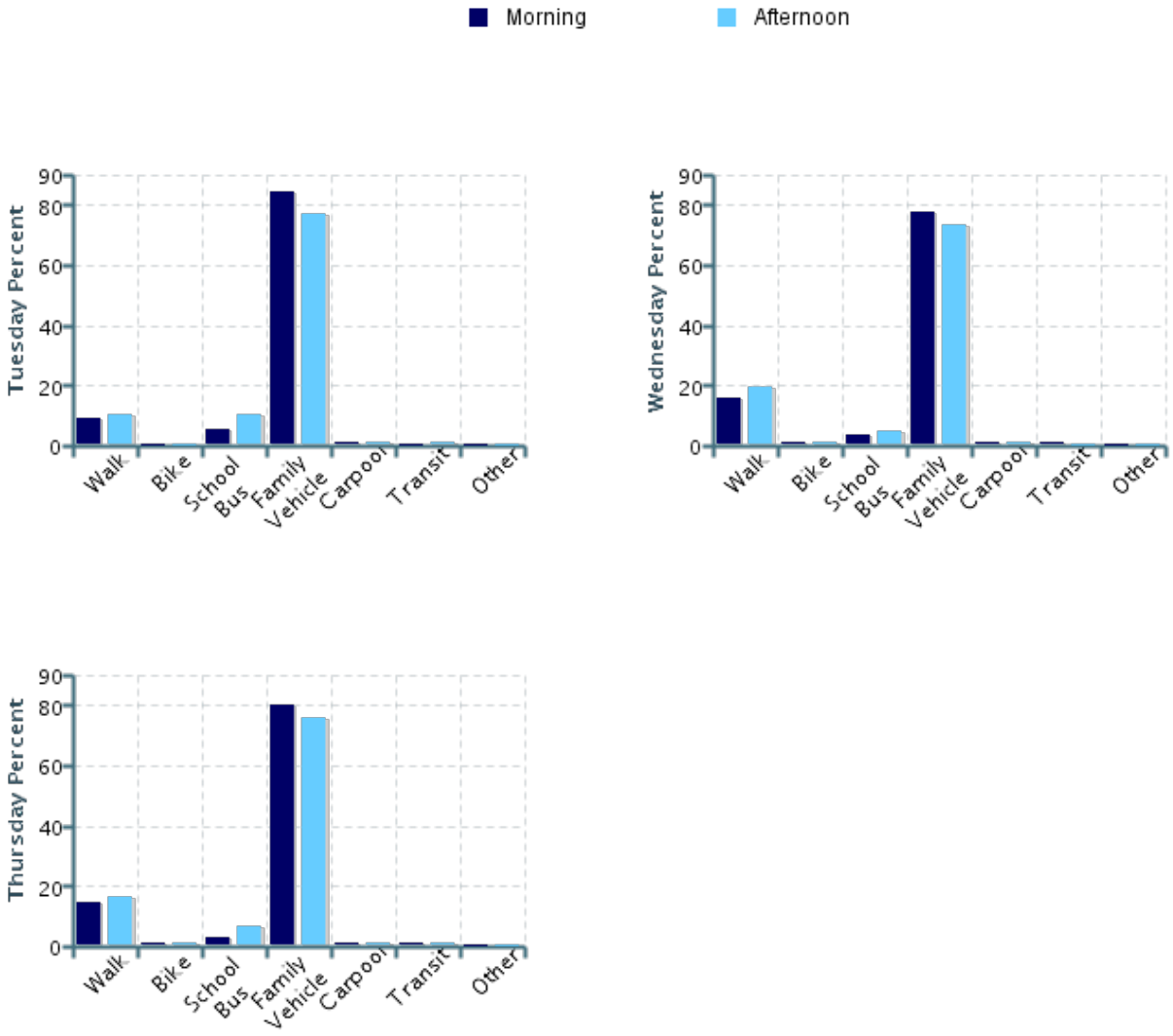


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	545	14%	0.6%	4%	80%	1%	0.4%	0%
Afternoon	545	16%	0.4%	7%	75%	0.9%	0.4%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

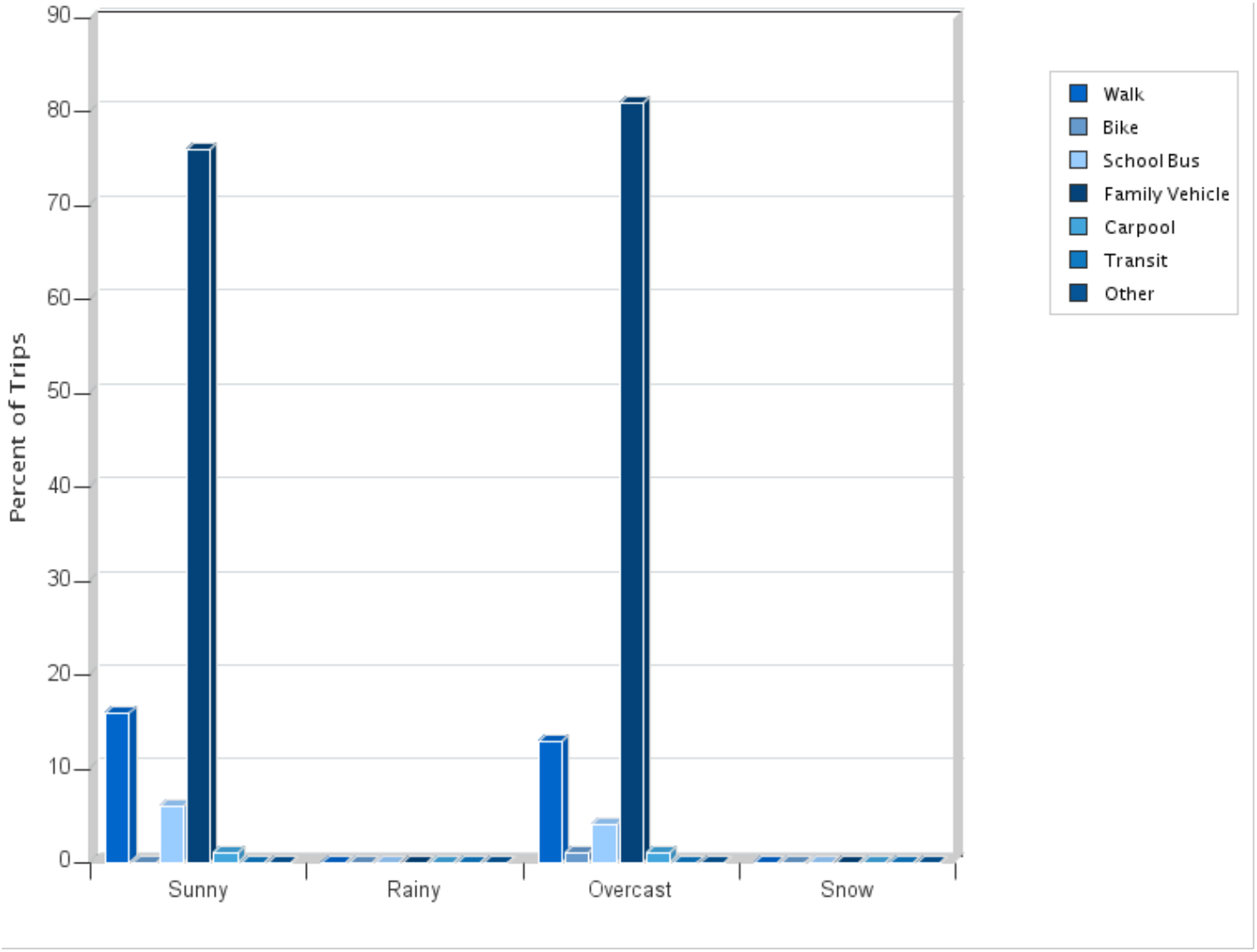


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	142	9%	0%	6%	85%	0.7%	0%	0%
Tuesday PM	141	11%	0%	11%	77%	0.7%	0.7%	0%
Wednesday AM	202	16%	1.0%	3%	78%	1%	0.5%	0%
Wednesday PM	203	20%	0.5%	5%	73%	1%	0%	0%
Thursday AM	201	15%	0.5%	3%	80%	1.0%	0.5%	0%
Thursday PM	201	16%	0.5%	6%	76%	0.5%	0.5%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	643	16%	0.3%	6%	76%	1%	0.3%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	447	13%	0.7%	4%	81%	0.9%	0.4%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Marina High School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Marina High

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 10

Set ID: 27361

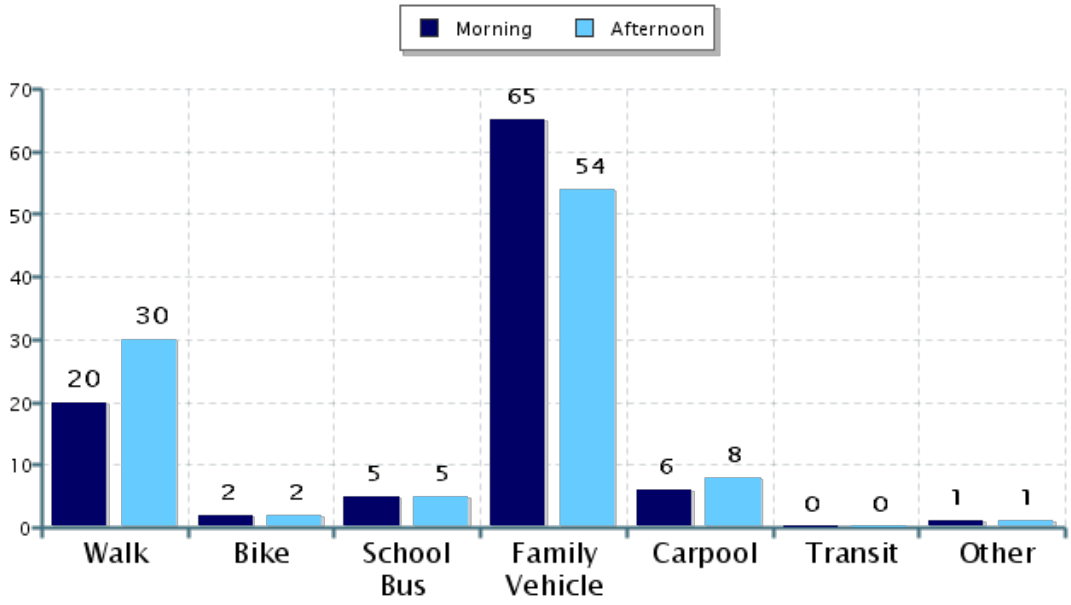
Month and Year Collected: September 2018

Date Report Generated: 07/09/2019

Tags: High School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

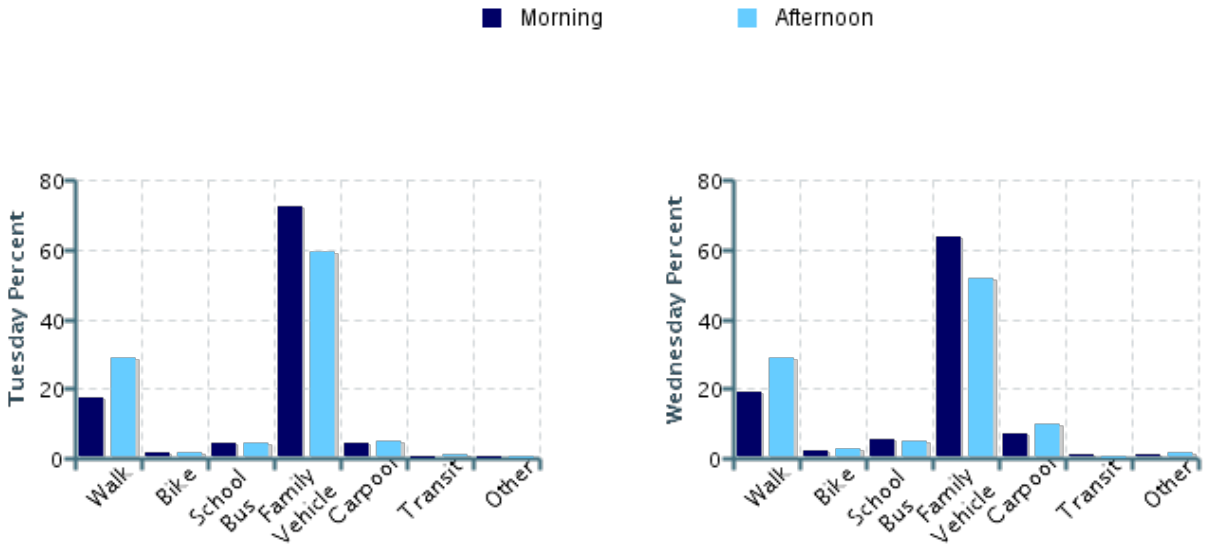


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	620	20%	2%	5%	65%	6%	0.5%	1.0%
Afternoon	555	30%	2%	5%	54%	8%	0.2%	1%

Percentages may not total 100% due to rounding.

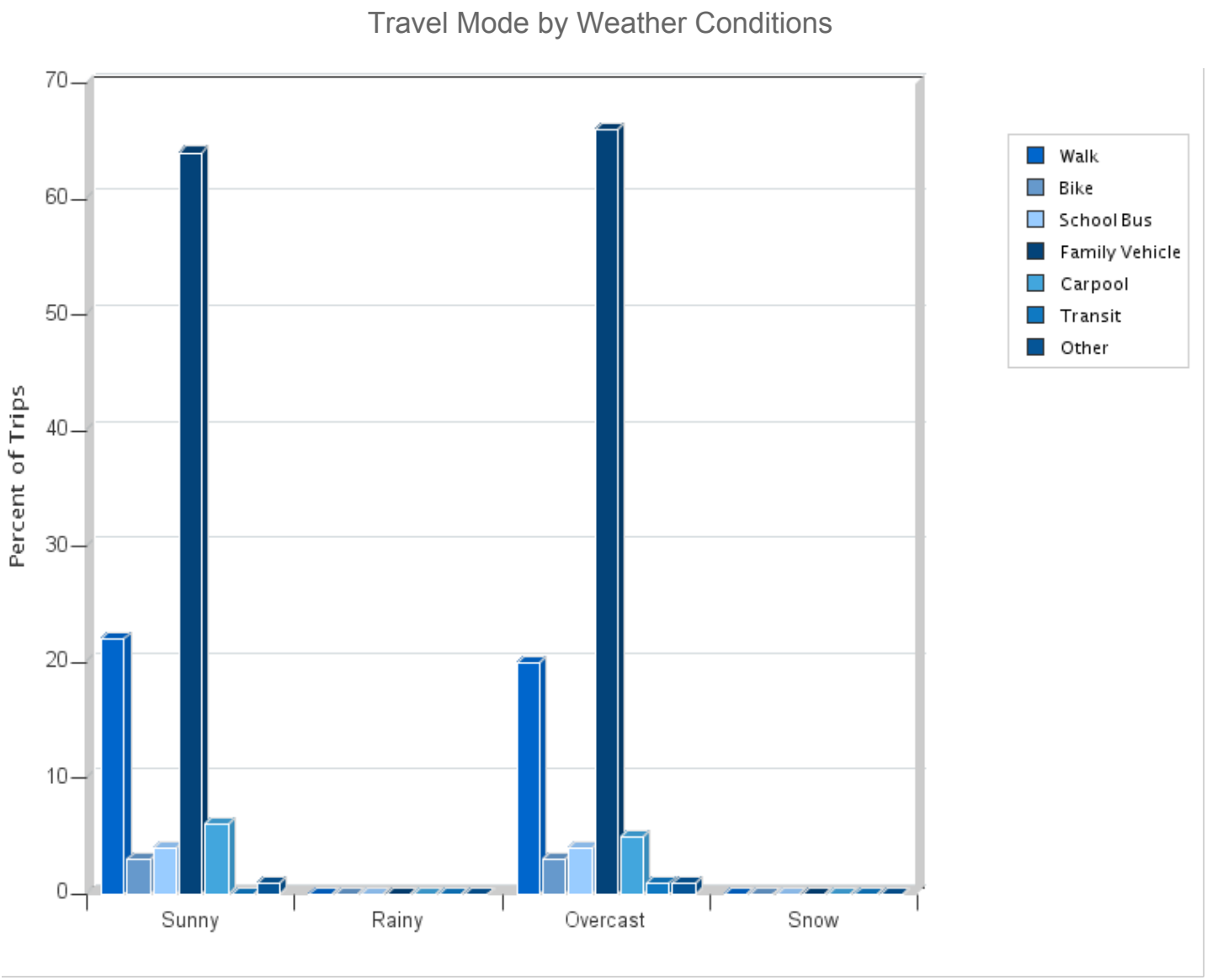
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	165	18%	2%	4%	72%	4%	0%	0%
Tuesday PM	160	29%	2%	4%	59%	5%	0.6%	0%
Wednesday AM	223	19%	2%	5%	64%	7%	0.9%	1%
Wednesday PM	218	29%	3%	5%	52%	10%	0%	2%
Thursday AM	232	23%	2%	5%	62%	7%	0.4%	1%
Thursday PM	177	34%	2%	5%	50%	7%	0%	2%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	314	22%	3%	4%	64%	6%	0.3%	1.0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	439	20%	3%	4%	66%	5%	0.7%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Marina Vista Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Marina Vista Elementary

Set ID: 27362

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 07/08/2019

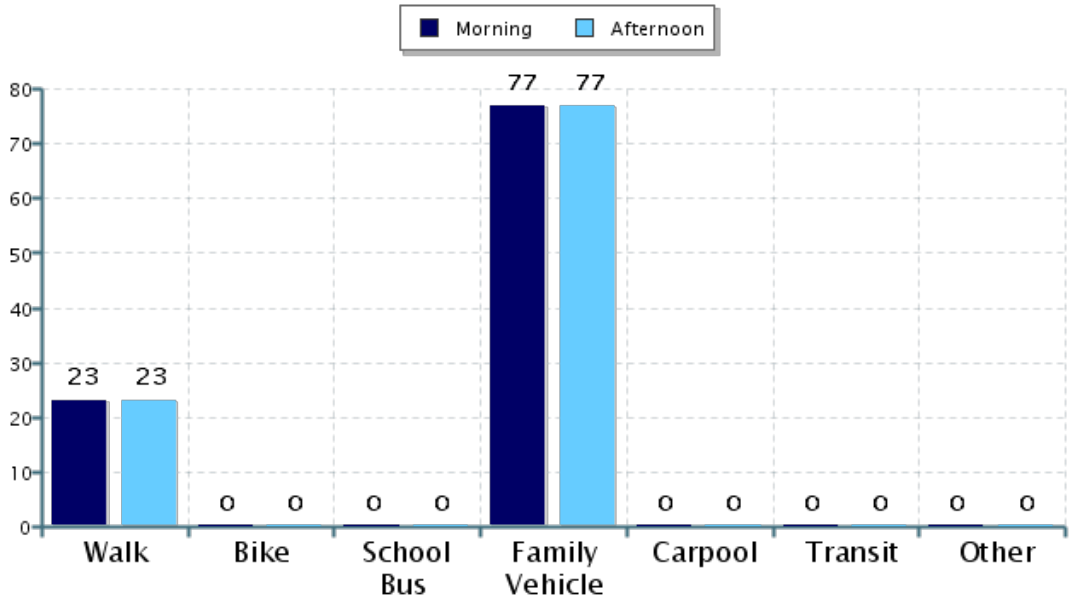
% of Students reached by SRTS activities:

Tags: Elementary School

Number of Classrooms Included in Report: 1

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

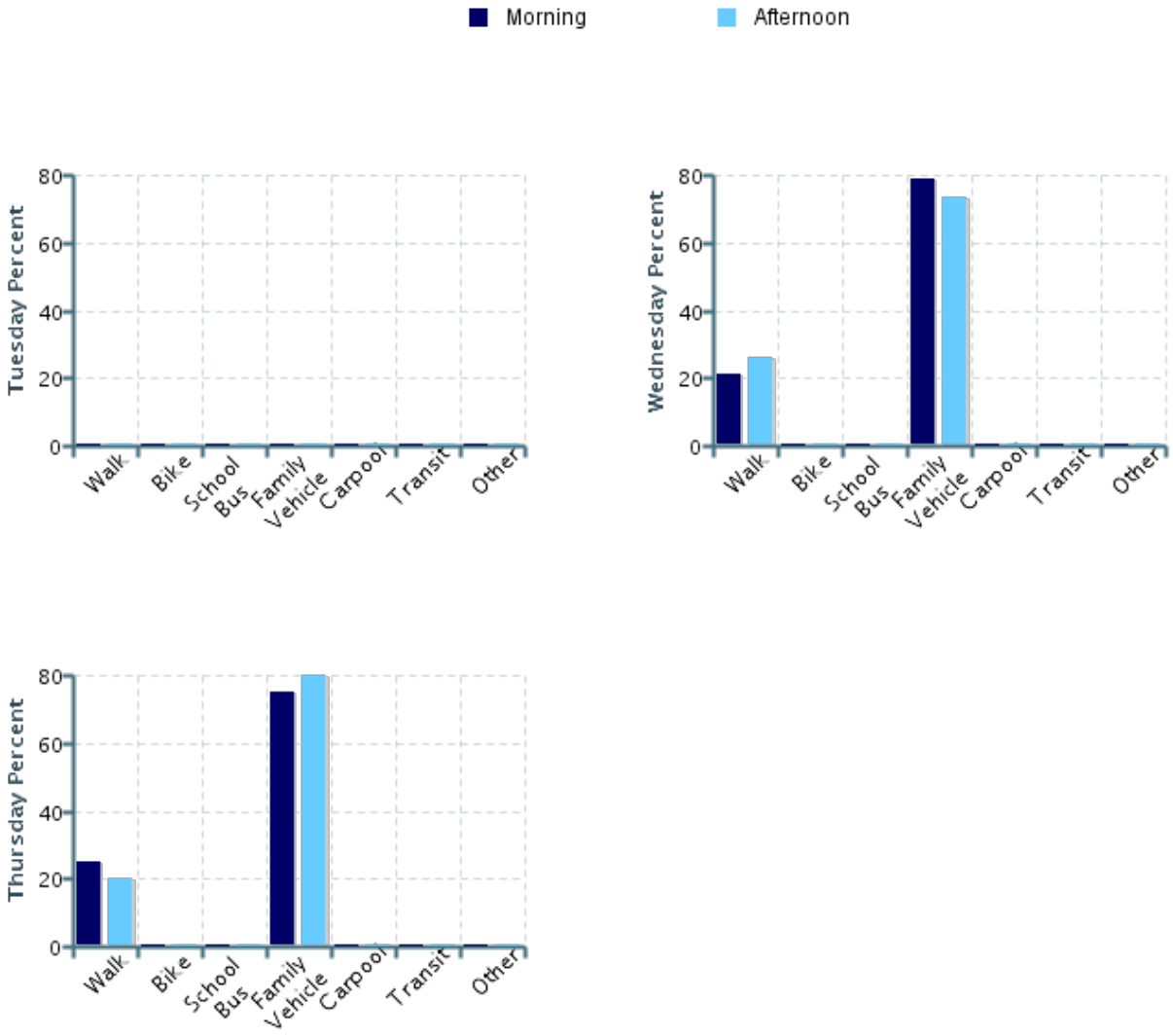


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	39	23%	0%	0%	77%	0%	0%	0%
Afternoon	39	23%	0%	0%	77%	0%	0%	0%

Percentages may not total 100% due to rounding.

