chapter six

MOBILITY

The Mobility Element describes the planned citywide transportation network. A key goal of the General Plan is the provision of a well-connected network of "complete streets" that provide multi-modal mobility, access to land uses, and support Seaside's economic and sustainability goals.

The Mobility Element describes and illustrates the circulation system, and provides guidelines to support and complement existing and planned development. The goals of the Mobility Element include ensuring that transportation and land use decisions are coordinated, promoting the safe and efficient transport of goods, efficient use of existing facilities, and protecting environmental quality.

Statutory Requirements

The Mobility Element has been prepared to meet State General Plan law and California Complete Streets Act requirements.

General Plan

California law mandates the development of a Circulation Element as part of the General Plan. The Circulation Element must contain the "general location and extent of existing and proposed major thoroughfares, transportation routes, and other local public utilities and facilities, all correlated with the land use element of the General Plan per Government Code Section 65302 (b). In addition, the General Plan must incorporate "Complete Streets" policies, as described below.

Complete Streets Act

The term "Complete Streets" refers to a balanced, multimodal transportation network that meets the needs of all users of streets - including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transit, and seniors. A "Complete Street" is one that provides safe and convenient travel in a manner that is suitable to the local context.

The Mobility Element is consistent with the California Complete Streets Act (AB 1358), which requires that cities and other public agencies incorporate "Complete Street" policies when updating their General Plan Circulation Element. Complete Streets make travel safe for all users, including bicyclists, pedestrians, motorists, transit vehicles, and people of all ages and abilities. While every street does not need to provide dedicated space to all users, the street network must accommodate the needs of all users.

SB 743 and Transportation Performance Metrics

The Mobility Element is consistent with Senate Bill (SB) 743 requires changes to the California Environmental Quality Act (CEQA) analysis of transportation impacts. The preferred methodology quantifies VMT on a "per resident" and "per employee" basis, based on the local population of residents and job holders. Vehicle miles traveled (VMT) is defined by the number of miles traveled by vehicle trips beginning or ending within a specified region. Local VMT thresholds were adopted by the City of Seaside.

Setting the Scene

How people get around is an important indicator of the success of a transportation system. This section summarizes travel characteristics associated with the Seaside transportation network, gauging its current performance, and tailoring projects and programs to provide benefits to the community.

Vehicle Ownership and Travel Modes

As shown in Table 8, Seaside residents typically own slightly fewer motor vehicles than the countywide average. Approximately 5 percent of households in Monterey County own no cars. In Seaside, 8 percent of households are zero-vehicle households. Similar to national trends, renter-occupied households tend to own fewer cars than owner-occupied households. In Seaside, 9 percent of renter-occupied units are zero-vehicle households, while only 5 percent of owner-occupied households are zero-vehicle households.

As shown in Table 9, most Seaside residents drive alone to work. Although low overall Seaside residents do have a higher rate of transit ridership and carpooling, compared to the countywide average. Three percent of Seaside residents use transit for trips to and from work, compared to only one percent county-wide.

Table 8: Motor Vehicle Ownership

Number of Vehicles available	Monterey County	Seaside		
		Total	Owner Occupied	Renter Occupied
0	5 percent	8 percent	5 percent	9 percent
1	27 percent	28 percent	25 percent	30 percent
2	37 percent	39 percent	40 percent	39 percent
3 or more	31 percent	25 percent	30 percent	22 percent

Table 9: Travel Mode Comparison (Work Trips)

Jurisdiction	Drive Alone	Carpool	Transit	Walk	Bicycle	Work at Home	Other
Seaside	74 percent	11 percent	3 percent	2 percent	1 percent	6 percent	2 percent
Monterey County	71 percent	10 percent	1 percent	2 percent	1 percent	7 percent	8 percent

Source: American Community Survey, 2014-2021 5 Year Estimates

Motor Vehicle Traffic

The primary regional motor vehicle facility is Highway 1 (State Route 1), which follows the Pacific coastline from Los Angeles, ending near the Oregon border. Where it abuts the western boundary of Seaside, Highway 1 is a four-lane divided freeway connecting Seaside with adjacent cities including Marina and Monterey. Highway 1 also connects with other regional facilities that provide motor vehicle access to US 101, Salinas and the San Francisco Bay Area. Highway 1 carries over 78,000 daily vehicles. Traffic delays are primarily limited to peak-hour reductions in travel speeds where Highway 1 passes Seaside.