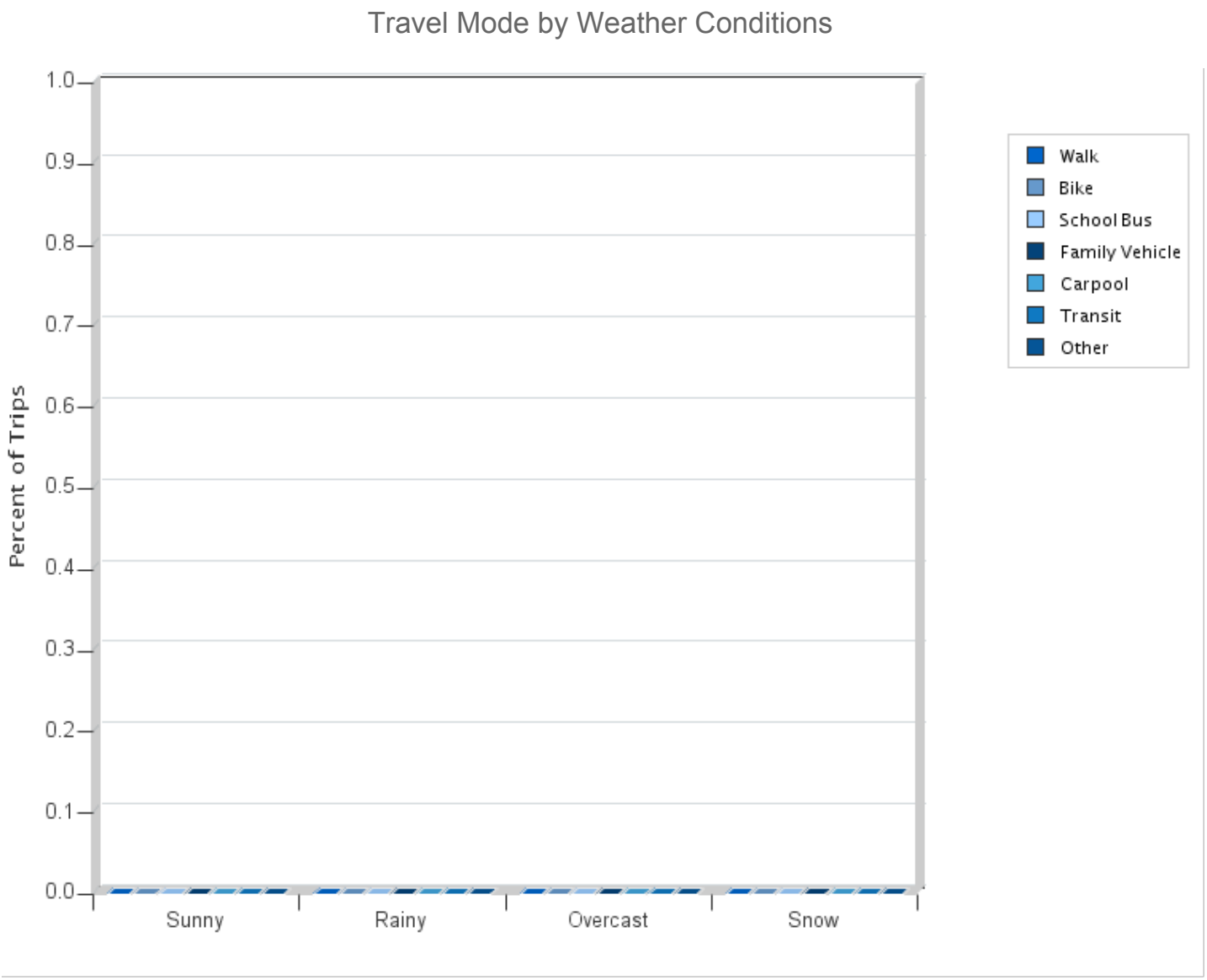
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM		0%	0%	0%	0%	0%	0%	0%
Tuesday PM		0%	0%	0%	0%	0%	0%	0%
Wednesday AM	19	21%	0%	0%	79%	0%	0%	0%
Wednesday PM	19	26%	0%	0%	74%	0%	0%	0%
Thursday AM	20	25%	0%	0%	75%	0%	0%	0%
Thursday PM	20	20%	0%	0%	80%	0%	0%	0%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	0	0%	0%	0%	0%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Marshall Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Marshall Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 12

Set ID: 27373

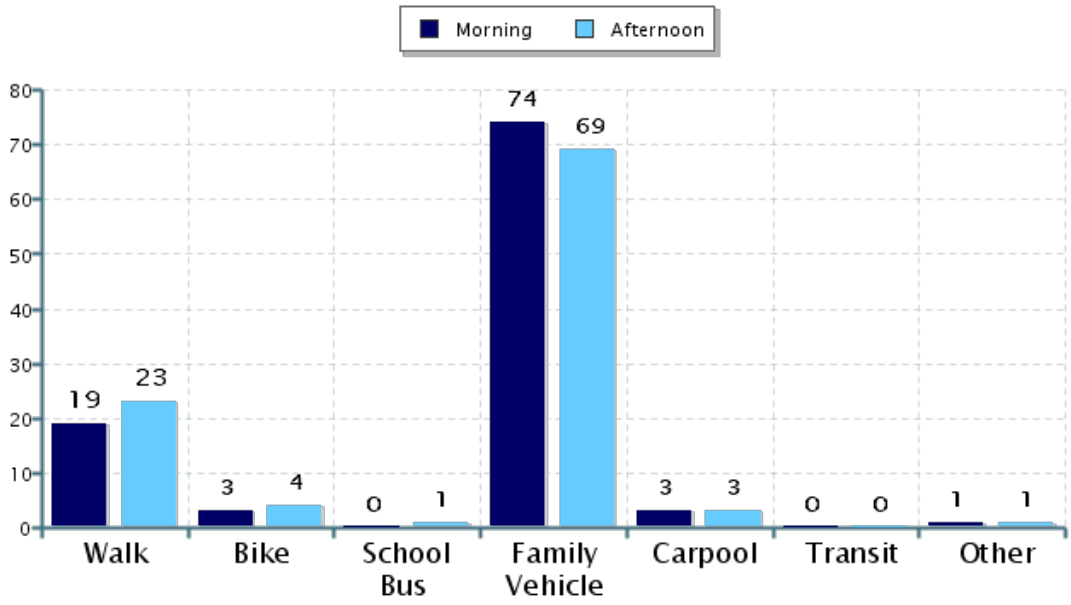
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

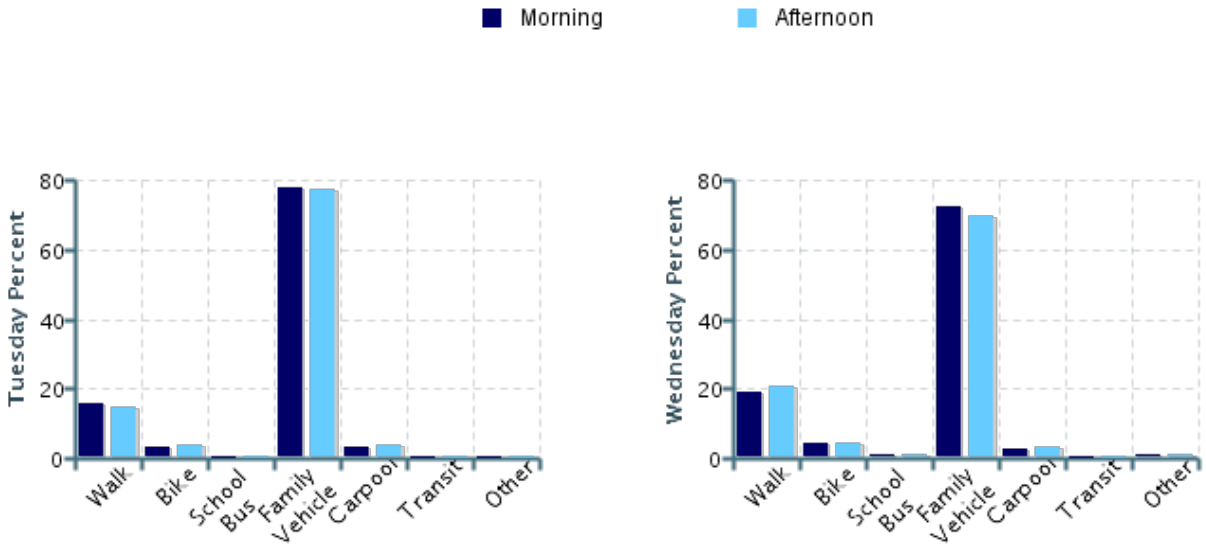


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	571	19%	3%	0.4%	74%	3%	0%	0.7%
Afternoon	590	23%	4%	0.7%	69%	3%	0%	0.5%

Percentages may not total 100% due to rounding.

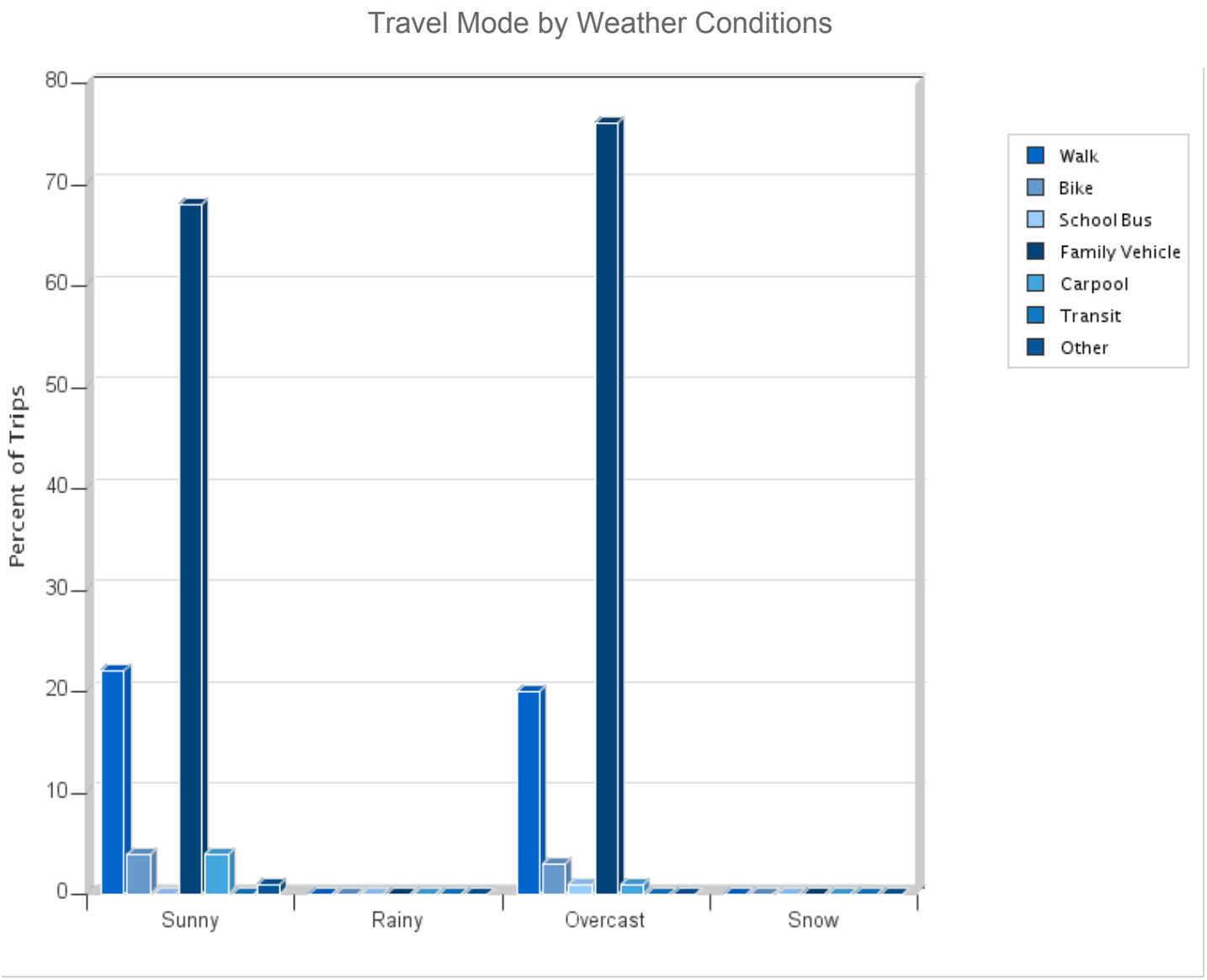
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	125	16%	3%	0%	78%	3%	0%	0%
Tuesday PM	124	15%	4%	0%	77%	4%	0%	0%
Wednesday AM	217	19%	5%	0.5%	72%	3%	0%	0.9%
Wednesday PM	219	21%	5%	0.9%	70%	3%	0%	0.9%
Thursday AM	229	21%	2%	0.4%	72%	3%	0%	0.9%
Thursday PM	247	30%	2%	0.8%	63%	3%	0%	0.4%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	726	22%	4%	0.4%	68%	4%	0%	1.0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	435	20%	3%	0.7%	76%	1%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Martin Luther King Jr. School of the Arts

Student Travel Tally Report: One School in One Data Collection Period

School Name: Martin Luther King Jr School of the Arts

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 6

Set ID: 27374

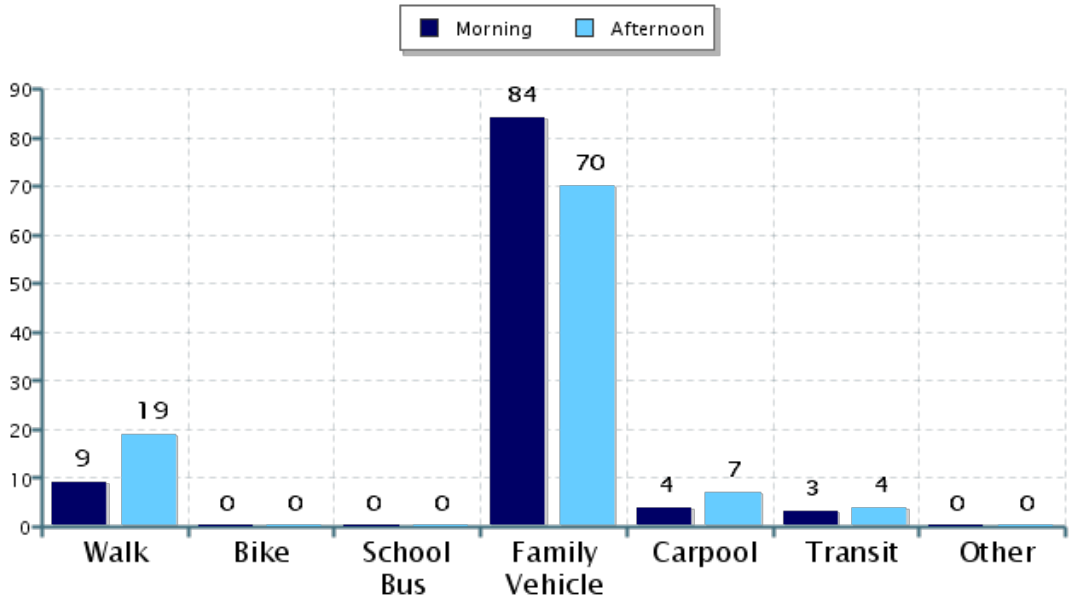
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

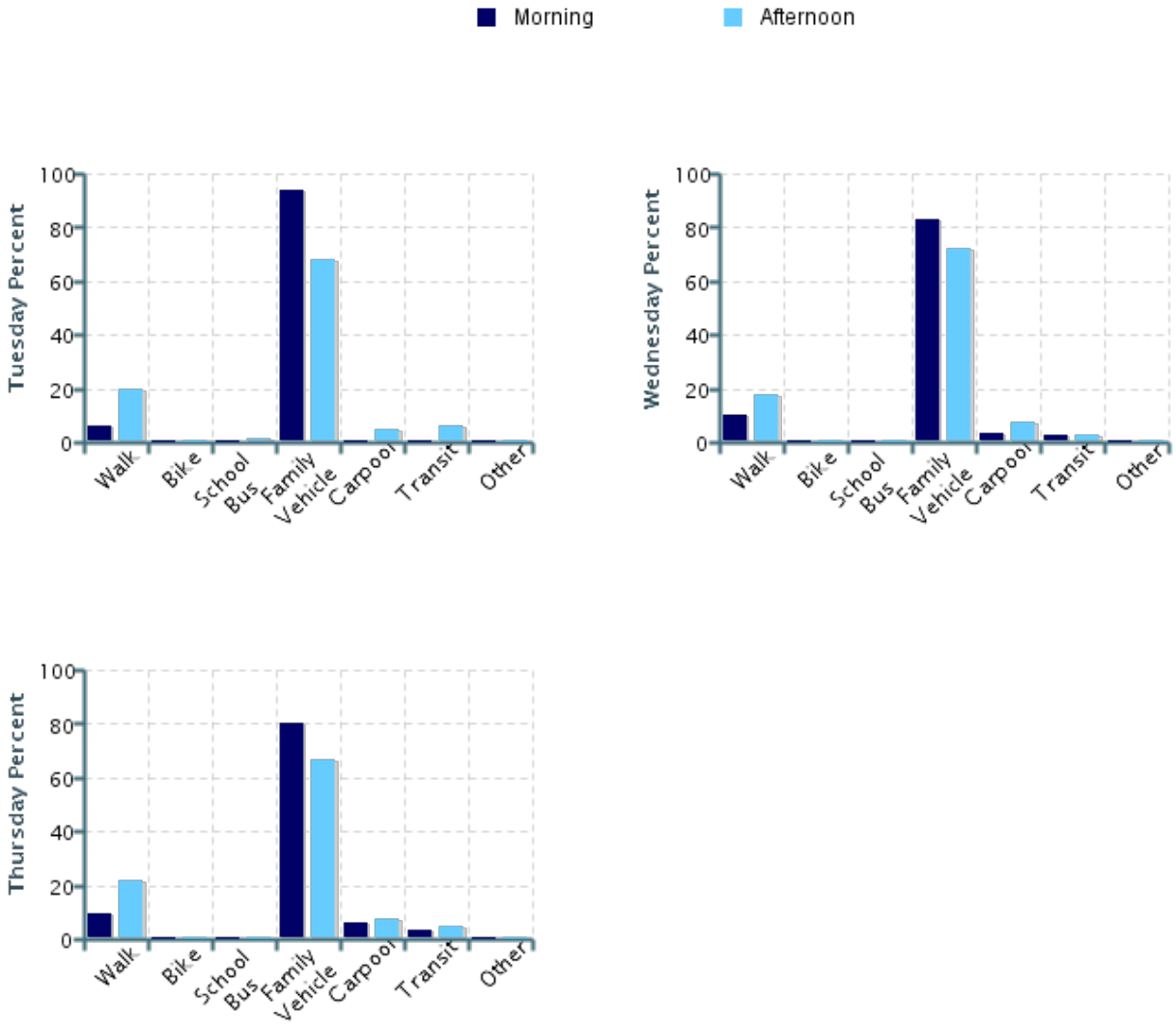


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	315	9%	0%	0%	84%	4%	3%	0%
Afternoon	286	19%	0%	0.3%	70%	7%	4%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

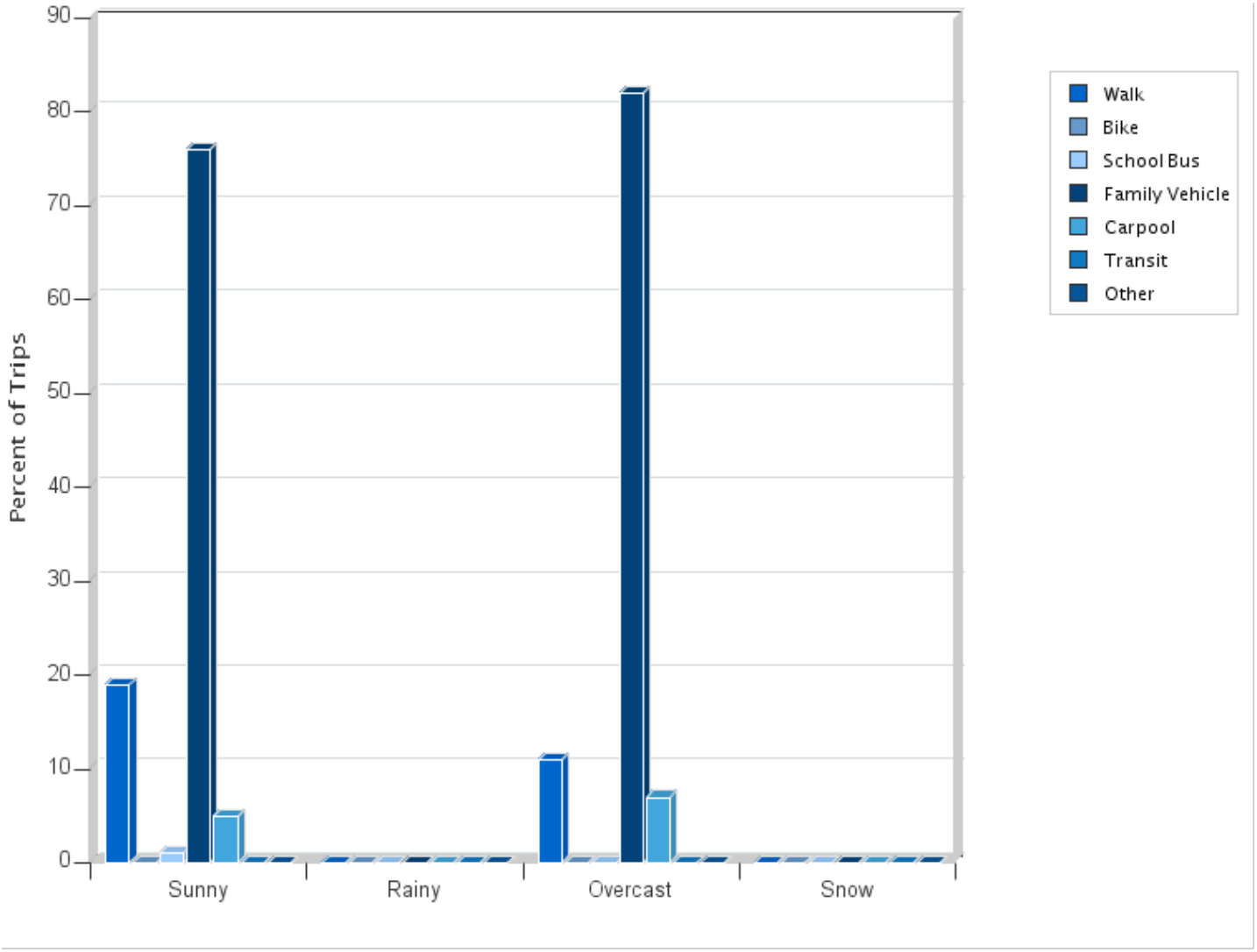


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	65	6%	0%	0%	94%	0%	0%	0%
Tuesday PM	65	20%	0%	2%	68%	5%	6%	0%
Wednesday AM	138	10%	0%	0%	83%	4%	3%	0%
Wednesday PM	137	18%	0%	0%	72%	7%	3%	0%
Thursday AM	112	10%	0%	0%	80%	6%	4%	0%
Thursday PM	84	21%	0%	0%	67%	7%	5%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	178	19%	0%	0.6%	76%	5%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	315	11%	0%	0%	82%	7%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Ord Terrace Elementary School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Ord Terrace Elementary

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 10

Set ID: 27375

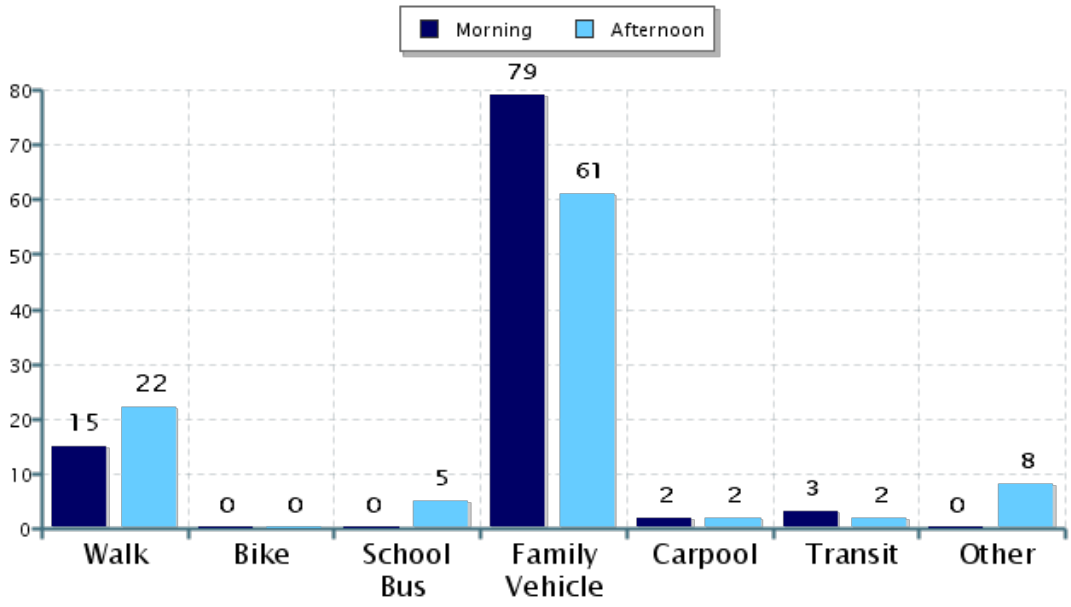
Month and Year Collected: September 2018

Date Report Generated: 07/08/2019

Tags: Elementary School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

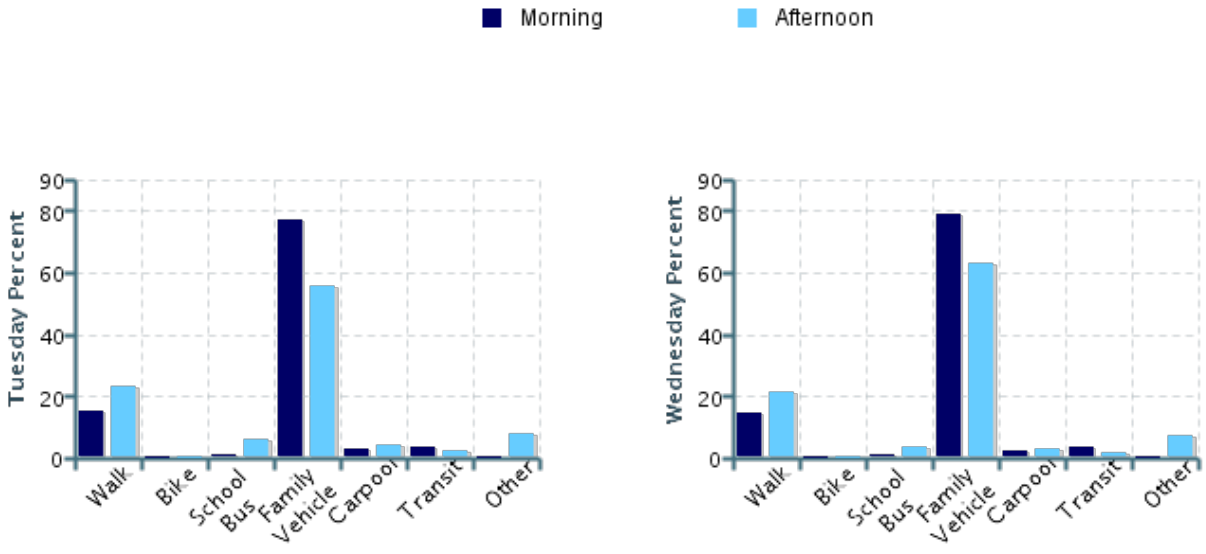


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	551	15%	0.2%	0.4%	79%	2%	3%	0%
Afternoon	506	22%	0.2%	5%	61%	2%	2%	8%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

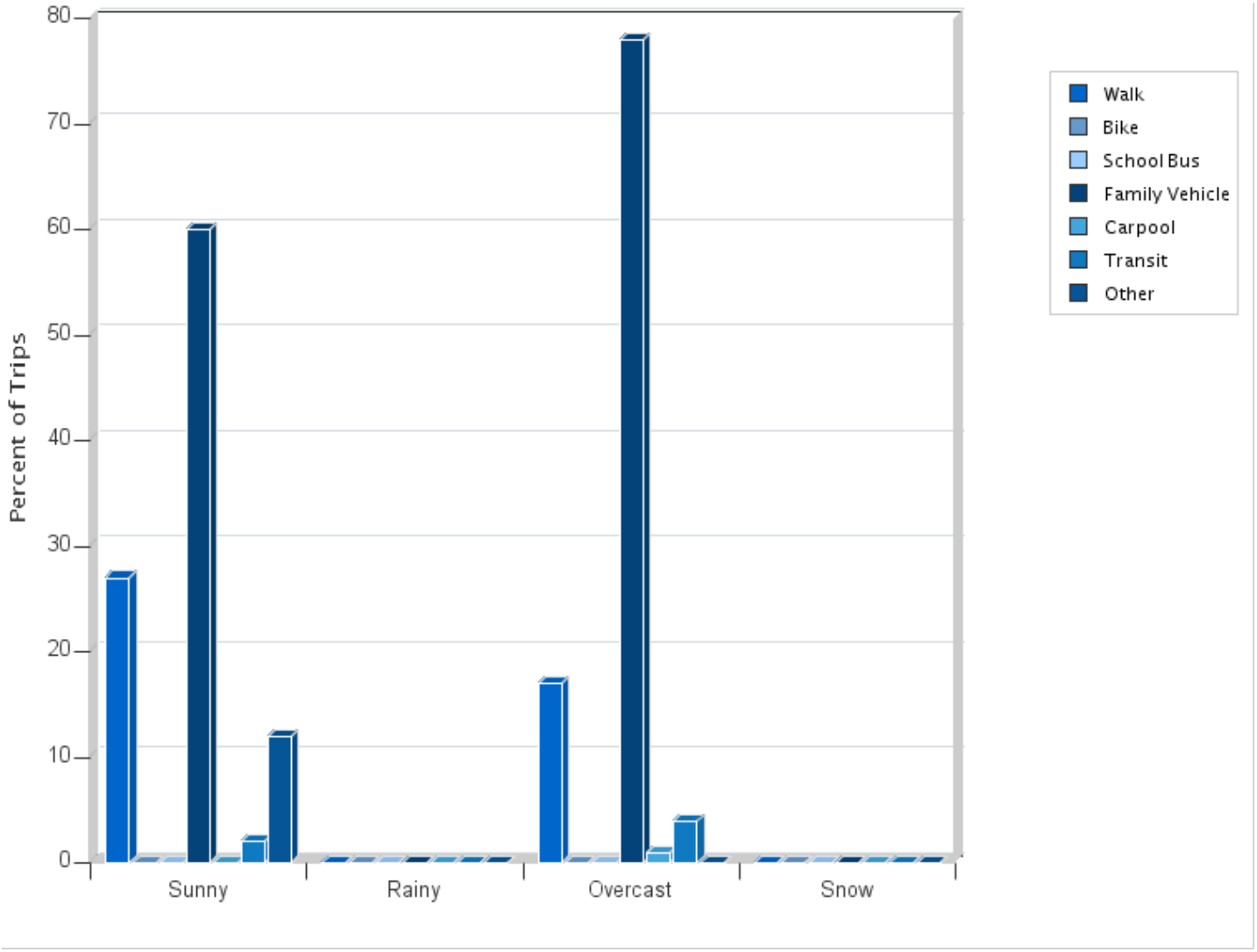


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	157	15%	0%	0.6%	77%	3%	4%	0%
Tuesday PM	136	24%	0%	6%	56%	4%	2%	8%
Wednesday AM	235	15%	0%	0.4%	79%	3%	3%	0%
Wednesday PM	212	21%	0%	4%	63%	3%	2%	7%
Thursday AM	159	14%	0.6%	0%	82%	0%	3%	0%
Thursday PM	158	22%	0.6%	5%	61%	0%	0.6%	11%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	314	27%	0%	0%	60%	0.3%	2%	12%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	536	17%	0.4%	0.4%	78%	0.7%	4%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Seaside High School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Seaside High School

Set ID: 27376

School Group: CTPG2018_MPUSD

Month and Year Collected: September 2018

School Enrollment: 0

Date Report Generated: 07/09/2019

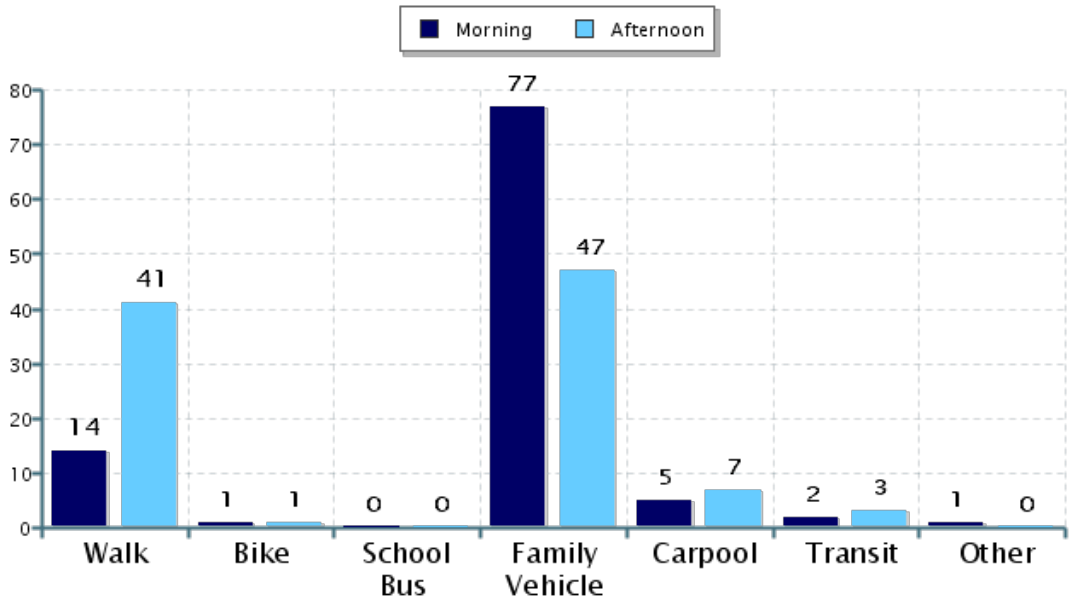
% of Students reached by SRTS activities:

Tags: High School

Number of Classrooms Included in Report: 15

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

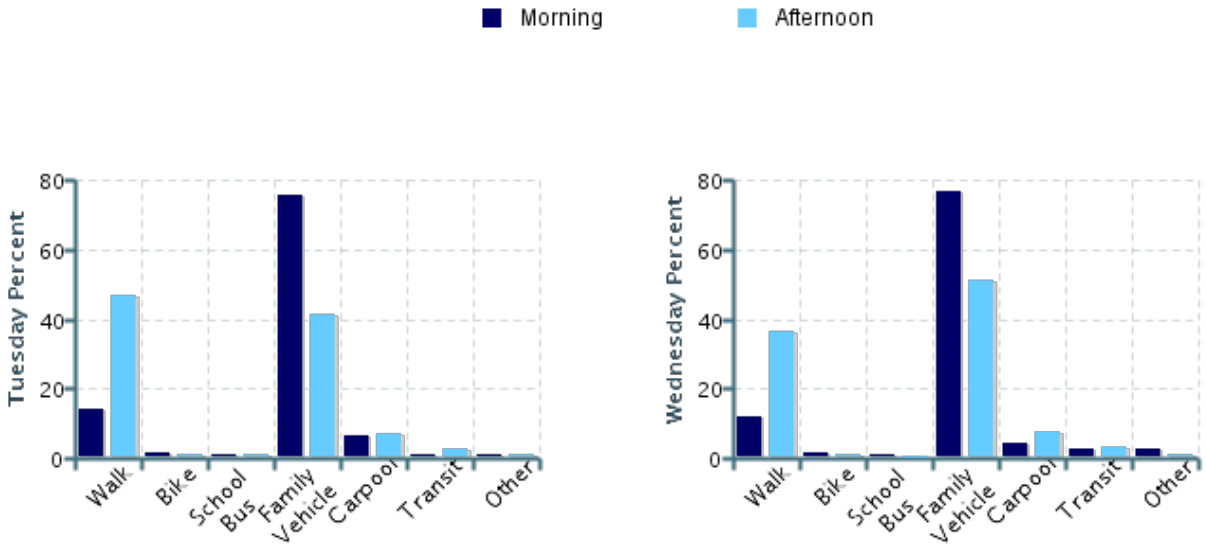


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	878	14%	1%	0.2%	77%	5%	2%	1%
Afternoon	819	41%	1.0%	0.1%	47%	7%	3%	0.5%

Percentages may not total 100% due to rounding.

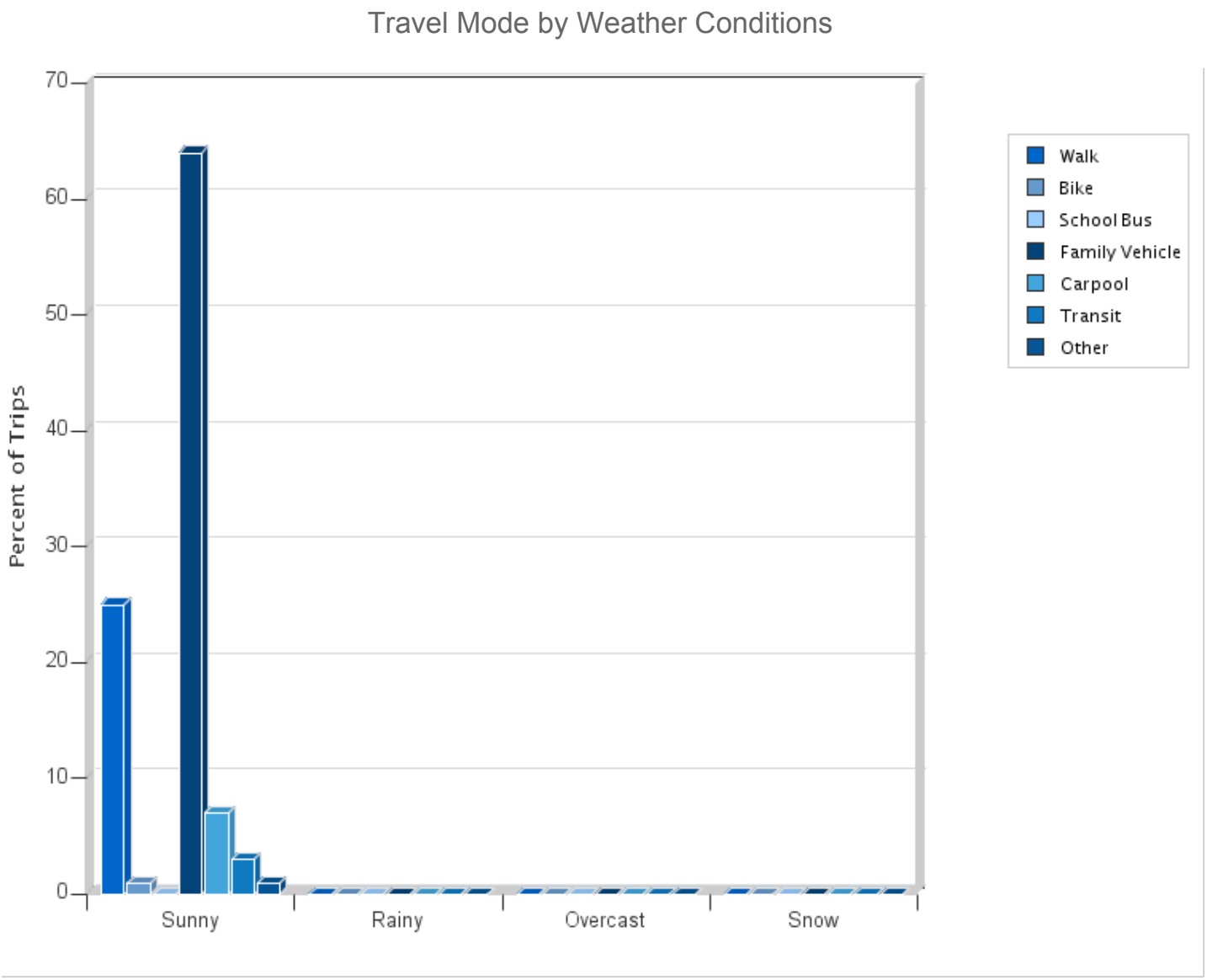
Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	264	14%	2%	0.4%	75%	6%	1%	0.8%
Tuesday PM	238	47%	0.8%	0.4%	42%	7%	3%	0.4%
Wednesday AM	291	12%	1%	0.3%	77%	4%	3%	3%
Wednesday PM	275	37%	1%	0%	51%	8%	3%	0.4%
Thursday AM	323	14%	0.6%	0%	78%	4%	2%	0.9%
Thursday PM	306	40%	1.0%	0%	48%	7%	4%	0.7%

Percentages may not total 100% due to rounding.