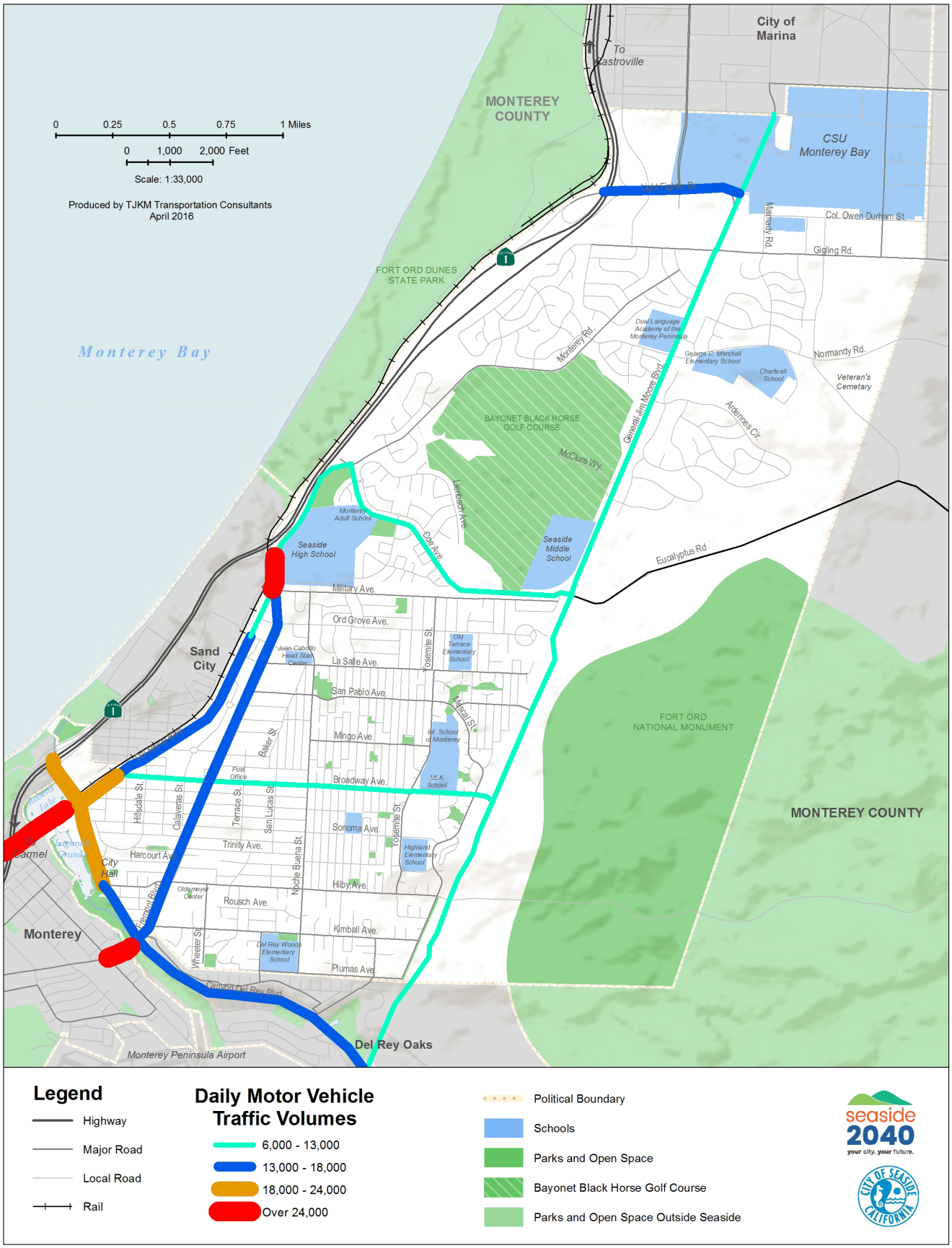
Motor vehicle traffic circulation within Seaside occurs on the city's 130-mile street network. A comparison of daily traffic volumes on the city's highest-volume roadway corridors is provided on Figure 17. The highest traffic volumes are limited to roadway segments nearest to each of the two Highway 1 interchanges.