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	968	25%	0.5%	0.3%	64%	7%	3%	0.7%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	0	0%	0%	0%	0%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Tally Reports - Seaside Middle School

Student Travel Tally Report: One School in One Data Collection Period

School Name: Seaside Middle

School Group: CTPG2018_MPUSD

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 6

Set ID: 27377

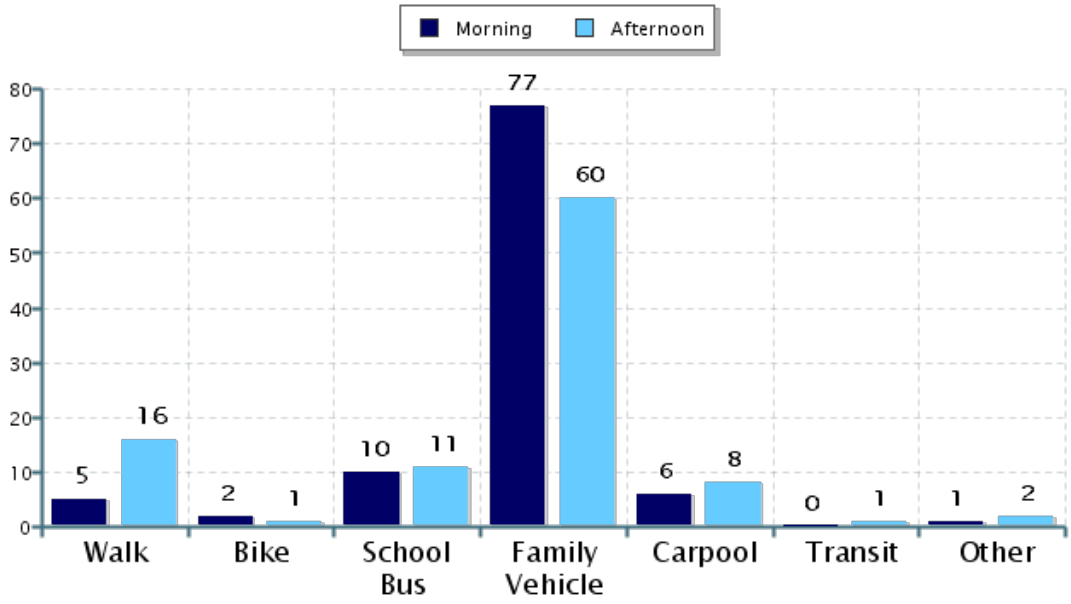
Month and Year Collected: November 2018

Date Report Generated: 07/09/2019

Tags: Middle School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

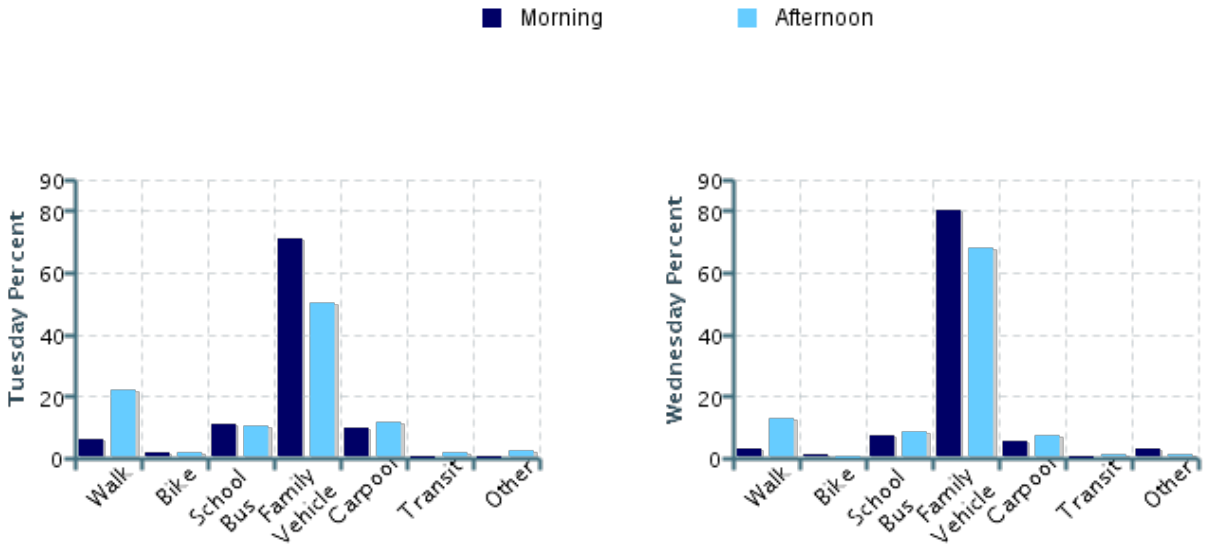


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	266	5%	2%	10%	77%	6%	0%	0.8%
Afternoon	260	16%	1%	11%	60%	8%	1%	2%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

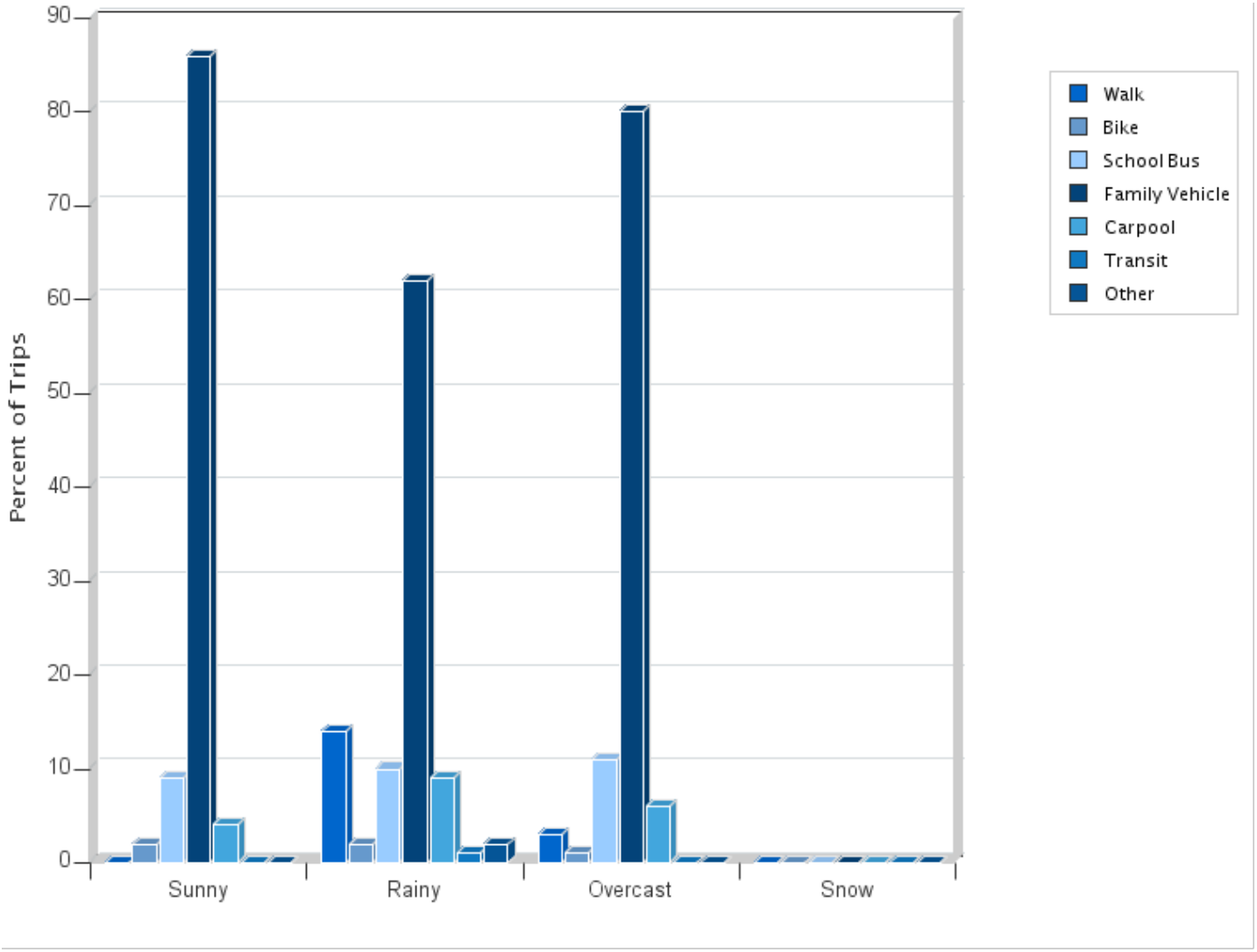


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	125	6%	2%	11%	71%	10%	0%	0%
Tuesday PM	122	22%	2%	11%	50%	11%	2%	2%
Wednesday AM	71	3%	1%	7%	80%	6%	0%	3%
Wednesday PM	69	13%	0%	9%	68%	7%	1%	1%
Thursday AM	70	3%	3%	10%	83%	1%	0%	0%
Thursday PM	69	9%	1%	13%	71%	4%	0%	1%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	57	0%	2%	9%	86%	4%	0%	0%
Rainy	317	14%	2%	10%	62%	9%	0.9%	2%
Overcast	145	3%	0.7%	11%	80%	6%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Public Comments - Public Meeting Map Pictures





Public Comments - Public Meeting Map Pictures



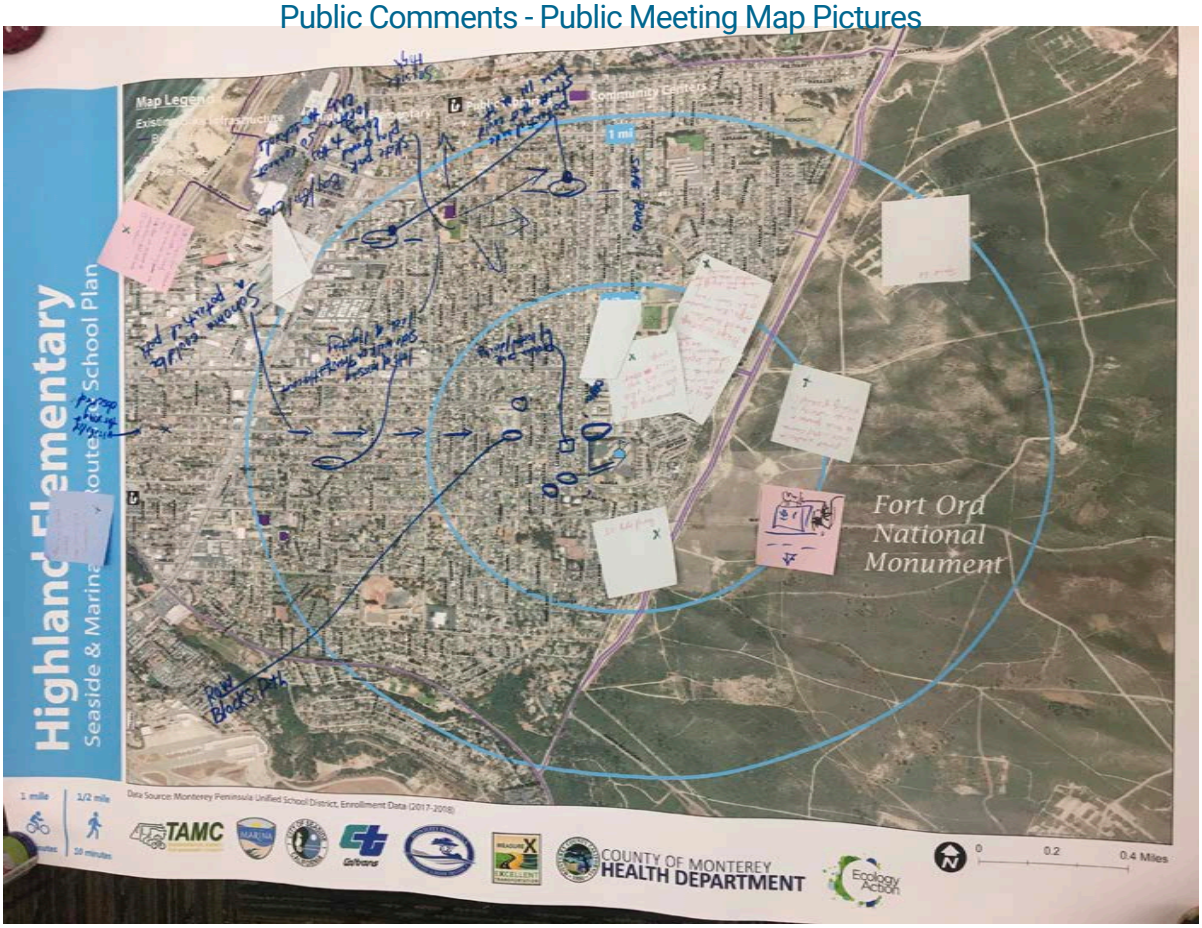


Public Comments - Public Meeting Map Pictures





Public Comments - Public Meeting Map Pictures





Public Comments - Public Meeting Map Pictures



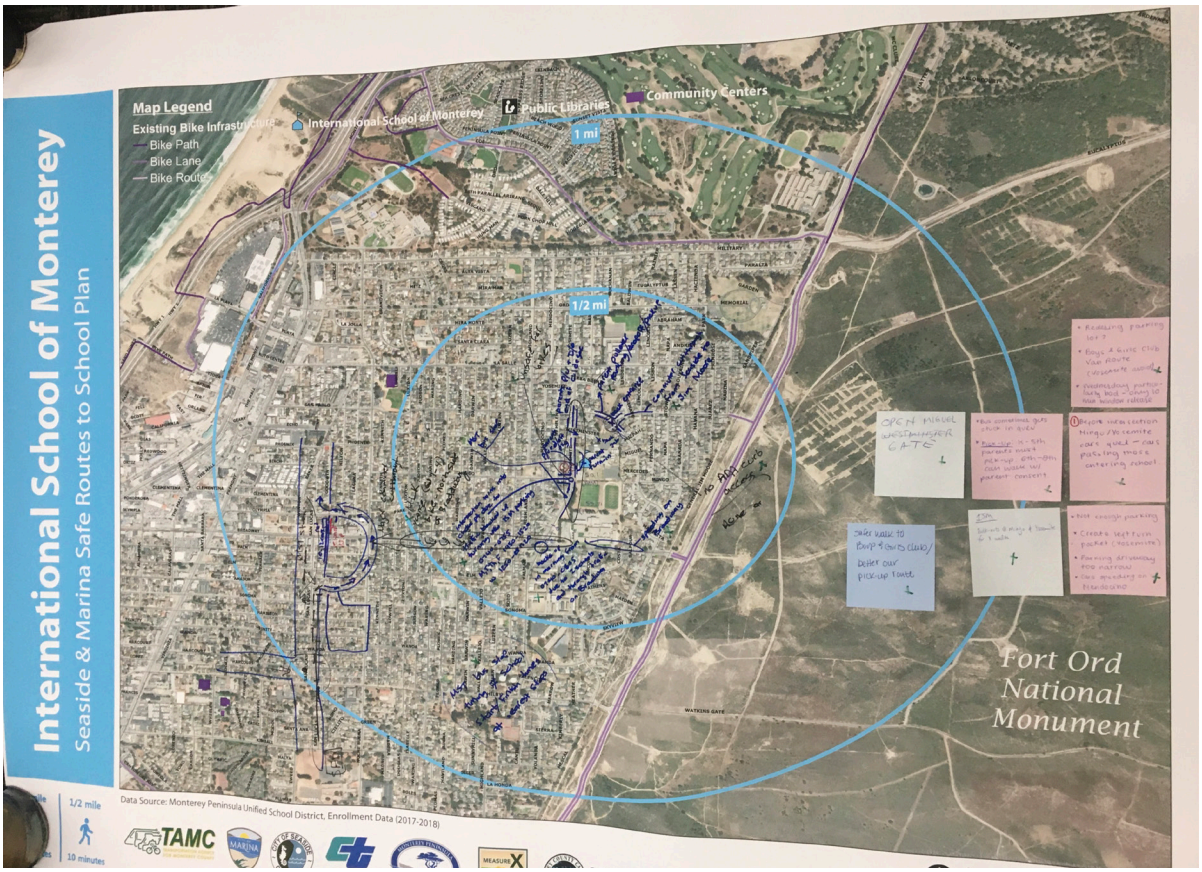


Public Comments - Public Meeting Map Pictures





Public Comments - Public Meeting Map Pictures





Public Comments - Public Meeting Map Pictures





Public Comments - Public Meeting Map Pictures





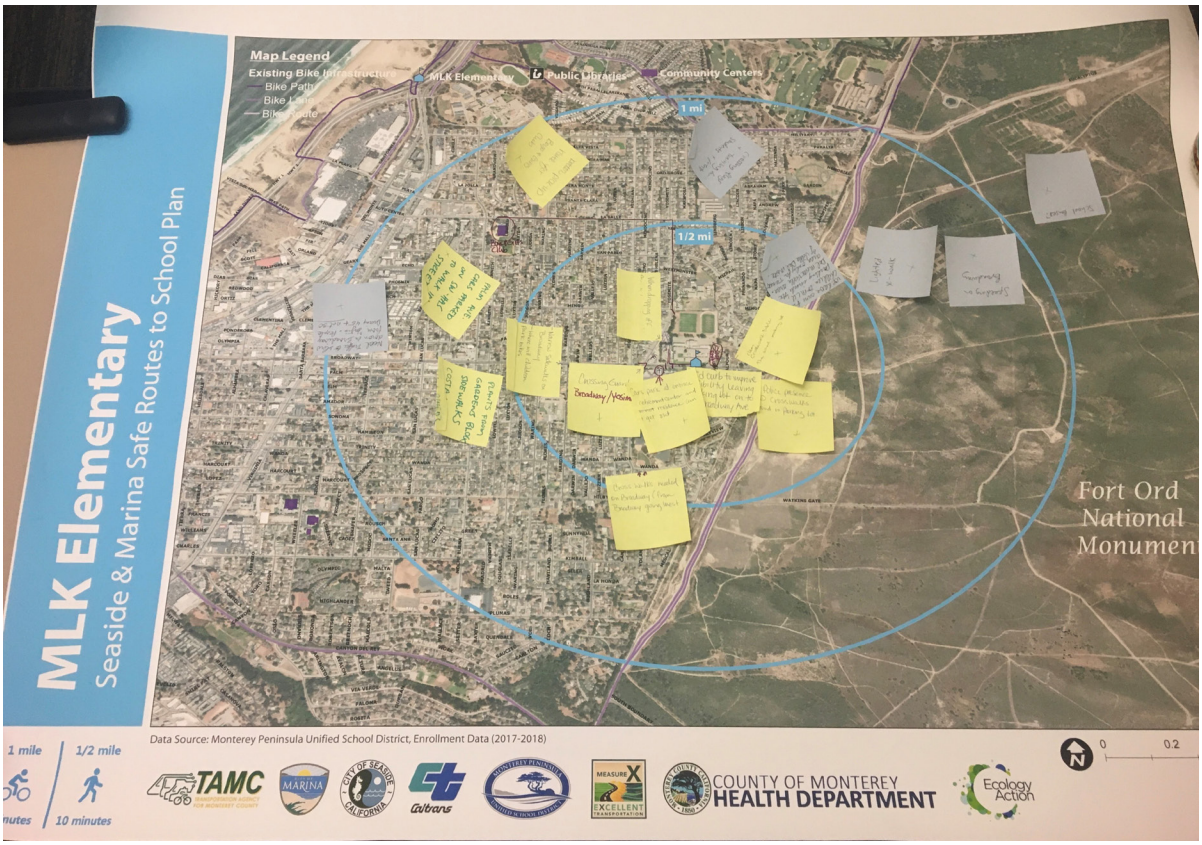
Public Comments - Public Meeting Map Pictures





Public Comments - Public Meeting Map Pictures





Public Comments - Public Meeting Map Pictures



Public Comments - Central Coast High School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Back of campus	Many students walk through Seaside High campus and football fields to get to CCH. Seaside High principal wants to discourage this since there have been fights	Pave dirt trails that connect to Monterey? Additional trail around Seaside High from Military?			X
Coe Ave in front of school	speeding				X
Coe Ave in front of school	two sections of missing sidewalk - east and west of school driveway				X
Coe Ave in front of school	bike lane is narrow/faded				X
Coe Ave in front of school	Cars making U-turns into school driveway	possible stop sign?			X
Coe Ave in front of school		crosswalk here			X
Coe Ave in front of school	Cars parking in no parking area for dropoff				X
General			How many students get rides or drive? Need more student parking	X	
General			Students take MST bus to Target and walk to school on Monterey Ave., or through Seaside High. Opportunity for new paved path to replace dirt trails that connect Monterey to campus now		X
General			Getting to school is a challenge for this student population - many are disadvantaged, homeless.		X
Median between CCH parking and Community Center		Make this the designated drop-off area? Would need to complete sidewalk			X
School driveway	students walking in driveway instead of on sidewalk/path to campus				X
School parking lot	students/faculty crossing from parking area in the path of cars entering campus	new crosswalk across parking lot - remove 1 handicapped parking spot to make room			X
School parking lot	Dropoff in driveway. The small student population means that this isn't a huge issue, but not the safest place to drop off				X
School parking lot	needs to be repaved				X
Seaside Community Center	Students park in Community Center lot. Incomplete sidewalk from Community Center lot to CCH campus				X

Public Comments - Crumpton Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Area around school	Street markings faded			X	
Bus dropoff zone	Cars block bus drop off zone in am/pm	Bus turn-out area? More parking lots!		X	
California			Drivers more aware of police presence		X
Carmel	No option for drivers to drop off if heading NW on Carmel				X
Carmel & Bostick	This corner also used as drop off area				X
Carmel & California	Sun blocks visibility at this intersection in the am				X
Carmel & California			Church at corner has parking lot--possible drop off?		X
Carmel & California	Wide street to cross	Median with pedestrian refuge island?			X
Carmel & Carmelo	Lots of drop off on street				X
Carmel & Carmelo	Long line of waiting cars on Carmel to make right turn into school				X
Carmel & Lynscott	No curb ramps, huge curb radii				X
Carmel & Lynscott	Some speeding				X
Carmel & Lynscott	Cars not respecting crosswalk	Add bulb outs? Request for stop sign?			X
Carmel & Lynscott	Dark at night	Need street light?			X
Carmel at Lynscott	Bad crosswalk - visibility issues @ corner. Look at stop sign			X	
Carmel east of school driveway	School bus parking blocks visibility				X
Carmel from Bradley Circle to Barrett Lane		More crosswalks		X	
Carmel in front of school		Traffic calming		X	
Carmel in front of school	Bus stop often blocked			X	
Carmel in front of school			Permanent person guiding traffic in the driveway?		X
Carmel in front of school	Two rows of turning cars into school from Carmel				X
Carmel in front of school	No curb ramps at school driveway entrance/exit				X
Carmel in front of school		Align school dropoff loop entrance with intersection?			X
Carmel in front of school	Lots of illegal left turns into school driveway				X

Carmel in front of school	All school signage is small and needs update				X
Carmel in front of school		Remove park strip-expand sidewalk?			X
Carmel to Wahl		Connector bike path?		X	
Crosswalk in front of school	Some cars run the stop sign near crosswalk and drive fast in front of the school			X	
General	weedy acacias everywhere - blocking sidewalks			X	
General	bus route is too long! Only 1 bus. Plus costs too much			X	
General		Sustainable plants/ landscapes to help with Marina's large amount of rain		X	
General		More crosswalks		X	
General	Dogs? Without dog parks, dogs come to our school, leads to chewing up equipment, leaving messes, transporting fleas etc.			X	
General	Whole area around campus congested. Limited parking. Parents park in red zones, driveways, bus zone.			X	
General			I guess we need to be more careful at the crossing corner because sometimes people don't really stop for the kids that are crossing	X	
General	Need bike cage for bikes, skateboards, scooters - possibly offer bike locks			X	X
General	Who cleans up the tension/reclaim water basin sidewalks			X	
General		Extra pay for campus am monitoring? 7am? 7:15am?		X	
Imjin at Abrams	Need safe crossing			X	
Lynscott	Some parents park here and walk to school				X
Reindollar & Phillip	Backside of school - parents park where there's minimal parking				X
Reindollar & Phillip	Narrow alley leading into school - lots of trash/overgrown vegetation				X
Reindollar and California	No street lights			X	
Reindollar at King Circle	No sidewalks			X	
Reservation at Lynscott	No sidewalk			X	
Salinas Ave	No sidewalks			X	

School dropoff loop	Parents pull into parking spots to drop kids off and have to cross half circle drop-off - dangerous			X	
School dropoff loop			Repurpose parking for 2nd loading zone?		X
School dropoff loop	Parent pulled into school driveway in the wrong direction				X
School parking lot	hedges that block view from drivers exiting parking lot			X	
School parking lot	Families frequently park in staff spots or pull in to drop off kids. Kids go through parking lot when cars are still coming in to park			X	
School parking lot	People freely turn left out of the drop off lot causing accidents			X	
School property	Fence does not surround entire school			X	
Seaside Ave	Incomplete sidewalk		May fit better under Olson recommendations	X	