- **Broadway Avenue** carries an less than 12,000 daily motor vehicles on most segments, well below its capacity of approximately 20,000 daily vehicles (on the two-lane segment west of Fremont Boulevard) to 30,000 daily motor vehicles (on the four-lane segment east of Fremont Boulevard). Reducing the entire length of Broadway Avenue to one motor vehicle lane per direction, with left-turn pockets at key intersections, consistent with the West Broadway Urban Village Specific Plan, would provide sufficient capacity.
- **Canyon del Rey Boulevard (State Route 218)** carries traffic volumes that range from 11,000 to 19,000 daily motor vehicles.
- **Del Monte Avenue** serves a daily traffic volume that ranges from 22,000 south of Broadway to just 16,000 daily motor vehicles north of Broadway.
- **Fremont Boulevard** carries approximately 17,000 daily motor vehicles on segments south of Del Monte Avenue – also below capacity of approximately 30,000 daily motor vehicles. As described further in the bicycle and pedestrian assessment later in this chapter, nearly 30 percent of the reported bicycle and pedestrian collisions in Seaside occur on Fremont Boulevard.
- **General Jim Moore Boulevard** currently carries over 12,000 daily motor vehicles, roughly one-fourth of capacity.

In summary, traffic volumes are at less than full capacity on each of Seaside's major streets, which creates potential opportunities to reallocate roadway space to walking and bicycling.

Broadway Avenue in Seaside.

Figure 17: Motor Vehicle Traffic Volumes



Bicycle Conditions

Seaside's bicycle network totals just under 10 miles, including approximately 3.3 miles of bicycle paths, approximately 6.4 miles of bicycle lanes, and no miles of protected bicycle lanes on city streets. Bicycle facilities are currently provided along some portions of major streets and include portions of the Monterey Peninsula Recreational Trail. However, most streets currently lack bicycle lanes, and most cycling trips occur in travel lanes shared with motor vehicles.

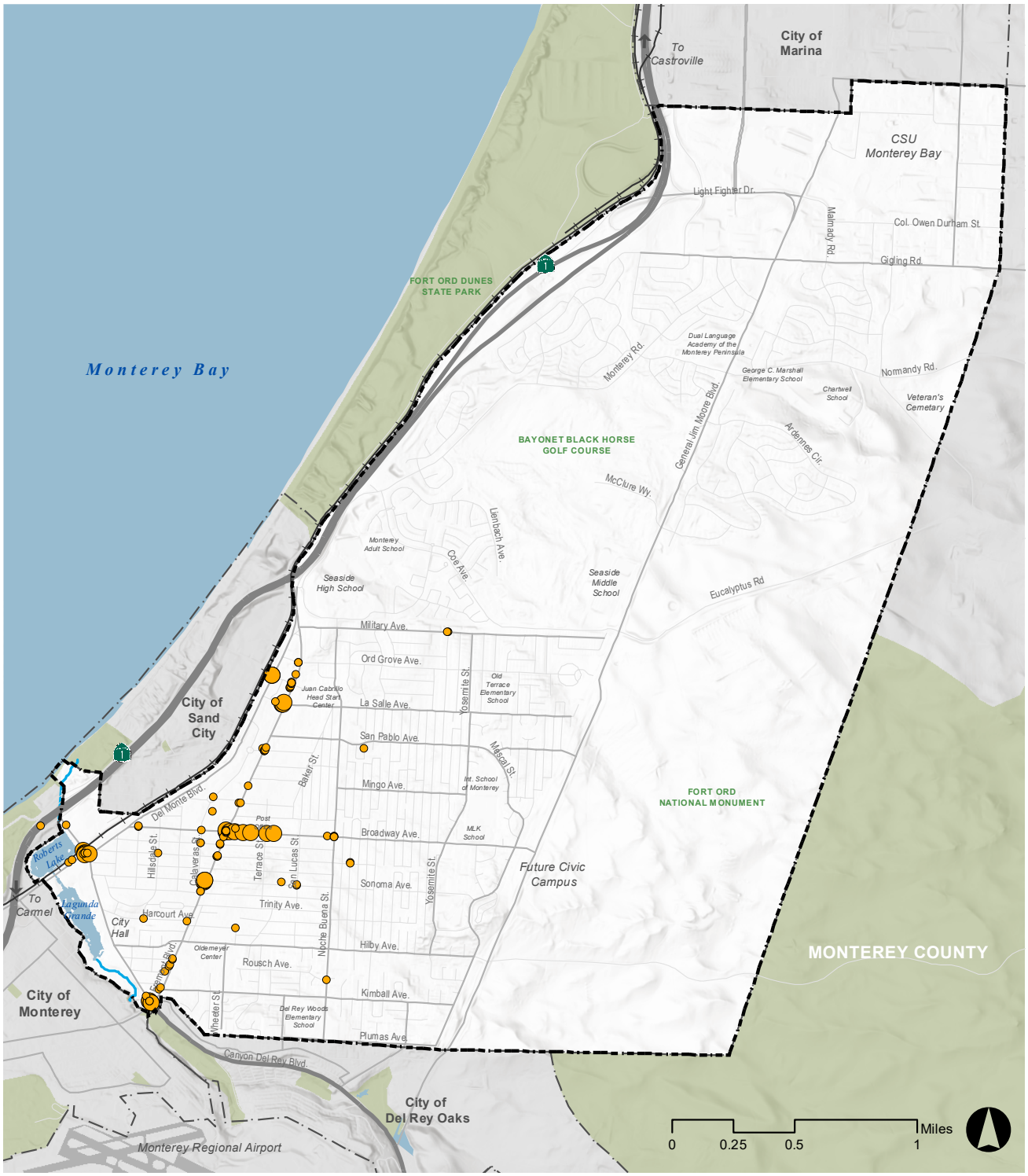
Existing bikeways are limited to the following paths, lanes and routes:

- Bicycle paths along the western side of Highway 1 (Monterey Peninsula Recreational Trail); General Jim Moore Boulevard north of Eucalyptus, the south western portion of the City extending south into the City of Monterey (Monterey Bay Coastal Trail); and between Divarty Street and Gigling Road, adjacent to the California State University Monterey Bay Campus.
- Bicycle lanes along portions of Coe Avenue, Eucalyptus Road, General Jim Moore Boulevard, and Monterey Road.
- Existing facilities provide regional north-south connectivity between the cities of Marina and Monterey, with minimal east-west connectivity.

Collision history from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) was obtained for six years (2016-2021) to determine existing trends of bicycle-related collisions in Seaside. The location of bicycle-related collisions documented between January 2016 and December 2021 are shown on Figure 18. During this six-year period, 43 bicycle-related collisions were reported, representing approximately 9 percent of the total number of collisions reported in Seaside (460). Of the 43 reported bicycle-related collisions, 18 were reported on Fremont Boulevard (42 percent) and 5 on Broadway Avenue (12 percent) Thus, roughly half of all bicycle collisions during this period were reported on two corridors. Further, the majority of bicycle collisions were reported at locations that lack designated bicycle facilities, particularly along Fremont Boulevard. These locations are key corridors for bicycle movement through the city and show need for improvement. In addition, bicycle improvements on Fremont Boulevard would complement related efforts by the City of Monterey.

Cyclist in Seaside.

Figure 18: Bicycle Collisions Locations (2016-2021)



Sources: Transportation Injury Mapping System (2022); City of Seaside (2022); Fort Ord National Monument (2016); City of Monterey (2016); AMBAG (2016); ESRI (2022),USGS & NOAA (2015).