Public Comments - Del Rey Woods Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Campus	No bike racks				X
Campus	No "School" signs other than on Kimball				X
Campus	Street sweeper was sweeping during drop off period	change sweeper schedule?			X
Dropoff loop at corner of Noche Buena/Plumas	Parking assigned for staff only but some parents sneak in to drop off				X
Kimball	Speeding cars up Kimball		We walk smaller streets like Shafer	X	
Kimball	Cars speeding				X
Kimball			Bus pick up for Middle Schools		X
Kimball & San Lucas	crosswalk at corner needs paint refreshed				X
Kimball at Noche Buena	Too many kids and a lot of traffic	4-way stop	It looks like it is already?	X	
Noche Buena	No crossing/ped lights throughout Noche Buena			X	
Noche Buena & Kimball	crosswalk at corner needs paint refreshed				X
Noche Buena & Kimball	All corners have ADA ramps				X
Noche Buena btwn Plumas & Kimball	On side of school, lots of parents park at white curb and walk students in				X
Noche Buena btwn Plumas & Kimball	Parents drop off in front of the staff parking lot driveway, sometimes blocking entrance				X
Noche Buena btwn Plumas & Kimball			Sidewalks in good shape		X
Plumas & Noche Buena (front of church)	There are 3 access points on Noche Buena through which peds cross and jaywalk onto campus				X
Plumas & Noche Buena (front of church)			Officer usually parks in the church lot in the PM		X
Plumas & Noche Buena (front of school)	Scene of several accidents				X
Plumas & Noche Buena (front of school)	Tree roots portruding on street and sidewalks--broken pavement				X
Plumas & Noche Buena (front of school)	crosswalk at corner needs paint refreshed				X
Plumas & Noche Buena (front of school)	Parking allowed to very corner--creates visibility issue when larger vehicles park there				X

Plumas & Noche Buena (front of school)	No ADA ramps at corner crosswalks				X
Plumas & Noche Buena (front of school)	Some vegetation can be trimmed				X
Plumas & Tweed	No ramps on any corner	Need PGE approval			X
Plumas & Tweed			PG&E owns property along Plumas across from school		X
Plumas & Tweed			Parents park at this corner and walk kids in through corner gate access		X
School dropoff loop/parking lot - off Noche Buena			Dropoff loop on side of the school discouraged for drop offs. Now used for 3 bus drop offs and deliveries. Parents drop off in parking lot adjacent to loop (see comment below)		X
School dropoff loop/parking lot - off Noche Buena	Parents instructed to do loop around side staff parking lot-- some parents do u-turns to beat the line and peds need to cross through traffic				X
School dropoff loop/parking lot - off Noche Buena	No ped facilities through side staff parking lot				X
Terrace St.	No sidewalk, kids walk to DRW on Trinity and Terrace			X	
Trinity Ave	Cars speed excessively, no sidewalk			X	
Tweed btwn Plumas & Kimball	Two pedestrian access points, one is on sand/dirt				X
Tweed btwn Plumas & Kimball			Parents park and walk in students		X

Public Comments - Dual Language Academy School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Dirt lot West of campus			Move all drop off here? Close staff lot, pave dirt lot for drop offs.		X
Front of school	Peds have formed "goat trails" from corner of Normandy & Gen Jim Moore	Formalize paths to encourage walking.	2 paths - one from corner of Gen Jim/ Normandy, one on Normandy halfway between Gen Jim and school entrance		X
Gen Jim Moore from Gigling to Normandy	Lack of bike lane - southbound. Low hanging tree branches	Alternative safe route to Boys and Girls Club, avoids Gen. Jim Moore		X	
Gen. Jim Moore		Protective barrier for bike lane on Gen. Jim Moore.			
Gen. Jim Moore			Wooded path for children to use for transit. Police cars parked along path to school. Trusted adults with identifying clothing along path. 3:30 pm need crossing guard to assist children leaving after-shool activities.	X	
Gen. Jim to school entrance		Restore trail from General Jim Moore downhill to school entrance		X	
General	Need maintenance and regular cleaning of bike lanes			X	
General		Walking school bus drop points to keep traffic away from the school		X	
General			Stagger Dual Language and Marshall start times to reduce congestion? Challenge is bus schedule.		X
General		Give kids maps to show where the drop off points are		X	
General Jim Moore	Need to connect Class I bike lanes - gaps on Gen. Jim and Lightfighter to bike lanes on 2nd			X	
General Jim Moore & Normandy	Drop offs on NW corner of intersection. Creates backup, interferes with bike lane.				X
General Jim Moore & Normandy	Signal favors cars.	Yield to peds signage and leading ped interval.			X
Lightfighter from 2nd to Gen Jim	Need sidewalks			X	
Normandy	No bike lanes. Biking on sidewalk - sidewalk is very narrow families don't fit.				X
Normandy	Parents park at white curb (5-min limit) and walk onto campus using dirt paths.				X

Normandy	Narrow white curb drop off zone--doors opening into traffic.				X
Normandy & Naples	Small section with no red curb--creates some visual obstruction for drivers/peds.	Extend red curb?			X
Normandy & Naples	No curb ramps on either corner of street.	Update sidewalk with ramps to encourage bikers/ peds with strollers, etc			X
Normandy & Naples	Mix of drop offs, turnaround traffic - very narrow street				X
Normandy & Naples	Some jaywalking on Naples				X
Normandy & Salerno	Lots of parents drop off at Development Rental Office.				X
Normandy at Naples		Add roundabout at school entrance and Naples - realign school entrance and connect with Naples		X	
Normandy at school entrance		Add intersection lights		X	
Normandy at school entrance	No curb ramps on either side of lot entrance.	Update sidewalk with ramps to encourage bikers/ peds with strollers, etc			X
Normandy at school entrance			Cones placed by custodian at lot entrance and median allow right turn only out of parking lot		X
Normandy at school entrance	Conflicts with access to dirt lot, which serves as additional staff parking/parent drop-off	Formalize driveway access into dirt lot to reduce vehicular conflict.			X
Normandy at school entrance	Some pedestrians crossing at school driveway.	Place cross guard here?			X
School dropoff loop			3 teachers controlling traffic in the drop off loop		X
School dropoff loop	Bus drop off at 7.15 taking up space where parents could park				X
School dropoff loop	Some students have to cross lot with moving cars.	Crosswalk could help within parking lot.			X

Public Comments - Highland Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Capra Park	Problem park - loitering/drinking			X	
David Cutino Park	lack of lighting		Skatepark, playground. Boys & Girls Club going to this location so connect club to schools	X	
Fremont			Could be part of connection between Boys & Girls Club and residences	X	
General			The walking route to this school is safer than MLK. Thank you!	X	
General	4-way stops needed + no parking at intersections			X	
General	No bike parking			X	
General	Could someone install cameras to track speeders & unsafe activity in vicinity of school?			X	
La Salle			Potential wide street that could have infrastructure on it	X	
School parking lot	Improve traffic to and from school - drop-off area very narrow			X	
School parking lot			All staff parking - no parent drop off area. Parents directed to pull alongside driveway to drop off - kids escorted from car to school		X
Sonoma	Busy fast traffic on Sonoma in front of apartments in front of school, especially in the afternoon. Loitering in front of apartments in the afternoon.		Principal has put traffic cones but doesn't slow traffic. More intervention or make Sonoma 1-way there. Maybe move drop-off for special needs bus - dangerous and crowded	X	
Sonoma - whole length			Could be a potential path	X	
Sonoma & Yosemite	No ramps at corners				X
Sonoma & Yosemite	Lots of peds				X
Sonoma & Yosemite	Some parents park on red curb to drop off				X
Sonoma & Yosemite	This intersection has brief congestion				X
Sonoma & Yosemite	Narrow sidewalks noted on Sonoma				X
Sonoma at Contra Costa	Visibility for crossing obscured			X	
Sonoma at Harding	ROW blocks path			X	
Sonoma Ave	Dropoff is hard here			X	
Sonoma from intersection @ Contra Costa to school	House is encroaching into sidewalk. Not clear site distance at intersections - add red curb and curb returns			X	
Sonoma in front of school	Parents drop off on both sides and kids cross both ways across street - unsafe			X	X

Sonoma in front of school			Adult hired by school escorts students from gate onto campus		X
Sonoma in front of school	No markers or ramps at school driveway				X
Sonoma in front of school			AAA student volunteers help direct traffic		X
Sonoma in front of school	Buses pull into small front lot				X
Sonoma in front of school			students get dropped off directly in front of school along white curb		X
Sonoma in front of school			students use stairs from sidewalk onto campus		X
Sonoma in front of school	Some speeding	Speed bumps?			X
Sonoma in front of school	Some double parking or drop off without pulling next to curb				X
Sonoma in front of school	U-turns done in apartment complex across street				X
Sonoma in front of school	Some parents park across the street in apartment complex				X
Trinity and Harcourt	Lots of missing sidewalk			X	
Yosemite & Wanda			Bus pick up here for Seaside MS 7.15a		X
Yosemite Ave		Can we have a trail/ sidewalk connecting these 4 schools on Yosemite?		X	
Yosemite from Broadway to Wanda		Close Yosemite from Broadway to Wanda and open gates so can be safe to walk . Open up back of school - just let buses on Yosemite		X	

Public Comments - International School of Monterey Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Both sides of school parking lot entrance	No curb ramps				X
Broadway Ave	Broadway is BUSY. Need better access system			X	
Broadway Ave	Speeding			X	
Broadway Ave	Backs up from 7:40 - 8:05 due to 2 schools and through traffic			X	
End of school dropoff loop	People don't obey 'no left turn' sign, turn left onto Yosemite				X
End of school dropoff loop @ Yosemite	Parked cars on Yosemite block view of parents leaving school. Lots of traffic on Yosemite, difficult to exit	New stop sign here?			X
End of school dropoff loop @ Yosemite	Crossing happening here, no marked crosswalk		There used to be a marked crosswalk here but it was removed - get more info from City		X
General	What about jumping fences and tresspassing? Big concern of many, many people			X	
General	Massive gopher hole problem in many fields @ Yosemite			X	
General			Where are sidewalks and bike paths to get to school safely?	X	
General		Can we have police/ crosswalk at such busy intersection?		X	
General			Safer route to Boys & Girls Club/better our pick-up route	X	
General	Not enough parking, school driveway too narrow	Redesign parking lot?		X	
General			K-5th grade parents must pick up. 6th - 8th can walk with parent consent	X	
General			Boys & Girls Club van route (avoid Yosemite)	X	
General	Wednesdays are particularly bad - only 10 minute window for release			X	
General	MST bus times do not equal school start/finish times at nearest stops			X	
General		Parent education on crosswalk use			X
General	Bus stop right in front of campus, but MST schedule does not serve students. Add route from Marina?		ISM is a charter school that draws students from all over		X
General	MST bus schedule conincides with school drop-off - clogs traffic				X
Grassy area between dropoff loop and Yosemite		Create additional drop-off area in grass?			X

Manzanita Stuart Park (on the other side of the ped bridge)	Poorly maintained/low usage	Give park to school? They could maintain			X
Mendocino	Speeding			X	
Mescal at San Pablo	Students crossing here	Traffic control or flag system would help here			X
Miguel Court		Open Miguel gate		X	
NB Yosemite before entrance to school parking lot	Traffic backs up	Remove on-street parking for turn lane?			X
Ped bridge over San Pablo	More visibility on bridge may make parents more comfortable. Wooden planks need repair	Let parents know about bridge/back entrance to campus			X
San Pablo	Commuter cut-through from Seaside to Jim Moore			X	
San Pablo	Commute traffic				X
San Pablo near back entrance to school			Parent pullover/parking/dropoff/pickup	X	
San Pablo/Mescal	No ADA curb access			X	
School campus			Bicycle parking at the top of campus, within school gate		X
School dropoff loop	Crosswalk faded, needs to be repainted				X
School dropoff loop		Add lines through entire dropoff loop to designate 2 lanes			X
School parking lot	Ped/car conflicts - no ped facilities	Swap parallel parking on the downhill side of school dropoff loop for dropoff area + no dropoff in parking lot, staff parking only			X
School parking lot	Cramped - one way in/out. Parked cars can't leave during pm dropoff	2nd entrance to parking lot? Expand parking lot?			X
School parking lot	Not clear if first portion of school dropoff loop is 1-way or 2-ways - some cars turn left out of parking lot	Signs for no left turn out of parking lot - narrow entrance			X
Westminster	Parent pick-up/drop off at end of cul de sac			X	
Westminster	Parents drop off here				X
Yosemite		Create left turn pocket into school		X	
Yosemite	Unsafe for bikes			X	
Yosemite	No bike lanes				X
Yosemite at Mendocino, Villanova	No curb ramps				X
Yosemite at Mingo		Bulbouts for crosswalk		X	

Yosemite before Mingo intersection	Cars queued - cars passing those entering school. Bus sometimes gets stuck in queue.			X	
Yosemite in front of school	Some parents parking across the street, crossing midblock and walking through grass area to school				X
Yosemite in front of school	Limited visibility				X
Yosemite outside school		Slow traffic. Speed bump		X	
Yosemite south of school parking lot - adjacent to King sports fields		Additional drop-off area? Remove on-street parking?			X
Yosemite/Mingo	Intersection turns into chokepoint due to traffic backed up turning into ISM parking lot. MST bus gets stuck			X	

Public Comments - Martin Luther King Jr. Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Around school		Crossing flags and training for students and parents		x	
Around school		Police presence at crosswalks and in parking lot		x	
Broadway	Has bike lanes - need education around bike lane use for motorists and bikers			x	
Broadway	Younger grades (1-4) bike - north side of Broadway			x	
Broadway	Need traffic to slow down on Broadway from Imjin - people driving 45mph+, not 30			x	
Broadway	Narrow sidewalks on Broadway. Where will children park bikes? Where is it legal to ride the bikes?			x	
Broadway	Speeding			x	X
Broadway	Commuter cut through to General Jim Moore				X
Broadway & Yosemite			Church with big lot - possible drop off?		X
Broadway & Yosemite	2 lanes + extra space (wide as a lane) to turn right from Broadway onto Yosemite	Cross guard? Bulb outs?			X
Broadway & Yosemite	Cars backed up on Yosemite turning left/right onto Broadway				X
Broadway Ave at school entrance		Red curb to improve visibility leaving parking lot onto Broadway Ave		x	
Broadway Ave.	Broadway is quite busy (esp. in morning) for such small kids. Think entrance/drop off could be much better			x	
Broadway in front of school	Crosswalks needed			x	
Broadway in front of school	Parking along curb obstructs visibility.	Remove parking space next to parking lot entrance			X
Broadway in front of school	No buffer between car doors and travel lane				X
Broadway in front of school	Left turn from Broadway onto campus is unprotected				X
Broadway in front of school	Kids have to ride in roadway since no bike lane and narrow sidewalk.				X
Broadway in front of school	Some double parking occurs across the street from school, then students run across.				X

Broadway in front of school	Sun glare when driving EB on Broadway in the a.m.	Flashing Beacons?			X
Broadway in front of school	Lots of jaywalking				X
Broadway in front of school	U-turns on SE corner of school so parents can drop off on side of campus				X
Broadway/Yosemite		Crossing guard		x	
Carson near tennis courts	Why is this field not maintained?			x	
Costa, Palm St. and others	Plants from gardens block sidewalks			x	
Del Monte Villa apartments	Cars park at entrance to retirement center and residents cannot get out.			x	
Del Monte Villa parking lot	We have cars bringing children to MLK parking inside the Del Monte Villa area. Area only for tenants of Del Monte Villa			x	
General		Quick fix: paint, crosswalks and have flashing lights		x	
General	When dropping off, parents wait until child gets into school before they drive off. It creates congestion.			x	
General	Need better pick-up route for Boys and Girls Club			x	
General		School buses?		x	
General		Lighted crosswalk		x	
General			Yosemite/LaSalle is route to Boys & Girls Club	x	
General			Provide parent education / best practices		X
General			Stagger school start times? MLK + ISM?		X
General			Place police officer at Broadway & Yosemite?		X
Kimball at Tweed (backside of Del Rey Woods)	Why is this field not maintained? Assume MPUSD land			x	
Leslie Park (behind MLK campus)	Cars are driving on these fields. Need a fence to keep from impacting water system			x	
Neighborhood near San Lucas/ Fremont/Terrace			Its dense here with lots of kids. Any possibility of a school by Fremont, so closer?	x	
Palm Ave	Cars parked on sw - have to walk in street			x	
San Pablo at Stuart Park			This overpass bridge is great for safety	x	
School campus	MLK is a big school for such small kids K-5. Safety concerns about children playing in entire field			x	
School entrance	Need ramp for strollers and bikes--currently only stairs.				X

School parking lot		Clean crosswalk inside the school parking lot		x	
School parking lot		Alternate exit from school parking lot onto Yosemite?		x	
School parking lot	Truck deliveries happening in parking lot during drop-off				X
School parking lot	Parents park in parking lot and walk to front entrance through traffic - no crosswalk				X
School parking lot	Drivers exiting lot turn left -- left turn not allowed				X
Yosemite & Mendocino			Make second entrance to school here? Repurpose on-street parking.		X
Yosemite & Mingo	Low visibility for vehicles turning left/right onto Yosemite.				X
Yosemite Ave from Highland Elementary to Ord Grove	Lots of school traffic from 4 schools off/on Yosemite. Chaotic - families need to run as cars don't slow down/ stop			x	
Yosemite Ave near school	Cars are too fast here	Maybe install crosswalks or speed bumps here		x	

Public Comments - Los Arboles Middle School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
3rd and Imjin	No control			X	
California/Patton Pkway	No control			X	
Church across from school	Driveway visibility			X	
General	No signage, street signs, speed bumps	Possibly add flashing lights		X	
General		Parent education (do's and don'ts of drop-off) + encourage students to wear helmets	Kids skateboard to school	X	
General	Visibility - a.m. sun			X	
General	Bike security and congestion are concerns for parents		School has some older bike racks	X	
Hillcrest and Crescent	Crashes here. Lots of traffic - cars don't stop	Crossing guard? Ped activated RRFB?	Students walking, on scooters, skateboards. Ramps on all 4 corners. Most cars yielding to peds		X
Hillcrest and Zanetta	No curb ramps, upgrade crosswalks to yellow continental				X
Hillcrest at Church driveway	Lots of dropoff in church parking lot. Kids run across street	Need crosswalk at one or both church driveways			X
Hillcrest at school driveways	No curb ramps				X
Hillcrest at Vaughn	No yellow crosswalk		Note: Crosswalks are yellow - not all legs have continental striping	X	
Hillcrest at Zanetta	No yellow crosswalk		Note: Crosswalks are yellow - not all legs have continental striping	X	
Hillcrest between Crescent and school	Kids dashing across the street mid-block				X
Hillcrest in front of school	speeding	traffic calming		X	
Hillcrest in front of school	Dropoffs in middle of street				X
Hillcrest in front of school	Very long bus drop-off area on south side of Hillcrest	Could be converted to dropoff area			X
Hillcrest near Zanetta	Dropoffs				X
Reindollar and Crescent	Missing sidewalk on three sides of intersection. No curb ramp at NE corner, slope/sand/trees are an issue. No ped space				X
Reindollar and Crescent	Dirt path to school				X
Reindollar between Kennedy/King	No sidewalk			X	

Reindollar between Vera/Vaughn	No sidewalk			X	
School campus	Unsecured bike racks in dirt. Could use an update				X
School campus	Peds walking across landscaped area through school parking lot				X
School campus	Peds walking on dirt path between end of bus zone and campus				X
School parking lot	Front gate is supposed to be closed to prevent drop-offs - it is rarely closed, drop-offs happening in parking lot				X

Public Comments - Marina High School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
2nd to Patton Parkway	Extend bike facilities through this open space?		Note: This project is planned - Del Monte Expressway - roadway with bike facilities and connection to Marina High	X	
California at Imjin	Bike lane used by cars turning right		Intersection not part of TAMC improvement project	X	
California at Patton Parkway	Small section no bike lane due to left turn lane			X	
California south of Imjin	Constricted road width and views			X	
Carmel from California to Carmelo			Lots of traffic/pedestrians	X	
Corner of Patton Parkway and Crescent St.	No stop signs to allow traffic on Patton Pkwy			X	
Crescent	Neighbors between Patton and Reindollar have challenge in the am pulling out of driveway due to congestion created by school.				X
Crescent			Traffic calming - speed humps?		X
Crescent			Add school speed zone signs and radar signs?		X
Crescent & Patton			Recruit ROTC/students to direct traffic at this intersection?		X
Crescent at Patton Parkway	Student drop-off. No traffic signs or stop sign			X	X
Crescent Drive	Traffic is backed up from 7:15 - 7:45 - can't get cars out of driveway. 7:45 - 8:00 cars speeding			X	
Crescent St.	Crescent St. neighbors would like to see our traffic study count		Bring traffic counts to the walking audit to share with residents	X	
Del Monte/Palm			Love the intersection improvements!!	X	
General	Is bike parking secure?			X	
General			Marina High kids walk from high school to MPC Marina campus on 12th St.	X	
General			Careful not to have speed monitors on residential streets (unsightly). Use on a temporary basis	X	
General	School related parking on Patton Parkway, Crescent is a concern			X	
Imjin at 2nd	Bike straight lane between right turn lane and through vehicle lane - cars don't pay attention.	Use green paint		X	
Imjin at 3rd	Safety hazard. Cross street to back of school. Traffic in morning. Dangerous			X	
Patton Parkway near Kennedy	street light missing			X	

Patton Parkway/ Crescent	Large number of alcohol bottles. Students throw trash on front yards and bushes.	Consider trash cans on Patton to California and Crescent to Los Arboles		X	
Reindollar			Park & Walk option at Los Arboles Sport Complex?		X
Reindollar			Drop offs on Reindollar?		X
Reindollar	No sidewalks at all on Reindollar where students walk to school!		Students also walking to Los Arboles on Reindollar	X	
Reindollar and California	No streetlights			X	
Reindollar and Crescent	Sidewalk gap	complete sidewalk which connects to crosswalk			X
Reindollar at backside of Los Arboles	No sidewalks			X	
Reindollar from California to Eddy	Bushes block visibility			X	
Reindollar from California to Phillips Circle	Enthusiastic drivers who speed after making turn			X	
School parking lot	Sidewalk gap	complete sidewalk which connects to crosswalk in school parking lot			X
School parking lot	Drop offs for high school in front of pre-school				X
Talcott to Patton Parkway	Pathway has been gated off			X	X