Walking Conditions

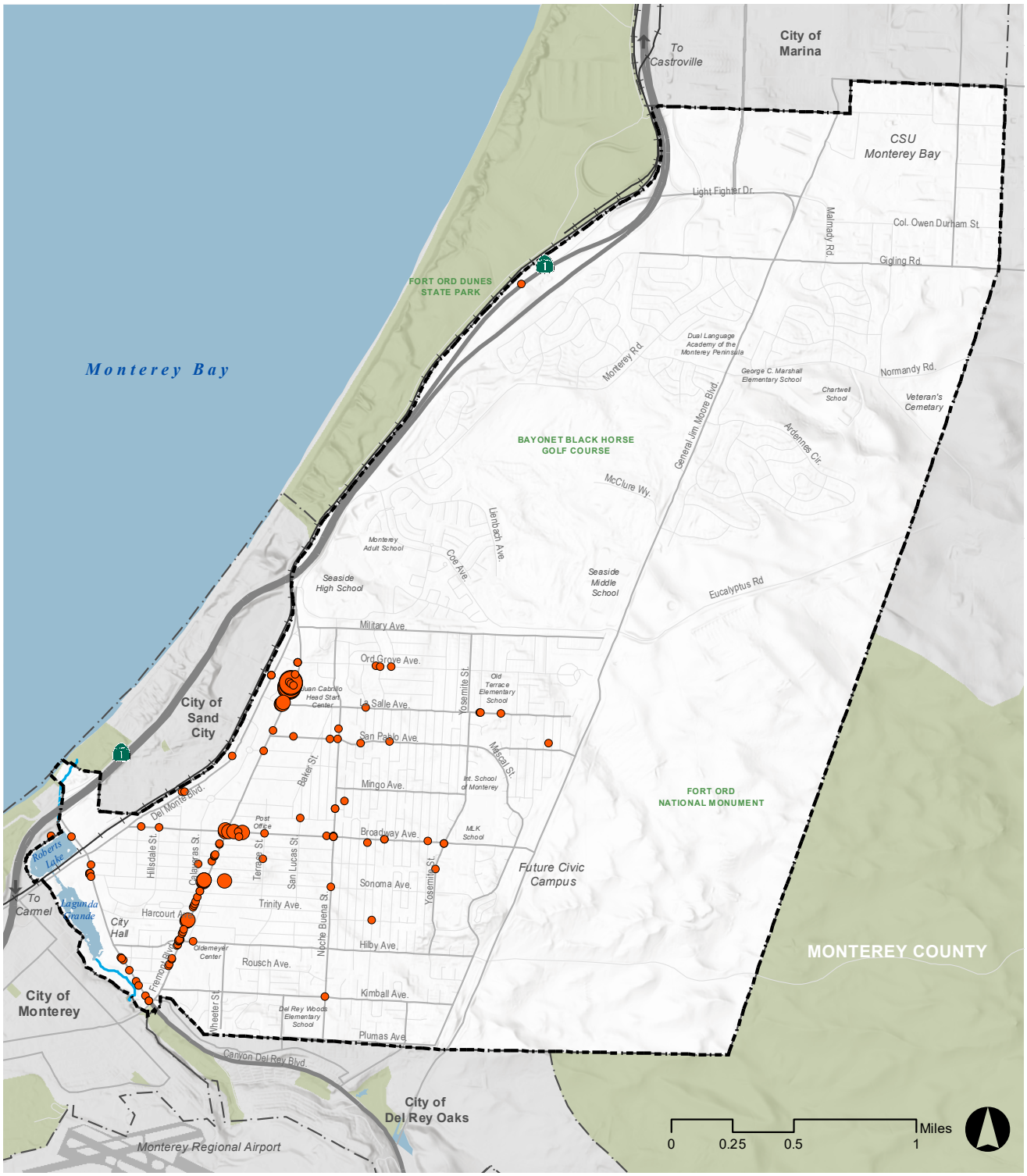
The pedestrian network provides a nearly continuous system of sidewalks in much of Seaside's historic core area. However, many sidewalks on major streets are not fully accessible to persons with disabilities, while many sidewalk segments are in disrepair. Key challenges to pedestrian circulation exist along Fremont Boulevard, where longer crossing distances are required. There are a number of blocks lacking sidewalks near west Broadway Ave. including Calaveras St., and Hillsdale St. etc. These areas without adequate walking conditions represent areas that are in proximity to significant areas and downtown where pedestrian connections are desired. In addition, gaps in the existing pedestrian network are located in the northern half of the city on former Fort Ord lands, where the street and sidewalk network is not yet fully developed.

Pedestrian safety was assessed through a review of collision data obtained from the CHP SWITRS database over a six-year period (2016-2021). Over the six-year period, 59 pedestrian-related collisions were reported. Pedestrian collisions represent approximately 12.8 percent of all collisions in the study period (460), as shown in Figure 19. Of the 59 reported pedestrian collisions, 18 were reported on Fremont Boulevard (31 percent), 10 on Broadway Ave (17 percent) and 7 on Noche Buena Street (12 percent).

The relative lack of reported pedestrian collisions in the northern half of Seaside on former Fort Ord lands largely reflects low pedestrian volumes outside of Seaside's existing residential neighborhoods.

Sidewalks are provided on both sides of most streets in Seaside's historic core area, but sub-par sidewalks and lengthy crossings are constraints to pedestrian circulation on Fremont Boulevard (left). Sidewalk gaps remain on some segments of major streets, such as Canyon del Rey Boulevard (right) However, Canyon Del Rey will have new sidewalks built by Caltrans.