Public Comments -Marina Vista Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
3135/3137 Seacrest Ave. (Cypress Gardens Apartments)	Can't see when pulling out of the driveway	Need extended red zones		X	
Bus dropoff zone (near Carmel/ Pleasant, adjacent to school fields)	Buses block crosswalks, block visibility for drivers	New bus loading/ parking zone?		X	
Carmel at Crescent		Need lights at crosswalks		X	
Carmel at Everett	No curb ramps				X
Carmel at Nicklas	No crosswalk. Lots of pedestrians crossing	New crosswalk that connects to crosswalk in parking lot?			X
Carmel at Pleasant	No curb ramps				X
Carmel at Pleasant	Stop sign on 1 side but not the other. Confusing for drivers exiting school - can't see what drivers stopped at Pleasant are doing, especially because buses are parked at the corner, blocking visibility. Most drivers turn left from school.				X
Carmel at Pleasant	Cars running stop sign				
Carmel at school parking lot exit	Cars parked in red zone block visibility for cars leaving driveway				
Carmel at Vaughn	Low visibility	Daylight intersection and/or add bulbouts			X
Carmel at Vaughn/ Everett	No marked crosswalks			X	
Carmel Ave	Missing curb ramps all up and down Carmel			X	
Carmel Ave		Timed crosswalks, lit up crosswalks at every crosswalk on Carmel		X	
Carmel Ave	incomplete sidewalks			X	
Carmel Ave		Speed study to set school zone speed?			
Carmel Ave across the street from sports field	no sidewalks			X	
Carmel Ave at Zanetta	visibility low, need stop sign			X	
Carmel Ave.	Sun is in your eyes coming up Carmel - can't see!			X	
Carmel Ave. in front of staff parking lot	No sidewalk			X	

Carmel between Crescent and school (both sides of school?)		School speed zone signage, crosswalk signage			X
Carmel from Everett to Vaughn	Speeding! Long gap between stop signs	Traffic calming			X
Carmel from school to Del Monte	Sidewalk gaps				X
Carmel/Niklas	No marked crosswalk	Need crosswalk here		X	
Carmel/Pleasant	Drivers leaving school can't tell what people stopped at Pleasant are doing, and can't see past the buses			X	
Citywide	no bike lanes connecting city	bike lanes on Carmel?		X	
Citywide		Daylight intersections		X	
General			Have ice cream man stand further from school so kids don't run into the street for him	X	
General			Need to encourage more students to walk or ride bikes. Too much car traffic!	X	
General		Extend school drop-off area to corner		X	
General	Drivers rushing pedestrians in crosswalks	Need crossing guards!			X
General		Cones to delineate drop-off zones? Look for other drop-off areas to cone off? Need volunteers			X
General			Marina Police Chief Nieto can train crossing guards		X
In front of school	No sidewalk on either side of parking lot entrance. Kids walk down very steep concrete path on west side of school and through parking lot, in the path of teacher parking. High curb on median in front of school is difficult for strollers/people with disabilities	Replace median with sidewalk			X
In front of school, just to the right of parking lot exit	Bus dropoff blocks visibility	Move bus dropoff location?			X
Marina Drive/ Reservation	incomplete sidewalk			X	
Niklas Lane	Dead end street - no turnaround			X	
Niklas Lane	no sidewalks			X	
NW corner of Carmel/Pleasant	Missing sidewalk				X
Palm Ave.	speeding			X	
Palm Ave. (both sides of Del Monte)	incomplete sidewalk		Some parents walk from Lake Drive area	X	
School parking lot	Parents are very aggressive			X	

School parking lot	Crosswalk in parking lot is dangerous - parents backing in & out into crosswalk			X	
School parking lot	Parents stop at the beginning of the drop-off zone - need to pull forward all the way			X	
School parking lot	Drop-off is disaster - visibility is very low			X	
School parking lot	Parents need to obey rules of pulling to front of drop-off area of school to free street traffic			X	
School parking lot	Parent cars parked, blocking entrance to teacher parking lot and path of kids walking	Remove 1 handicapped space?			X
School parking lot		Repaint striping - boxes for dropoff? Crosswalk in parking lot needs to be restriped			X
Vaughn at Carmel	I've almost been t-boned twice by cars turning left from Vaughn onto Carmel due to blind spot - cars on Vaughn can't see			X	

Public Comments - Marshall Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Ardennes at trail to school		Update crosswalk to high-vis piano key			X
Chapel Drive	Parents park in church parking lot. No sidewalk on church side of the street, no marked crosswalk to sidewalks across the street	Crosswalk at the south side of church parking lot? Or sidewalk on west side of street			X
Chapel Drive to Normandy			Dirt trail that cuts the corner, comes out close to school		X
Gen. Jim at Normandy	Northbound right turn lane is also thru lane - plugged due to backup on Normandy				X
Gen. Jim at Normandy	Southbound left turn lane also backs up				
Gen. Jim Moore at Normandy	Huge problem!			X	
Gen. Jim Moore at Normandy	Lots of peds crossing here. Conflicts between peds and turning vehicles	Leading ped intervals. Crossing guard?			X
Gen. Jim to Aachen to Ardennes			Paved off-street trail		X
General	Drop off/pick up is too busy, no organization, children darting across street			X	
General			Porter youth center provides morning day care, walks kids to school		X
General	Kids biking in crosswalks, on sidewalks. Need more parent/kid safety education				X
General			2nd path to campus is very steep and fenced off. Comes out at sports fields		X
General Jim Moore			Note: Gen Jim is controlled by military. Normandy is military ROW between Gen. Jim and school, City ROW past school		X
NE corner of Gen. Jim/Normandy	No right on red sign - not in the right place to reduce conflicts	Remove - move to SE corner of intersection			X
Normandy	No bike facilities	Extra wide sidewalk on south side?			X
Normandy	Cars back up to Gen. Jim during dropoff/pickup				X
Normandy at Carentan	Parent volunteer doing an AMAZING job directing traffic - but he can't be here in the afternoons, and not every morning.	Need crossing guard in the afternoon			X
Normandy at Carentan	Kids running across crosswalk				X
Normandy at Carentan	Need curb ramp at all corners, more visibilty to crosswalk				X

Normandy at school parking lot exit	Heavily used crosswalk here. Needs more visibility + curb ramps				X
Normandy at school parking lot exit	Lots of traffic/congestion	Right turn only out of parking lot?	This would route people to Malmedy Road + Gigling or Brittany		X
Normandy btwn Gen. Jim and school	No sidewalks on south side of street				X
Normandy east of school	Speeding	Speed bumps?			X
School parking lot			Functions well. Center median allows 2 lanes for dropoff. Teachers control traffic and crosswalk into school. Cones at the parking lot entrance funnel cars into 1 lane. Bus dropoff at the the end of the parking lot.		X
Trail from Ardennes to school	Trail is heavily used. Broken asphalt, sand pit at the end		Not sure if this is military land		X

Public Comments - Olson Elementary School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Beach between Fitzgerald and school parking lot exit		Crosswalk?			X
Beach from Cardoza past Walmart	No sidewalks (looks like north side only?) + highway traffic			X	
Beach Rd east of school/church	No sidewalk on north side because of row of heritage trees				X
Beach Road	Parents parked on sidewalk on rolled curb				X
Beach Road at Melanie	missing curb ramps				X
Beach Road at Melanie	Cars parked in red zone, blocks view of pedestrians crossing. Drivers rolling stop signs				X
Beach Road at Villa	missing curb ramps	bulbouts?			X
Beach St.	Traffic backs up all the way to Del Monte roundabout			X	
Beach St. between Michael Dr and Fitzgerald	Traffic backs up		Ms. Barbara's preschool	X	
Beach street underneath eucalyptus trees	Missing sidewalk			X	
Crosswalk in front of school	Current location leads to parents crossing through parking lot	Move to east of school driveway			X
Field NE of school			Will be developed into housing/mixed use. Include separated bike path to school? Sidewalk on Beach on the other side of the row of trees?		X
General	School is at the top of a hill. Difficult to push a stroller up.			X	
General			Sustainable Marina = potential volunteers for walking school buses	X	
General			Program: roundabout education	X	
General			Dropoff example: Monte Vista Elementary	X	
General		Ideas: Safety Patrol program. Marked bathroom access along routes.		X	
General		More ideas: have a marked Safe Route to School with designated Safe Houses where residents receive background checks. Daycare providers could be potential safe houses.		X	

General		Red curb at intersections			X
General	No curb ramps, really wide curb radii. School signage missing/needs to be updated. Lighted crosswalk not working		City is moving away from in-ground lighted crosswalks, too hard to maintain		X
Marina Del Mar			What is it being used for now? Preschool?	X	
Marina Library			Library after school programs every Wednesday	X	
Marina United Methodist Church on Beach Rd		New park and walk location?			X
Melanie Rd. at Susan		Crosswalk			X
Michael Ave	Lots of dropoff here. U-turns, no school zone signs. No stop signs. Double parking right by entrance to pathway. Bus drop?		Back access to school near Michael/ McColloch		X
Neighborhood around school	Quite a few registered sex offenders.	Important to have adult supervision while walking.		X	
Neighborhood near Cardoza & Lakewood	No good walking/biking routes from the north. No crossings or poor crossings. Reservation/Del Monte is the busiest intersection	Rail crossing at Healy Ave to rec trail?		X	
School parking lot	No adult supervision/management of dropoff. Parents misbehaving			X	
School parking lot		Around the school driveway to remove school traffic off Beach		X	
School parking lot	Parents parking in ADA space				X
School parking lot	Need 'pull forward' signs or someone waving cars forward. 'Bus parking only' sign?				X
School parking lot	Parents dropping off in 2nd lane of parking lot, kids running across. Cars stop in bus area				X
School parking lot	No curb ramps at entrance/exit				X
School parking lot			No left turn sign at exit - parents follow this for the most part		X
Vacant lot NE of school			Large planned development here - Marina Station. School population expected to double	X	
Windy Hill Park			Popular, has open bathroom, kids ride bikes	X	

Public Comments - Ord Terrace School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Coe Ave	Traffic is very busy and speeding			X	
Elm Ave	Unsafe - needs crosswalk from across street			X	
Gen. Jim at Coe	OMG!!!	Stop light or roundabout? Protected bike lane not connected to street?		X	
Gen. Jim near Bayonet	Traffic backed up all the way!			X	
General	Parent drop-off - needs a better route!			X	
General		Walking path through Lincoln Park from San Pablo to front of La Salle with beacon or bridge crossing?		X	
Jim Moore		Safe crosswalks		X	
La Salle	Lack of stop signs, esp. at Noche Buena and Yosemite	Traffic calming?		X	
La Salle			Boys & Girls Club tried a walking school bus on La Salle but parents prefer the bus	X	
LaSalle		Look for other dropoff areas on LaSalle, east of campus			X
LaSalle & Lincoln	Missing curb ramp on LaSalle directly outside east parking lot				X
LaSalle & Lincoln	refresh crosswalk				X
LaSalle & Lindberg	Parents pull into this cul de sac and park blocking other vehicles--congestion				X
LaSalle & Mariposa			Some parents park here and drop off		X
LaSalle & Mariposa	no sidewalk on NW corner				X
LaSalle & Mariposa	some parents drop off here in middle of street				X
LaSalle & Mariposa	narrow sidewalks				X
LaSalle & Yosemite	Rolling stops on NE crosswalk (least used xwalk by peds)				X
LaSalle & Yosemite	some traffic making left onto LaSalle from ISM				X
LaSalle & Yosemite	Need ADA updates				X
LaSalle (front of school)	narrow sidewalks				X
LaSalle (front of school)	drop offs next to driveway				X

LaSalle (front of school)	drop offs in ADA parking				X
LaSalle (front of school)	cars double park on street and kids exit on driver side				X
LaSalle (front of school)	Crosswalk--add bulbout? Wide crossing with visibility issues				X
LaSalle (front of school)	Bus drop-off on white curb--reduces drop off area for parents				X
LaSalle (front of school)	lots of u-turns				X
LaSalle (front of school)	parking permitted up to crosswalk--visibility issue	need red curb closer to crosswalk			X
LaSalle (front of school)	cars make left turn into school staff parking- signs are present saying no left turn allowed				X
LaSalle between Mariposa and school	Lots of dropoff on LaSalle between Mariposa and school. Obstructs visibility of cars on Mariposa	Red curb this stretch?			X
LaSalle in front of school			White curb area and diagonal parking spaces are main dropoff area. Both parking lots closed to parents.		X
Lincoln-Cunningham Park		Traffic garden		X	
Noche Buena/La Salle	Traffic around Boys & Girls Club is quite congested	Some traffic calming solutions to make motorists more aware of walkers and bikers might improve safety		X	
Ord Grove		Can drivers be limited to the back entrance to school, to separate them from pedestrians?		X	
Ord Grove & Baldwin	ocassional double parking				X
Ord Grove & Baldwin			add "loading zone" signs		X
Ord Grove & Buchanan			add "loading zone" signs		X
Ord Grove & Buchanan			Students use crosswalks		X
Ord Grove & Buchanan	No ramps at crosswalk				X
San Pablo		Walking school bus opportunity to Boys & Girls Club (@San Pablo and Lowell)?		X	
School parking lot	drop offs in staff parking lot before bell				X
School sports fields			Why is this field in such poor shape? Like to see it updated and improved for our students	X	
Under the bridge on San Pablo	Four buses			X	

Yosemite from Mingo to Ord Grove		Parking removal for better visibility and drop-off space that is safer		X	
Yosemite near Ord Terrace			Safe road	X	

Public Comments - Seaside High School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Catalina and Olympia Streets	Potholes	Need lights		X	
Eastern dropoff loop		Encourage dropoff here			X
Eastern dropoff loop	Students crossing with no crosswalk at the very end of the loop				X
Eastern dropoff loop	Speeding between school entrance and eastern dropoff loop				X
Freeway on/off ramps		Roundabout please		X	
Fremont Blvd at Monterey		Higher visibility crosswalk			X
General	Lack of accessible sidwalks. Gardens growing into street.			X	
General		Clear all sidewalk pathways		X	
General		Well lit streets		X	
General			Some parents drive all the way around the campus to drop off on Ord Ave, on the west side of the locked gate		X
Military Ave	Potholes. Blind hills - people pass blindly			X	
Military Ave	Middle school students dropped off on Military - MS and HS traffic combined		Is there a way to separate MS and HS traffic?		X
Monterey Ave	Cars backed up. Difficult to exit Ord Ave, have to wait for someone to let you in				X
Monterey AVe	Students crossing Monterey without crosswalk				X
Monterey from Fremont to Ord Ave	No sidewalk. Students walk in sandy median area. No crosswalk across Ord Ave to campus stairs				X
Monterey from Fremont to Ord Ave	Speeds for cars coming around the turn from Fremont can be high - limited sight distance to see peds in crosswalk				X
Noche Buena	Issue with cars taking over sidewalk. Crosswalks are not marked. No stop signs or yellow lines.			X	
Noche Buena		Bike lanes		X	
Noche Buena	Cars park in fire lane. Unsafe for peds			X	
Noche Buena	Need school zone signage				X
Noche buena	Too many parked cars			X	
Noche Buena	No bike lanes, sidewalk debris, barriers on sidewalk				X

Noche Buena at Circle Ave	Turn conflict				X
Noche Buena at LaSalle		Signal?		X	
Noche Buena at LaSalle		Stop sign with lights + lighted crosswalk with ped countdown signal head		X	
Noche Buena at Military	Visibility issues			X	
Noche Buena at Military and Ord Grove	Need crossing guards			X	
Noche Buena at Ord Grove	Near misses/conflicts between peds crossing Ord Grove and drivers				X
Noche Buena at Phoenix			Right turn only	X	
Noche Buena from Playa to Military	Fast cars. Speed limit not respected. Students go too fast. After school time is dangerous.	Need patrols.		X	
Noche Buena Street		Bike lanes		X	
Noche Buena/ Military	NB Noche Buena backs up during dropoff, as does WB Military. Lots of commute traffic that has difficulty getting through the intersection				X
Noche Buena/ Military	crosswalk striping faded				X
Noche Buena/ Military	Lots of students crossing. Lots of conflicts between peds and turning vehicles (see photo of map). No marked crosswalks across Military, lots of students crossing	4-way stop?			X
Ord Ave	No bike lane/sidewalks				X
Ord Ave. near school sign/stairs	Path to school is dirt past the stairs	Pave path to school entrance			X
Ord Grove	Ord Grove is the best biking e/w road - bike lane please!			X	
Ord Grove at Noche Buena		Curb extension		X	
Road at Bostrom Park		Fences		X	
School parking lot	No designated space for bikes through campus		Bike parking is in the middle of campus		X
Western dropoff loop	Students crossing with no crosswalk on either side of loop entrance				X
Western dropoff loop	Parents dropping off in ADA spaces				X
Western dropoff loop			Check stencil at end of loop		X
Western dropoff loop	No visitor parking - parents parking at curb				X

Public Comments - Seaside Middle School Data

LOCATION	PROBLEM	SOLUTION	COMMENT	MEETING COMMENT	AUDIT COMMENT
Coe at Gen. Jim Moore			No one used crosswalk		X
Coe Ave	speeding			x	
Coe Ave	Cars driving in bike lane	Class 1 2-way bike path on north side of street?			X
Coe Ave	School sign hidden by tree branches				X
Coe Ave	No streetlights, dark in the winter for kids				
Coe Ave at school stop sign	Some dropoff happening here				
Coe Ave near golf course	Used to walk in dirt on side of Coe Ave.			x	
Coe EB	Cars backed up pretty far on Coe. Some cars crossing the double yellow to make left turn into school. Takes everyone a long time to get through the stop sign @ school entrance	Extended left turn pocket? Crossing guard to control pedestrian flow?			X
Crosswalk from Peralta to school	Kids run across for palatero				X
Crosswalk from Peralta to school	Main ped access to school	Ped crossing control? Intermittant ped crossing makes car travel through intersection very slow.			X
Crosswalk from Peralta to school	Cars entering crosswalk while kids are still crossing				X
East side of Gen. Jim			Future development will affect traffic on Gen. Jim		X
Eastside Parkway			A lot more traffic through streets all go to 4 schools. How will it impact Seaside? Note: Eastside Parkway is very far out, review growth plans	x	
Eucalyptus	Not great to bike. Fast cars no bike lane			x	
Eucalytus Rd	New housing will carry lots more traffic from Salinas		Future East-West parkway?	x	
Gen Jim			Kids biking on sidewalk		X
Gen Jim at Coe		Roundabout?			X
Gen Jim south of Coe	U-turns and parent parking in bike lane				X
Gen. Jim Moore	Bring kids down Gen. Jim Moore. Room for pedestrians		Note: We think this means that Gen. Jim is safer route, but not main route for many students	x	
General			Bus takes some kids from farther away	x	
General Jim Moore			Bike lane with lots of traffic	x	

General Jim Moore at Coe	Congestion	Roundabout to keep cars moving		x	
Military	very steep 2 lanes		kids bike and walk on Military	x	
Military at Hacienda			Better drop-off location. 30-45 minutes to get out and in	x	
Military at Peralta	Lots of school dropoff here. U-turns, parent cars parked, kids running across intersection, resident driveways blocked		Very few ways for people who live south of Coe to get to school entrance - closest access point is San Pablo to Gen. Jim. It makes sense that parents are dropping off on Military		X
Military Ave	Neighborhood street dropoff of kids to avoid Coe			x	
Military Ave	Speeding in WB direction				X
Military Ave	No curb ramps, broken sidewalk				X
Military, Peralta, etc.	Too much traffic on neighborhood streets		Get cars off side streets	x	
Note: We think this is about the crosswalk across Coe into school	Lights - across way to the school - for the safety of the children			x	
Note: We think this is about the crosswalk across Coe into school - kids coming from Military	Kids that walk through the fence; all end up crossing			x	
Ord Grove			Less steep, steady climb	x	
Ord Grove at Lassen	No crosswalk busy street			x	
Ord Grove to Hacienda			Best bike route	x	
Park Ave			dead end at cemetary	x	
Peralta at Military	No stop sign				X
San Pablo Ave			Commute alternative #1 - cut-through traffic	x	
School driveway on Coe, west of main dropoff area			Currently used for bus dropoff. Could this be additional parent dropoff? How to make sure buses don't get stuck in traffic? There is currently a dirt turnaround that could be improved.		X
School parking lot			Staff stationed in front of school is very helpful		X
School parking lot	2 lanes of dropoff - kids running across path of traffic				X
School parking lot	Some parents use staff parking for dropoff, kids run across dropoff lanes	Make crosswalk in parking lot more visible			X
Seaside Middle main entrance	Lots of traffic. Need crosswalk with lights to advise drivers that kids are crossing		Open another entrance to school to reduce traffic	x	
SW corner of Gen Jim/Coe	Kids dropped off here (bus dropoff?)			x	

Public Comments - Citywide (General Comments)

LOCATION	PROBLEM	SOLUTION	COMMENT
Dirt trail adjacent to Gen. Jim	Could be used		
Citywide		Bike racks at all schools	
		Density of students by Fremont - maybe another school is needed?	
General	We need public restrooms + drinking fountains at locations along walking/bike routes and at destinations.		
General	Notice: no community centers?		
Fort Ord near Marshal			Need more schools if developed
General	Could fiber internet be included? Don't think many Seaside/Marina schools have		
General	Where are the fields? Why are they in such poor condition in all of Seaside/Marina?		
General	Are the parks and trails connected to schools? Why not?		
Parks	The string of parks (Havana-Soliz, Lincoln-Cunningham, Stewart) would make a safe and scenic route for walking - if parks are maintainted		
General		Warning signs about traffic rules	

Monterey Website Comments

Comment Source	*What school are you commenting on?	*Do you have children at this school?	*What is the traffic safety issue you have observed and where?
Web	Marina High	Yes	There is a need for a crosswalk on California to connect 3rd street or Patton Parkway, so that the students who walk from Seahaven, Abrams Park, and Preston Park have a safe way to navigate across California.
Web	ISM	Yes	Unsafe crosswalks on Yosemite at San Pablo, La Salle and Ord Grove. Drivers going to fast on Yosemite in front of the school.
Web	International School of Monterey	Yes	We have been walking our kids to school from Hilby Avenue to International School of Monterey via Yosemite Street. Please see the email that was sent on October 27, 2017: Good morning Mr.Malin, My name is Stephanie Cota and I was writing to express my concern over a couple of “close calls” in the crosswalk at the corner of Broadway and Yosemite Street (by the fire station) over the past few days while walking my son to school. I know the school district has been encouraging families to walk their children to school and we have been walking our children to school because we see the importance of that family time. Over the past few days I have had two close calls with distracted drivers and people rolling through the stop signs to get somewhere fast. I realize that something can’t be done about it over night, but I would hope that the long term plan for that busy intersection surrounded by three schools, of which many families walk their children to and from school each day, would be to put a stop light in. I would like to recommend that a short term plan be to have police enforcement stationed at that intersection during busy school hours (Monday-Friday; 7:30 am-8:30 am and 2:30 pm -4:00 pm) to monitor distracted drivers. Thank you for your time and please feel free to contact me with any further information needed. We just want to keep Seaside safe for families trying to do the right thing.
Facebook	Marina High		There is an absolute need to put in a crosswalk that crosses California from Patton Parkway, so high schoolers who walk can cross safely. It is a huge oversight that they did not put one in when they redid the road. I also recommend it flashes due to the hill visibility and fog.
Email	Marina High		We urgently need a crosswalk to connect the new development on Abrams across California and Patton Parkway. I even think with the fog and the hill it needs flashing lights. Cars will not stop without a flashing light. However, there is currently not a safe way for students to cross California and they walk from the high school daily.
Email	Crumpton/Marina Vista		Our family found a syringe with a needle on a walk on California Ave in there area that is often used by families walking to school. We sometimes clean up trash along that route, and liqour bottles are not uncommon, but the needle was a first. I think that garbage disposal options are an important component of positive walking routes.
Email	ISM		My 11 year old son is an avid cyclist who already spends much time on the roads. Right now he commutes the 5 miles from Marina to Seaside (ISM) for school twice a week. I trust him inherently (though at 11 he still makes mistakes at times). But I do not trust the drivers, especially on Gen Jim Moore where many think the bike lane is an express lane to get around backed up traffic.
Email	Marina Vista		I attended the Safe Routes to School meeting tonight in marina, and I have some additional input. I think there’s a lot of school travel areas on Carmel avenue in marina where speeding is a big factor. Speed humps/undulations are used in bigger cities, and would really make a huge difference in spots where stop signs might be needed but aren’t feasible. I hope this suggestion is added to the information the community provided tonight. It was wonderful to feel heard and acknowledged by everyone who coordinated the meeting, thank you all!
Email	Crumpton		"Here are some points in my observations about the traffic and safety as a community member (living across the street) and these are in no particular order: -Too many cars drive fast up and down Carmel around the school around school hours and even during the non-school hours. - Great to see that there is a visible adult there in the morning helping with cross walk, monitoring student behavior, and keeping kids safe while at school before it opens. -The sidewalks from the end of Carmel towards school are overgrown in some areas and nonexistent in others that make it unsafe when students are then walking in the street. -I see all the time cars taking a left turn out of the parking lot onto blind traffic with cars parked there are many possible accidents. If possible it might make sense to staff this spot during drop off and pick-up."