Figure 19: Pedestrian Collisions Locations (2016-2021)



City Limits
Rail
Highway
Major Road
Local Road
Streams

Number of Pedestrian Collisions (2016-2021)

1
2
3

Sources: Transportation Injury Mapping System (2022); City of Seaside (2022); Fort Ord National Monument (2016); City of Monterey (2016); AMBAG (2016); ESRI (2022),USGS & NOAA (2015).

Transit Service

The Monterey County public transit system is designed to serve regional and local travel needs. Monterey-Salinas Transit (MST) provides transit services in the city. In February 2022, the MST Board approved an overhaul of the transportation network. The changes are reflective of the Comprehensive Operational Analysis Final Network Plan and service changes went into effect December 10, 2022. Though the plan includes fewer routes and slightly less service overall in the Seaside-Monterey area, many places have more frequent service prioritizing ridership over coverage. The most frequent service in Seaside is provided by the MST Jazz Routes A and B that operate between Sand City Transit Station and Monterey. The two Jazz routes operate with 15-minute combined headways on weekdays. The Jazz routes provide an enhanced level of bus service that includes faster service through bus stop improvements and signal preemptions at some locations in Monterey. Each of the key Seaside routes include a stop at the Sand City Transit Station, located just a few blocks from Del Monte Avenue. Table 10 and Figure 20 summarize current transit service.

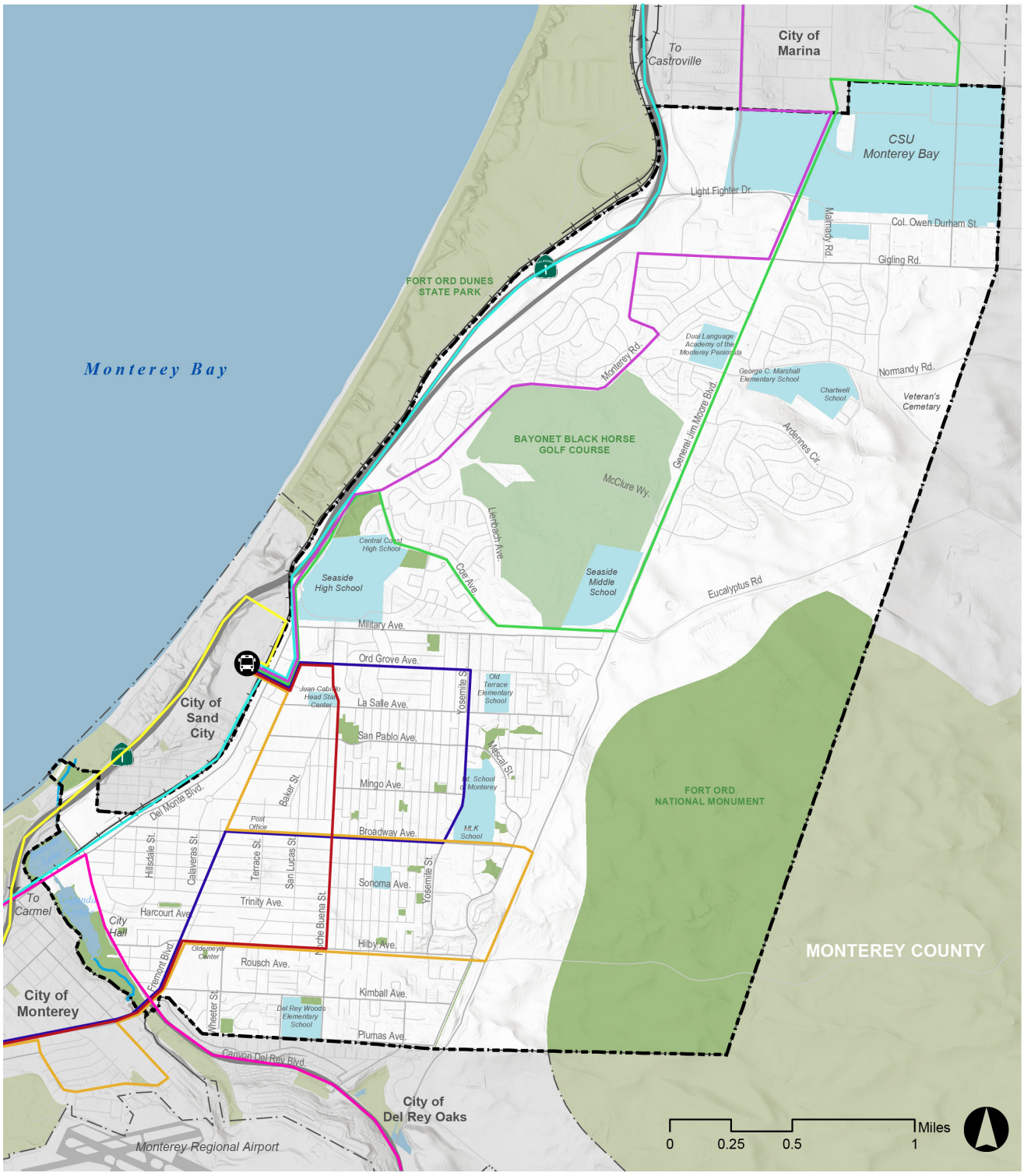
Additionally, MST is planning the ongoing SURF! Busway and Bus Rapid Transit project. This will include a six-mile busway parallel to Highway 1, from Marina to Sand City and Seaside, new transit stops in Seaside and traffic signal improvements.