Email	Seaside Middle + all Marina schools		"The few times I've made the mistake of driving General Jim to Canyon Del Rey, the Seaside Middle School intersection backup has drivers in the bike lane or even one wheel up on the sidewalk trying to shortcut around the wait. Having said that, I realize that in my mind the primary contributor to bike danger for me and for kids going to school in Marina is the "droppers." Parents driving their kids to Crumpton, Marina Vista, and Los Arboles. Hurried, distracted drivers, many on the phone. Doors opening into the roadway. Double-parkers. Jay-walkers and Jay-runners. It's pretty nuts, and I try to route around it. If my kid was riding to any of those locations, I'd tell him to ride on the sidewalk, no matter what others think about that. What will happen when they open upper Carmel when they build-out Sea Haven? There's no budget for bussing any more, and a we've become a fearful culture where the media generated perception of the risk (abduction etc.) is way out of line with actual statistics. That has to be part of the solution. Get the kids out of those cars. Group ride, group walk. Something different. How can we incentivize that? What is the carrot, what is the stick? Someone on Nextdoor mentioned the need for cross-walks to get to Patton Parkway. Crosswalk, yes. Plus we need to bring back that stop sign. A three-way stop at the new California intersect. Probably in the plans I'd guess."
Email	Seaside High + Marina High		"Seaside High School - Has no yellow ""school zone"" signs on noche buena, military or ord grove - Cross Walks at Noche Buena/Military and Noche Buena/Ord Grove are not painted to correlate with appropriate flow of pedestrian/student traffic walking to school. - Military and Noche Buena - extremely dangerous. The stop sign is ran a lot going down Military. Noche Buena Traffic is not looking at Military traffic they are heading to the high school. - I am happy to personally show you the concerns. I have seen kids almost hit, my personal kids have almost been hit and I have known of multiple car accidents on Military and Noche Buena. - Ord Ave exit at freeway (California/hwy 1/fremont). - no side walk - no school zone - kids crossing to fast food - fire road dangerous - stairs lead to softball field then nowhere - no lights - this is an attractive nuisance area Marina High School - Sidewalks from Imjim - not pleasant or safe for students - Imjim - crossing from 2nd street: path to walk to high school. An experience - would any adult want to try or do on a daily basis 7:30am and/or 4pm. multiple concerns - safety, signs, painted school zone/speed limit signs and painted crossing lines, lighting etc."
Email - Terry Siegrist, City of Marina Recreation	Crumpton		"My comments in my absence today regarding the walking audit at Crumpton this morning: - Concerns have been raised regarding street parking back up during drop off and pick up times. - The back up at the drop off and pick up area in front of the school during morning and afterschool pick up. - The limited parking and traffic going in and out of the parking lot area. - Acess to the MST bus stop. Crumpton is the starting point for the city afterschool daily walking pick up to the community center just an info item as that walking route as been requested to be considered in each school audit. Lastly in the loss of funding for the SRO this year all school related traffic saftey issues are going unchecked and the requlr morning and afterschool revolving traffic monitoring at all the Marina schools sites has been eliminated due to the absence of the funding for the SRO."

Email - Terry Siegrist, City of Marina Recreation	Los Arboles Middle School		"With that said the following items listed below have been discussed with the LAMS site council as requested safe routes to schools improvements at the Los Arboles Site. These are the concerns and recommendations: - No formal cross walk so students are dropped in all areas in front of the school and are crossing Hillcrest in many locations in the morning. - A cross walk has been suggested to be placed on Hillcrest in front of the church and entrance to the school. A secondary cross walk has been suggested at the exit to the church and the entrance to the teen center. - A three way stop is placed at the corner of Hillcrest and Cresent. This location has been the location of students being hit in the morning due to sun glare as well as it will slow traffic coming from Zanetta to Vaugn and Vaughn to Zanetta. - A lowering of the speed limit and additional posting of speed limit signs on Hillcrest from Zametta to Vaughn as that is a speed issue on Hillcrest as there is no slowing of that traffic infront of the school and teen center. - Zanetta to Vaugn has no traffic calming or stop signs and has and continues to be a speeding problem. These are the ongoing issues that have been discussed at LAMS."
Email	Marina High		Currently they are repaving California. A crosswalk is needed to connect the Seahaven neighborhood, Abrams, and Preston park to Patton Parkway. Students walk and ride bikes to and from the high school and use this route. Do we need to have an emergent situation for our kids to get this put in, or can we be proactive? What is the process of getting a crosswalk for a major roadway that connects the high school? I also think with our fog it needs flashing lights as well.
Email - Terry Siegrist, City of Marina Recreation	Marina High		"* Traffic before and afterschool on Cresent is major issue for the neighbors on Cresent. * Sidewalk on reindollar from Vaughn to past the tennis courts need to be extended on the tennis court side of the street. * Moving school traffic flow off Cresent to California or Im Jim is of great concern for student drivers. Navigating those entrances and exits especially before school due to work related traffic is currently dangerious and difficult even for the experienced adult drivers. Traffic signals would have to be considered at both locations for installation if that is to be considered * Acess to the walking path now locked off not sure the name of that street down from Cresent would be very helpful. * Extending Patton Parkway to allow for a turn around in the back parking lot of the high school should be considered. * Improving the walking paths through upper Los Arboles from the teen center to reindollar would be helpful."
Tom Thorpe, MPUSD Transportation Director	Marina High		Lots of Marina High students have to cross at 3rd and Imjin - no traffic control or marked crossing
Tom Thorpe, MPUSD Transportation Director	Del Rey Woods		No way for Del Rey Oaks students to cross Hwy 218 to access Del Rey Woods Elementary (note: this may be addressed by current FORTAG project, which includes an underpass under 218

Email Comments

Abrams to California:
I don't know if I can be at the Safe Route meeting tomorrow at Crumpton, but we urgently need a crosswalk to connect that new development on Abrams across California and Patton Parkway. I even think with the fog and the hill it needs flashing lights... though the Mayor said that was too expensive. Cars will not stop without a flashing light. However, there is currently not a safe way for students to cross California and they walk from the high school daily.

California Ave.:
In case I forget to share this tomorrow, I wanted to let you know that our family found a syringe with a needle on a walk this weekend on California Avenue in an area often used by families walking to school. We sometimes clean up trash along that route, and liquor bottles are not uncommon, but the needle was a first. It had a top on it at least, but still, it's concerning, and I think that garbage disposal options are an important component of positive walking routes.

Carmel Ave:
Hello, I attended the Safe Routes to School meeting tonight in marina, and I have some additional input. I think there's a lot of school travel areas on Carmel avenue in marina where speeding is a big factor. Speed humps/undulations are used in bigger cities, and would really make a huge difference in spots where stop signs might be needed but aren't feasible. I hope this suggestion is added to the information the community provided tonight. It was wonderful to feel heard and acknowledged by everyone who coordinated the meeting, thank you all!

Crumpton:
I was not able to make it as well as I have to leave for work at 7:10, here are some points in my observations about the traffic and safety as a community member (living across the street) and these are in no particular order:
-Too many cars drive fast up and down Carmel around the school around school hours and even during the non-school hours.
+ great to see that there is a visible adult there in the morning helping with cross walk, monitoring student behavior, and keeping kids safe while at school before it opens.
-The sidewalks from the end of Carmel towards school are overgrown in some areas and nonexistent in others that make it unsafe when students are then walking in the street.
-I see all the time cars taking a left turn out of the parking lot onto blind traffic with cars parked there are many possible accidents. If possible it might make sense to staff this spot during drop off and pick-up.
Sorry I could not be there today, but I am excited to see change occurring around safety for our future leaders!

Marina Vista:
Hello, I attended the Safe Routes to School meeting tonight in marina, and I have some additional input. I think there's a lot of school travel areas on Carmel avenue in marina where speeding is a big factor. Speed humps/undulations are used in bigger cities, and would really make a huge difference in spots where stop signs might be needed but aren't feasible. I hope this suggestion is added to the information the community provided tonight. It was wonderful to feel heard and acknowledged by everyone who coordinated the meeting, thank you all!

Misc Comments:
Yes, the few times I've made the mistake of driving General Jim to Canyon Del Rey, the Fitch Middle School intersection backup has drivers in the bike lane or even one wheel up on the sidewalk trying to shortcut around the wait.
Having said that, I realize that in my mind the primary contributor to bike danger for me and for kids going to school in Marina is the "droppers." Parents driving their kids to Crumpton, Marina Vista, and Los Arboles. Hurried, distracted drivers, many on the phone. Doors opening into the roadway. Double-parkers. Jay-walkers and Jay-runners. It's pretty nuts, and I try to route around it. If my kid was riding to any of those locations, I'd tell him to ride on the sidewalk, no matter what others think about that.
What will happen when they open upper Carmel when they build-out Sea Haven?
There's no budget for bussing any more, and a we've become a fearful culture where the media generated perception of the risk (abduction etc.) is way out of line with actual statistics. That has to be part of the solution. Get the kids out of those cars. Group ride, group walk. Something different. How can we incentivize that? What is the carrot, what is the stick?
Someone on Nextdoor mentioned the need for cross-walks to get to Patton Parkway. Crosswalk, yes. Plus we need to bring back that stop sign. A three-way stop at the new California intersect. Probably in the plans I'd guess.

Seaside High - Marina High:
I understand the community has been invited to provide insights to safe routes to schools. This is great.
I am unable to attend the evening events due to my schedule. If I could share with you my concerns specifically with SHS and MaHS, could you forward them to the appropriate people. I will provide in bullet points

Seaside High School
Has no yellow "school zone" signs on noche buena, military or ord grove Cross Walks at Noche Buena/Military and Noche Buena/Ord Grove are not painted to correlate with appropriate flow of pedestrian/student traffic walking to school.
Military and Noche Buena - extremely dangerous. The stop sign is ran a lot going down Military. Noche Buena Traffic is not looking at Military traffic they are heading to the high school. I am happy to personally show you the concerns. I have seen kids almost hit, my personal kids have almost been hit and I have known of multiple car accidents on Military and Noche Buena.
Fire Road exit at freeway (California/hwy 1/freemont). no side walk no school zone kids crossing to fast food fire road dangerous stairs lead to softball field then nowhere - no lights - this is an attractive nuisance area
Marina High School
Sidewalks from Imjim - not pleasant or safe for students Imjim - crossing from 2nd street: path to walk to high school. An experience - would any adult want to try or do on a daily basis 7:30am and/or 4pm.
multiple concerns - safety, signs, painted school zone/speed limit signs and painted crossing lines, lighting etc.

Popup Comments Marina

Carmelo Circle:
As requested, I am writing to you to share feedback regarding the curb extensions on our street, Carmelo Circle, across from the JC Crumpton School in Marina. I am a Marina resident, home owner on Carmelo Circle and like you, always concerned about citizen safety. That said, regarding this "Safe Streets" project, I have taken time out of my busy schedule recently to look at extended curbs in neighboring cities. What I observed in both Monterey and Pacific Grove were curb extensions that were very appropriately sized, meaning plenty of room for both pedestrians AND cars. I do not feel the same way about the temporary curb extensions placed in Marina. I can barely turn my small Honda Fit around the corner on my street without passing over the line to the other side. This is not what I experienced when I observed and drove around the curb extensions in PG and Monterey. Additionally, if you drive down Carmelo Circle, you will notice that many of the residents have HUGE vehicles including full size trucks, SUVs and station wagons. This is not a good recipe for success.

My biggest concern is that people will get hurt as both pedestrians AND drivers. Drivers will be so focused on avoiding other cars, there won't be the same concentrated effort on pedestrians. Meaning there will be a reversal of what you are trying to accomplish. My strong suggestion is to extend the curbs but NOT to the degree you currently have set up. I would recommend sizing them down by HALF at the very least.

Thank you for this opportunity to share input. I look forward to hearing your thoughts.

Marina Safe Streets Demo:
I don't think Marina Safe Streets is safe at all. There is no longer room for two cars to COMFORTABLY drive by each other on the two way Carmel Ave road. It is now a tight, scary, squeeze to drive up or down Carmel Ave. Making a right hand turn from either direction at the Carmel and California intersection is frustrating. You now have to pull all the way out and around all of the commotion on the corner of Carmel and California to get onto California road.

Marina Carmel Ave Popup:
I understand that children’s safety is most important. Have there been reports of children being hurt or near misses by vehicles and children in all the years prior to doing this? Or is it just thinking what might happen? Also, is this the only solution to the problem? I have never seen crossing guards on this street as an option that I see being used successfully at other schools with much wider streets in Salinas. Carmel is such a narrow street already! I would think having curbs painted Red & or no parking signs during school hours, crossing guards & video surveillance & speed deterrent cameras at intersection would be a better option. Senior volunteers could help with crosswalks giving them a purpose & help them feel useful also adding to the benefit of this alternative. If I owned a home on Carmel where this was being constructed, I would be upset over the negative affect this would have on my property value! I will check out your survey.

SRTS Spring Presentation:
It will be good to see the final project complete. (And the uggg-leee wave-delineators gone) Someone crushed one last night in front of Crumpton. And it's great to see the calming effect already on Carmel Ave in front of my house.

Two more observations from this morning's wet ride past at 7:30am.

1) The proposed curb extension at Crumpton on the drop-off exit that is designed to prevent a left (west) turn on Carmel is not working at all. As I rode up three cars in a row strained (and made) that prohibited left turn. I think the only thing that will work there is a security camera and follow-up enforcement.

2) As indicated on the mailed survey, none of this makes it safer for commuting cyclists except the calming effect on traffic. The curb extensions force the rider to "take the lane" which may or may not be safer depending on the driver behind who may or may not be impolite, understand the right-of-way, in a big hurry, and hate cyclists. Weighed against the obvious safety benefits for the MANY walking kids, I think the FEW of us will gladly accept the tradeoff.

Popup Comments Seaside

Broadway Avenue test redesign:

I live across from King Elementary School, and am most appreciative of the traffic-calming redesigns on upper Broadway. It's a welcomed change! For decades, I've complained to the city about dangerous traffic conditions at this school. I regularly witness drag racing from Yosemite Street to Gen. Jim Moore Blvd. Drivers often exceed 60 mph in that 25 mph school zone. I've witnessed many pet deaths at the hands of speeders. Parents drive recklessly while dropping off and picking up their own children, with little regard to anyone else's. Young children's lives are unduly placed at serious risk on a daily basis.

The city has attempted to address the problem by having police officers park near the school at random times. This has been very effective at addressing the problem, but only when police vehicles are visible. When the police leave, speeding and wreckless driving always resume. Since the test redesign went into effect, speeding issues on upper Broadway have been drastically reduced. Drag racing has been completely eliminated. Parents are much more cautious when dropping off and picking up students. The children's safety has become noticeably enhanced.

I'm most pleased with the barrier type redesign directly in front of the school. I'd be ecstatic to see it become permanent.

Walking- Biking area on Broadway:

I am a resident of Seaside, and live on 7 Miguel Court, which is a cul-de-sac off of Mescal. Recently I saw the barriers put up on Broadway street for walking/biking near the MLK school. I took my 11 year old daughter and we rode bikes on it to test it out. We liked the barrier as it provides protection from the cars driving on the road. Ideally I would like to see something like this go all the way down to the bottom of Broadway. We like to ride bikes on the walking/bike pathway that goes along the ocean from Seaside out to Lovers point. We usually put the bikes in our truck and drive down the hill to start riding because there are just too many cars driving on Broadway without a protected area to make it very safe. It would be great if there was a protected bike/walking lane that ran all the way down Broadway.

Broadway Avenue between Yosemite and Mescal:

In my humble opinion, The protected bike lanes are fantastic and I'd love to see them all over town, but taking a lane away from traffic for parking is not so great. If the middle school needs more parking, there is some empty land on the east side of the property there that would do just fine.

The colors are lovely and attention-grabbing. I also was impressed by the effectiveness of the striping paint.

MLK Rainbow Street:

I have been all over your pretty website. I do not see anything about making students more present as they use our streets and side walks. These students are on their phones, dragging their feet in crosswalk and not respectful to their environment, aka drivers trying to get to work.

I'm all for safety and bike riders. These solutions are unrealistic and take up way too much space.

Note: These costs are preliminary and are meant to provide an estimate of funding needed for project implementation. Further engineering work is required before detailed project costs can be determined.

Seaside Project Costs - Central Coast High School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Coe Avenue between Monterey Road and Dahlia Drive	Convert bike lanes on both sides of roadway to buffered bike lanes.	Long	$64,423.86	estimate does not include ROW acquisition
Trail entrance on Coe Avenue (north of school)	Remove two of three bollards to allow for easier bicycle access	Short	$700	
Trail north of school between Coe and Monterey	Formalize pathway between existing trail and Monterey Avenue, south of retention pond. Explore Class I facility on east side of Monterey between Fremont and new pathway.	Long	$390,441.55	
Coe Avenue between trail entrance and Seaside Community Center driveway	Install sidewalk or pathway on south side of street. Look at moving pathway to school property if sidewalk at street level is not feasible.	Long	$127,750	
Coe Avenue at Dahlia Drive - Phase 1	Refresh crosswalk markings	Short	$4,200	
Coe Avenue at Dahlia Drive - Phase 2	Install compact roundabout.	Long	$300,000	
Coe Avenue at Sea Ridge Court - Phase 1	Refresh crosswalk markings	Short	$4,200	
Coe Avenue at Sea Ridge Court - Phase 2	Install compact roundabout.	Long	$300,000	
Community center driveway	Fill sidewalk gaps between community center parking lot and school driveway	Long	$55,500	

Seaside Project Costs - Del Rey Woods Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Parallel to Plumas Avenue - Phase 1	Install Class I facility in PG&E land (under utilities) between Del Rey Woods Elementary and Highland Street.	Medium	$406,397.73	Between Highlands and Nochebuena
Parallel to Plumas Avenue - Phase 2	Install Class I facility in PG&E land (under utilities) between Highland and General Jim Moore, and between Noche Buena and Fremont Boulevard. Extend to Laguna Grande Court for Phase 3	Long	$1,089,852.27	
Noche Buena Street at Plumas Avenue	Install curb extensions. Install ramp and high-visibility crossings across Plumas Avenue to connect to future Class I facility parallel to Plumas Avenue	Medium	$162,400	assumed 2 curb extensions, 2 high visibility crossings, 2 new ramps
Plumas Avenue at Tweed Street	Rearrange traffic diverters to be ADA-compliant and allow for wheelchair and bicycle access. Install curb extensions at each crosswalk leg.	Medium	$280,000	
Tweed Street at Kimball Street	Install curb extensions and refresh high-visibility crosswalk	Medium	$144,200	
Parking lot between Noche Buena Street and northern school entrance - Phase 1	Stripe pedestrian area on outside of parking lot. Restripe parking lot to show parking spaces and path of travel	Short	middle cost	
Parking lot between Noche Buena Street and northern school entrance - Phase 2	Install path on north and west sides of parking lot to allow for pedestrian access. Restripe parking lot to show parking spaces and path of travel	Medium	$36,414	restriping costs reflected inParking Lot Phase 1 above
Noche Buena Street between Kimball Avenue and Plumas Avenue	Conduct speed survey and install traffic calming measures and/or bike lanes.	Medium	$30,000	no cost estimate for speed study; assumed two speed humps
Kimball Avenue at San Lucas Street	Remove crosswalk across Kimball on western side. Replace crosswalk on eastern side with offset crosswalk and median. Install street lighting. Consider unlocking gate at this location before and after school.	Medium	$139,042.40	
Tweed Street between Plumas Avenue and Kimball Avenue	Install traffic calming features to make Tweed Street a bicycle boulevard. Widen eastern sidewalk or move utility poles out of sidewalk	Long	$243,333.33	assumed cost of new sidewalk (5' widening + new curb/gutter)
Noche Buena Street at Kimball Avenue	Install curb extensions on all crosswalk legs	Medium	$280,000	
Noche Buena Street between school drop-off loop entrance and exit	Remove white curb or install signs reminding drivers to not leave their vehicles in loading zone	Short	$1,400	assumed 2 sign installations
Plumas Avenue	Install S1-1 with W16-9P School Advance Crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school.	Short	$6,300	assumed 6 S1-1 signs; 3 3-mnute loading zone signs
Noche Buena St.	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	Short	$2,800	
Tweed Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	Short	$2,800	
School parking lot at Noche Buena/Plumas	Allow student dropoff in dropoff loop. Maintain parking spaces as staff parking.	Short	policy change	
Noche Buena at church parking lot	Remove stairway between sidewalk and street	Medium	low/mid cost	