Table 10: Public Transit Service Frequency

MST Route	Route Name	Approx. Peak Headways (minutes)	Service Hours	Service Days
A/B	JAZZ A/B: Aquarium	15	6:02 AM – 10:23 PM	Weekdays
		30	6:50 AM-9:37 PM	Weekends
		60	6:45 AM – 6:39 PM	Holidays
17	Sand City – Marina via Gen Jim Moore	60	6:45 AM – 7:20 PM	Weekdays
18	Sand City Marina via Monterey Road	60	6:15 AM – 9:45 PM	Weekdays
			6:55 AM - 7:33 PM	Weekends
20	Monterey-Salinas	30	5:45 AM – 10:06 PM	Weekdays
		60	7:15 AM – 9:03 PM	Weekends
			7:15 AM – 7:06 PM	Holidays
94	Sand City- Carmel Rancho (Senior Shuttle)	120	9:26 AM – 4:46 PM	Daily (excluding holidays)
	Del Rey Oaks Special Shuttle Service	30	5:27 AM – 7:40 AM 6:50 – 7:31 PM	Weekdays

Source: Monterey-Salinas Transit (MST) schedule (2022).

Figure 20: Public Transit Routes



Sources: City of Seaside (2016); Fort Ord National Monument (2016); City of Monterey (2016); AMBAG (2016); ESRI (2022),USGS & NOAA (2016).

Street Network Plan

This section of the Mobility Element describes the General Plan complete street and bikeway network plan, including street and bikeway classifications, street design guidelines, planned roadway and bikeway network changes. In addition, it specifies truck routes, pedestrian focus areas, and transit priority corridors.

Street Classifications & Guidelines

There are three classifications of streets – arterials, collectors and local streets – as defined below:

Arterial Streets

Arterials provide the principal network for citywide travel by all modes of travel, including walking, bicycling, motor vehicle and transit, and also serve as regional connections. Most commercial land uses in Seaside are accessed directly via arterial streets. Arterial streets in Seaside generally have one or two motor vehicle travel lanes per direction and sidewalks on both sides. Bicycle facilities on arterial streets should consist of dedicated protected bicycle lanes or separated bikeway facilities, wherever feasible. Arterial streets are further subdivided into four types to reflect specific land use and neighborhood context:

- **Mixed Use Boulevards** serve as key mobility routes, provide direct access to many of Seaside's key commercial sites, and serve higher-frequency transit service. These include Fremont Boulevard and Del Monte Boulevard.
- **Regional Arterials** have limited commercial frontages and provide regional connections. These include General Jim Moore Boulevard and Canyon del Rey Boulevard.
- **Main Street Arterials** emphasize pedestrian-oriented commercial and mixed land uses. These include Broadway Avenue.
- **Neighborhood Arterials** pass through lower-density residential areas. These include Hilby Avenue.

Collector Streets

Collectors provide connections for all modes of travel between neighborhoods and activity centers, and provide direct access to land uses. Collectors also provide connections between arterial and local streets. Collector streets in Seaside have one motor vehicle travel lanes per direction with sidewalks on both sides. Protected bicycle lanes should be provided wherever feasible on collector street segments.