Seaside Project Costs - Dual Language Academy

Location	Recommendation	Timeframe	Cost Estimate	Notes
Normandy Road at Naples Road	Install ADA-compliant curb ramps	Medium	$28,000	
Normandy Road at school driveway	Install ADA-compliant curb ramps	Medium	$14,000	
Normandy Road between Selerno Road and Naples Road - Phase 1	Extend red curb east to the Naples Road intersection	Short	$231.00	
Normandy Road between Selerno Road and Naples Road - Phase 2	Install curb extension at corner of Normandy/Naples	Medium	$70,000	
School campus between Normandy Road drop off and parking lot	Install ADA-compliant path. Remove pathway that extends from corner of General Jim Moore to school parking lot.	Long	$64,400	assumed widening or replacing sidewalk as it runs toward driveway w/o curb/gutter reconstruction and curb ramp at driveway. Please correct if there is a desired alternative alignment
School parking lot - Phase 1	Install high-visibility crosswalk from new path to existing crosswalk on north side of parking lot. Pave dirt and install parking on east side of parking lot. Install high-visibility crosswalk from new parking to existing pedestrian space on southeast corner of school. Remove wooden ramp on west side of driveway.	Long	mid/high cost	
School parking lot - - Phase 2	Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy/Naples and additional parking.	Long	mid/high cost	

Seaside Project Costs - Highland Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Sonoma Avenue at existing crosswalk that connects Del Monte Manor and school	Install raised crosswalk and curb extensions	Medium	$147,000	
Yosemite Street back entrance ramp	Improve ramp access	Medium	$7,000	
Yosemite Street between Sonoma Avenue and mid-block crosswalk	Convert east side of Yosemite Street to pick-up/drop-off area	Short	policy	
Mid-block crosswalk on Yosemite Avenue north of Wanda Avenue	Install offset crosswalk with ADA-compliant curb ramps and street lighting.	Medium	$57,400	assumed two lights
Sonoma Avenue at Yosemite Street	Install compact roundabout.	Long	$300,000	
Sonoma Avenue between Yosemite Street and Mescal Street	Install slotted speed humps. Install centerline diverters or turtles to prevent U-turns	Medium	$32,800	
Neil Park	Repave and widen existing paths. Install curb ramps at path entrances.	Long	$174,482	

Seaside Project Costs - International School of Monterey

Location	Recommendation	Timeframe	Cost Estimate	Notes
School parking lot	Make staff parking only. Install right-turn only sign and arrow at parking lot exit.	Short	$1,400	
School drop-off loop - Phase 1	Convert staff parking to loading during pick-up/drop-off times and visitor parking off-peak times.	Short	policy	
School drop-off loop - Phase 2	Install curb ramps at school driveway entrance and exit. Install ADA compliant path between Yosemite Street and school that connects with crosswalk in dropoff loop.	Long	$37,450	
Yosemite Street at Westminster Court	Install ADA-compliant curb ramps on both sides of crosswalk	Medium	$14,000	
Path between Westminster Court at Stuart Park path	Remove bollard on east end of path	Short	$350	
San Pablo Avenue at Mescal Street	Shift existing crosswalk across San Pablo Avenue/Mescal Street northwest to avoid drain. Install curb extensions on both sides of crosswalk and landing on south side.	Medium	$144,200	
Pedestrian bridge between Stuart and Cunningham Parks	Promote pedestrian bridge as alternate drop-off location	Short	policy	
Pedestrian bridge between Stuart and Cunningham Parks	Replace bridge with design that allows greater visibility onto/from bridge. Upgrade to be ADA-compliant	Long	high cost	
Lincoln Cunningham Park paths	Repave and widen existing paths. Install curb ramps at path entrances.	Medium	$401,352	
Path between Stuart Park and school	Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours	Medium	$81,858	
Yosemite Street at Mingo Avenue	Install curb extensions on all crosswalk legs	Medium	$280,000	
Portola Leslie Park entrance from Yosemite Street	Upgrade ramp to be ADA-compliant	Medium	$7,000	
Yosemite Street between Mingo Avenue and Westminster Court	Add centerline diverters to prevent left turns into or out of school drop-off loop. Daylight school loop exit.	Short	2800	

Seaside Project Costs - MLK Jr. Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Broadway Avenue east of school driveway entrance	Install high-visibility offset crosswalk across Broadway Avenue and lengthen/widen center median to serve as pedestrian refuge island. Install curb extensions on both sides of crosswalk and install RRFB.	Medium	$280,200	
Broadway Avenue between Ancon and Yosemite	Explore options to accommodate parent travel into school parking lot; either install left turn pocket that is long enough to accomodate school queue, or install roundabout at Broadway/Ancon and prevent left turns into school.	Long	$300,000	reflecting cost of roundabout
School driveway entrance	Install standard driveway approach. Install red curb striping on both sides to daylight intersection.	Medium	$168.00	clarification re: standard driveway approach?; reflecting cost of 40' of red curb
Broadway Avenue at Yosemite Street	Study roundabout at this intersection. If not feasible, install curb extensions on all corners of intersection	Medium	$2,100,000	reflecting cost of roundabout; curb extensions just $50,000-$70,000 EA
School entrance	Install ADA-compliant ramp from Broadway Avenue to school entrance	Medium	$7,000	
Portola Leslie Park path	Upgrade to be ADA-compliant. Open gates outside school hours. Extend path to Broadway, east of school driveway. Install curb ramps at path entrances.	Medium	$105,742	
Sidewalk on west side of staff parking lot	Remove bollard blocking sidewalk access	Short	$350	

Seaside Project Costs - Marshall Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Dirt south of Normandy Road between existing trail and school driveway entrance	Install trail/pathway	Long	$131,670	
Normandy Road between school driveway exit and Parker Flats Cut Off	Install trail/pathway on south side of Normandy Road	Long	$504,500	reflecting cost of sidewalk
School driveway entrance	Install curb extension on western side to prevent parked cars. Consider bus turning radius in design	Medium	$70,000	
Normandy Road between General Jim Moore Boulevard and school driveway entrance	Widen sidewalk on north side of Normandy Road to 10' multi-use path	Medium	$30,870	assumed 5' widening w/o reconstructing curb/gutter
Normandy Road between school driveway entrance and Parker Flats Cut Off Road	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school	Medium	$65,121.21	Showing Cost of Class III Bicycle Boulevard Treatment
General Jim Moore Boulevard at Normandy Road	Install ramp from trail along General Jim Moore Boulevard onto Normandy Road	Medium	$7,000	
General Jim Moore Boulevard trail	Install wayfinding northbound to show access to school	Short	$700	
Normandy Road at Carentan Road	Install ADA-compliant curb ramp at northwest corner of intersection	Medium	$7,000	
Normandy Road at Chapel Drive	Install raised crosswalk and ADA-compliant curb ramps	Medium	$21,000	
Chapel Drive	Close sidewalk gaps on west side between church driveway and Normandy Road.	Long	$81,000	
Chapel Road at Chapel Drive	Install ADA-compliant curb ramps and high-visibility crosswalk across Chapel Road	Medium	$18,200	
General Jim Moore Boulevard at Normandy Road	Install protected intersection with leading pedestrian intervals. Install sign indicating that cyclists should use pedestrian signal phase.	Long	$2,100,000	
Ardennes Circle at end of school pathway	Upgrade crosswalk to standard high-visibility	Short	$4,200	
Path from Ardennes Circle to Normandy	Repave trail	Medium	$252,000	assumed cost of new 10' path
General	Initiate larger discussion on traffic and enforcement issues around Marshall campus	Short	policy	

Seaside Project Costs - Ord Terrace Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Diagonal parking spaces on La Salle Avenue in front of school	Install wheel stops in parking spaces. Angle parking spaces at 45 degrees to accommodate center median. Move accessible parking onto campus closer to school entrance.	Short	mid cost	
La Salle Avenue at Lindberg Court	Install curb extensions on both ends of crosswalk and southeastern corner. Add high visibility crosswalk across Lindberg Court. Reconfigure crosswalk across LaSalle as offset crosswalk. Install median on either side of Lindberg Court to east/west of school driveway entrances, with median serving as pedestrian refuge island at crosswalk.	Medium	$204,400	
La Salle Avenue at Lincoln Street (east)	Install curb extensions on both legs of crosswalk. Remove crosswalk across La Salle and restripe crosswalk across Lincoln.	Medium	$144,200	
Western school driveway (east side of driveway)	Install curb extension to roadway drain in order to narrow entrance/ exit. Consider delivery truck turning radius in design. Install high visibility crosswalk across school driveway	Medium	$74,200	
Loading zone on La Salle Avenue	Widen sidewalk on north side between Lincoln and western school driveway. Add signage and striping in roadway to demarcate loading zone.	Medium	$218,680	assumed 3' sidewalk widening, one sign
Lincoln Street at Ord Grove Avenue	Install curb extensions on all crosswalk legs. Design southwest corner to accommodate driveway	Medium	$280,000	
Ord Grove Avenue at Buchanan Street	Install curb extensions on all crosswalk legs	Medium	$280,000	
Ord Grove Avenue in loading zone near Buchanan Street	Install loading zone (R25C(CA)) signs.	Short	$1,400	assumed 2
Yosemite Street at La Salle Avenue	Update high visibility crosswalks. Install curb extension on southeast corner. Update STOP bars/STOP legends. Install new curb ramps at northern corners	Medium	$103,600	
Mariposa Street at LaSalle Avenue	Fill sidewalk gaps		$211,500	

Seaside Project Costs - Seaside High School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Highway 1/Monterey Road/Fremont Boulevard	Study opportunities for bicycle and pedestrian improvements in a future regional intersection project, including high-visibility yellow crosswalks, curb extensions to shorten crossing distances on Fremont Boulevard, leading pedestrian intervals, offset crosswalks, school signage, pedestrian path on south side of intersection, pedestrian median islands, and narrowed lanes.	Long	$756,700	doest not account for northbound approach realignment. High cost project
Ord Avenue stairs onto school	Formalize path from top of stairs onto campus. Install ADA accessible ramp next to stairway.	Medium	$68,796	estimate does not account for grading necessary to install ADA accessible path. Grading of hill would make this a high cost project
Ord Avenue at Monterey Road	Install sidewalk on south side of Monterey Road between Ord Avenue and Fremont Boulevard. Move crosswalk across Ord Ave. to intersection. Install landing on east side of Ord Avenue between new crosswalk and stairs. Install curb extension on west side of crosswalk.	Long	$98,950	
Ord Avenue at Noche Buena	Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Ave.	Long	$300,000	
Ord Avenue on school campus	Install raised crosswalk and stop/yield signs east of the first school dropoff loop. Allow bus access only to eastern drop-off loop and restrict parent entry. Install sidewalk on south side of Ord Avenue between Noche Buena and new crosswalk. Formalize pathway from north side of Ord Avenue into campus.	Long	$43,400	
Noche Buena at Military Avenue	Install curb extensions on all corners to shorten crossing distance across Military Avenue	Medium	$280,000	
Ord Grove Avenue at Noche Buena Street	Install curb extensions on all corners to shorten crossing distance across Ord Grove Avenue	Medium	$280,000	
Noche Buena Street at La Salle Avenue	Install curb extensions on all corners	Medium	$280,000	
Fremont Boulevard between Monterey Road and Military Avenue	Formalize path to Class I facility between Military Avenue and Monterey Road	Medium	$187,187.74	

Seaside Project Costs -Seaside Middle School

Location	Recommendation	Timeframe	Cost Estimate	Notes
South side of school between drop-off driveway and Coe Avenue (approximately 350 feet north of Coe Avenue)	Upgrade informal pathway to Class I facility	Medium	$124,091	
School parking lot	Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign to be MUTCD-compliant	Medium	$35,700	
School campus	Create new roadway adjacent to school buildings to connect school driveway with bus drop-off area, with new drop-off area adjacent to school buildings. Restrict current drop-off loop to bus drop-off and staff parking.	Medium	high cost	
Coe Avenue at Paralta Avenue	Consider roundabout	Long	$300,000	
Coe Avenue at Paralta Avenue	Remove bollard to allow for easier bike/pedestrian access	Medium	$350	
Coe Avenue between Dahlia Drive and General Jim Moore Boulevard	Remove bike lane from south side of road. Install two-way separated bikeway on north side of road	Long	$503,257.58	
Military Avenue at Peralta Avenue	Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.	Medium	7000	
Peralta at Coe Avenue	Block Peralta Avenue north of Military Avenue. Install landscaped trail that allows for emergency access to Coe Avenue.	Medium	7000	

Seaside Project Costs - Citywide Recommendations

Location	Recommendation	Timeframe	Cost Estimate	Notes
Military Avenue	Study feasibility of Safe Routes to Schools Connector treatments, especially near school.	Medium	study	
Mingo Avenue between Noche Buena and Yosemite	Study feasibility of Safe Routes to Schools Connector treatments, especially near school.	Medium	study	
Monterey Road between Buna Road and 6th Division Road	Install Class II bike lanes	Long	$178,080.00	
Noche Buena Street near Seaside High and Del Rey Woods Elementary	Study feasibility of Safe Routes to Schools Corridor treatments near schools.	Medium		
Ord Grove Avenue + Hacienda Street	Study feasibility of Safe Routes to Schools Connector treatments, especially near school.	Medium		
Parker Flats Cut Off Road between Gigling Road and Normandy Road	Study traffic volumes and consider removing center line and installing advisory bike lanes.	Medium		
Sonoma Avenue from Mescal to Canyon Del Rey	Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.	Medium		
Waring Street + Flores Street between Plumas Avenue and Military Avenue	Study feasibility of Safe Routes to Schools Connector treatments, especially near school.	Medium		
Yosemite Street between Military Avenue and Hilby Avenue	Study feasibility of Safe Routes to Schools Corridor treatments, especially near school. Explore converting Yosemite to 1-way between Mingo and La Salle.	Medium		

Marina Project Costs - Crumpton Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Carmel Avenue at Lynscott Drive	Install curb extensions on northern corners of intersection. Upgrade crosswalks to high visibility	Medium	$148,400	
School drop-off loop entrance	Reconfigure dropoff loop so that entrance aligns with Carmelo Circle intersection. Install ADA-compliant curb ramps at driveway entrance.	Long	mid/high cost	
School drop-off loop exit	Install ADA-compliant ramps and DO NOT ENTER signs at driveway exit	Medium	$14,700	
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	$2,100,000	
Carmel Avenue at Carmelo Circle	Install curb extensions on all crosswalk legs. Upgrade crosswalks to high visibility	Short	$218,400	
Carmel Avenue between school drop-off loop entrance and exit	Remove bushes and replace with wider sidewalk to allow for drop off on street	Medium	$16,254	
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.	Medium	$53,750	
Epiphany Lutheran & Episcopal Church	Encourage church as formal drop-off location	Short	policy	
Lynscott Drive between Reservation Road and Carmel Avenue	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
Salinas Avenue between Reservation Road and Carmel Avenue	Add Class I facility as part of future reconstruction project.	Long	$334,090.91	
Phillips Circle	Install accessible ramp at entrance to path to school	Medium	$7,000	

Marina Project Costs - Los Arboles Middle School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Path between campus and Reindollar Avenue	Expand and repair pathway to the west of tennis courts.	Medium	$44,478	depends on alignment; may require grading
School driveway exit	Upgrade crosswalk to high visibility. Install ADA-compliant curb ramp on western crosswalk leg.	Medium	$11,200	
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	$144,200	does not include cost of gate relocation
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	$227,000	
Zanetta Drive at Hillcrest Avenue	Install curb extensions. Upgrade crosswalks to high visibility	Short	$296,800	
Vaughan Avenue at Hillcrest Avenue	Install curb extensions. Upgrade crosswalks to high visibility	Medium	$296,800	
School	Upgrade bike racks and move onto campus	Short	8400	assumed 20 U-Racks
Hillcrest Avenue west of school driveway entrance	Shorten bus drop-off area to create more space for parent dropoff	Short	low cost	
Talcott Avenue at Reindollar Avenue	Install curb extensions. Upgrade crosswalk to high visibility	Medium	$144,200	
Zanetta Drive at Reindollar Avenue	Install curb extensions. Install high-visibility crosswalks across Zanetta Drive and at least one across Reindollar Avenue	Medium	$152,600	assumed 2 curb extensions, 3 high-vis crosswalks
Vaughan Avenue between Carmel Avenue and Reindollar Avenue	Study feasibility of Safe Routes to Schools Corridor treatments	Medium	study	
Zanetta between Reindollar and Hillcrest	Fill sidewalk gaps	Long	$114,912	continous, narrow sidewalk; assumed widening existing sidewalk to fill landscaping wells and no curb/gutter reconstruction

Marina Project Costs - Marina High School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Reindollar Avenue between Crescent Street and Vaughan Avenue	Install sidewalk on north side of street	Long	$76,000	
Reindollar Avenue between Vera Lane and Vaughan Avenue	Fill sidewalk gaps on south side of the street	Long	$30,250	
School driveway entrance from Patton Parkway	Convert crosswalk to high visibility	Short	$4,200	
School parking lot near entrance from Patton Parkway	Install sidewalk to close gap between crosswalk and existing sidewalk	Medium	$12,750	
Patton Parkway at Crescent Street	Remove crosswalk across Patton Parkway. Upgrade crosswalk across Crescent to high visibility	Short	$4,200	
California at Marina Heights Drive	Install high-visibility crossing across California	Short	$4,200	
3rd and Imjin	Include high visibility crosswalks and curb extensions in future signal project.	Medium	$296,800	
Grant Street pathway	Open gate to allow access. Install pedestrian lighting along pathway	Medium	$58,800	
California at Reindollar	Install high-visibility crossing across California and one leg of Reindollar. Consider curb extensions to shorten crossing distance.	Medium	$144,200	
Rendova Road	Improve/repair fencing along roadway and keep sidewalks clear of sand and vegetation	Medium	low/mid cost	

Marina Project Costs - Marina Vista Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Bus drop-off area on Carmel Avenue	Move to east of western crosswalk at Pleasant Circle/Carmel Avenue intersection	Medium	low/mid cost	
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	$144,200	
Carmel Avenue at Everett Circle	Install curb extensions and upgrade crosswalk across Everett Circle to high-visibility	Medium	$144,200	
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	$11,200	
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	$280,000	
Carmel Avenue at Vaughan Avenue	Install curb extensions and install high-visibility crosswalk across Vaughan Avenue	Medium	$144,200	
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	$14,000	reflecting cost of raised crosswalk and ramp
Carmel Avenue between sidewalk end and school driveway exit	Convert landscaping to sidewalk	Medium	$65,750	location/extent unclear
Nicklas Lane	Install missing sidewalk	Long	$286,750	assumed both sides of Nicklas Lane
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	$141,050	

Marina Project Costs - Olson Elementary School

Location	Recommendation	Timeframe	Cost Estimate	Notes
Beach Road at Melanie Road	Install curb extensions on all legs of crosswalk. Upgrade crosswalks to high-visibility	Medium	$152,600	
School drop-off loop	Reconfigure to have two drop-off lanes with center sidewalk space	Long	low/mid cost	
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	Medium	$87,000	
School campus east of Melanie Road	Install gate into school campus adjacent to bus drop-off area	Medium	low cost	
Beach Road at Fitzgerald Circle	Install curb extensions. Consider high-visibility raised crosswalk across Beach Road	Medium	$147,000	
Beach Road at Villa Circle	Install curb extensions and high-visibility crosswalk across Villa Circle	Medium	$144,200	
Beach Road between Cordoza and Del Monte Boulevard	Install Class I facility on north side of roadway.	Long	$459,136.36	
Beach Road between Del Monte and DeForest	Study feasibility of Safe Routes to Schools Corridor treatments	Medium	study	
Beach Road at DeForest Road	Study options for curb extension or median at southwest corner of intersection to slow right-turning traffic	Medium	$70,000	
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	$144,200	
North side of Beach Road between school grounds and trail	Include sidewalk and path as part of future development	Long	$207,750	assuming cost of curb/gutter; path construction would be less expensive than sidewalk with curb and gutter
Melanie Road between Beach Road and Peninsula Drive	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
Beach Road between Del Monte and Fitzgerald	Fill sidewalk gaps	Long	$61,250	
Marina United Methodist Church	Work with church to explore parking lot as alternate drop-off area	Short	policy	
Michael Drive at McCulloch Circle	Install high-visibility crosswalk at south leg of interstection. Consider curb extension on east end of crosswalk. Install curb extension on west end of crosswalk.	Medium	$144,200	
Beach Road at Michael Drive	Install high-visibility crosswalk across Michael Drive with curb extensions on both sides	Medium	$144,200	
Michelle Court	Study options to construct sidewalk and path between Michelle Court and school campus as part of future development or FORTAG	Long	study	

Marina Project Costs - Citywide Recommendations

Location	Recommendation	Timeframe	Cost Estimate	Notes
All schools	Install Secure Bike Parking	Short	$29,400	assumed 10 inverted U racks/ elementary; 20/ middle high school
All schools	Change speed limits to 15 mph around schools	Short	$14,000	assumed 4 signs per school
All schools	Conduct comprehensive school signage inventory and install missing signage. Ensure that sign placement maintains ADA access on sidewalks.	Short	study	
All schools	Review ADA accessibility guidelines and construct accessible paths between public right-of-way and school entrances where needed	Long	study	
California Ave between Windsor Court and Tamara Court	Install Class IV separated bikeway. If infeasible, install Class II bike lanes	Medium	$185,924.24	
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	high cost	
Carmel Avenue at Crescent Avenue	Install curb extension at northwest corner of intersection to slow right turns.	Medium	$70,000	
De Forest Road	Study feasibility of Safe Routes to Schools Connector treatments, especially near schools	Medium	study	
DeForest Road at Reservation	Study intersection improvements including high visibility crosswalks, pedestrian refuge islands, and leading pedestrian intervals.	Medium	study	
Del Monte Boulevard at Palm Avenue	Conduct collision analysis to identify bicycle and pedestrian crossing improvements	Medium	study	
Hillcrest Avenue	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	Medium	study	
Patton Parkway between Patton Parkway and Del Monte	Install Class I or Class II bike facility as part of Patton Parkway Extension project	Long	$442,909.09	assumes straight line extension from Pkwy to del Monte, does not account for vegetation removal
Reindollar (California to Eddy, Vera to Vaughn, Del Monte to Sunset)	Fill sidewalk gaps	Long	$241,000	
Reindollar Avenue + Bostwick Avenue + Bayer Street	Study feasibility of Safe Routes to Schools Connector treatments, especially near schools	Medium	study	
Palm Avenue between Lake Drive and Marina Drive	Fill sidewalk gaps	Long	$74,250	included cost of 4 curb ramps as well
Cordoza Avenue	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
Crescent Street + Avenue	Study feasibility of traffic calming measures and Safe Routes to Schools Connector treatments	Medium	study	
Zanetta Drive	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
Vaughn Avenue	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	
California Avenue	Study feasibility of Safe Routes to Schools Connector treatments	Medium	study	