Local Streets

Local streets provide direct access to abutting properties by all modes of travel. All streets that are not designated as arterials or collectors are local streets. Bicycle facilities on local streets generally consist of shared travel lanes between motorists and bicyclists.

Tables 11 establish prioritization by mode of travel for each street classification.

Figure 21 illustrates the street network plan and street classification for each segment. Figures 22 through 27 provide example cross sections and recommended travel lane widths for each classification.

Table 11: Arterial Street types, Mode Priorities and Guidelines

Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Mixed Use Boulevard	Bicycle: 1 Pedestrian: 1 Transit: 1 Vehicle: 1	Major thoroughfare with frequent transit service and mixed commercial and retail frontages. Provides regional access to adjacent land uses and safe crossings for all travel modes along a regional transportation corridor. Provides enhancements for walking, bicycling and transit, including bulb-outs to reduce pedestrian crossing distances. On-street motor vehicle parking may be permitted where feasible to enhance access to adjacent uses.	Fremont Blvd Del Monte Blvd	Primary Arterial
Regional Arterial	Bicycle: 2 Pedestrian: 2 Transit: 2 Vehicle: 1	Major thoroughfare with limited property frontages. Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes regional vehicle trips through collaborations with other cities and agencies. On-street motor vehicle parking is typically prohibited.	General Jim Moore Blvd	Primary Arterial
Main Street Arterial	Bicycle: 2 Pedestrian: 1 Transit: 2 Vehicle: 2	Pedestrian-oriented retail street. Provides access to all travel modes in support of typical “main street” land uses and includes on-street motor vehicle and bicycle parking. Service to pedestrian-oriented retail is of prime importance.	Broadway Ave	Minor Arterial
Neighborhood Arterial	Bicycle: 1 Pedestrian: 1 Transit: 1 Vehicle: 1	Arterial streets with residential frontages that also serve through trips connecting arterials for multiple modes. Distributes trips to residential areas. Balances the needs of motor vehicles, transit, bicycles, and pedestrians. On-street motor vehicle parking is typically permitted, but intrusion of commercial parking demand on to Neighborhood Arterial segments is discouraged.	Hilby Ave Coe Ave	Minor Arterial
1 = High Priority	2 = Medium Priority	3 = Low Priority		

Table 11: Arterial Street types, Mode Priorities and Guidelines (continued)

Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Collector Street (Typical)	Bicycle: 1 Pedestrian: 1 Transit: 3 Vehicle: 1	Collector streets connect arterial and local streets while also providing direct access to adjacent land uses. Balances the needs of bicyclists, motorists and pedestrians.	La Salle Ave	Collector
Collector Street (Transit Priority Corridor)	Bicycle: 2 Pedestrian: 1 Transit: 1 Vehicle: 2	Segments of collector streets that are designated as "transit priority corridors" (see Figure 34) would serve a similar role as other collector streets (as described above) while also serving higher-frequency transit service. Emphasizes the needs of pedestrian and transit.	Noche Buena St	Collector
Collector or Local Street (Bicycle Boulevard)*	Bicycle: 2 Pedestrian: 1 Transit: 3 Vehicle: 2	Local or collector streets with primarily residential frontages that provide direct local access to properties and prioritize through travel by bicycles. Types of improvements vary and may include measures to minimize bicycle delay and/or reduce motor vehicle speed.	Baker St Sonoma Ave	Local or Collector
Local Street (Typical)	Bicycle: 2 Pedestrian: 1 Transit: 3 Vehicle: 2	Neighborhood streets with residential, commercial retail or mixed-use frontages that provide direct local access to properties. Pedestrian circulation and access to properties is prioritized. On-street parking is typically permitted. Intrusion of commercial parking demand on to residential local street segments is discouraged.	Wanda Ave Trinity Ave	Local
Local Street (Commercial Truck Access)	Bicycle: 2 Pedestrian: 2 Transit: 3 Vehicle: 1	Local streets that provide direct large truck access to industrial or large-scale commercial properties including the Seaside Auto Mall. Truck access is facilitated by providing a wider curb-to-curb width and/or restricting on-street parking, and enhancing the visibility of pedestrian crossings.	Clementina Ave The Mall	Local
1 = High Priority 2 = Medium Priority 3 = Low Priority				

**Bicycle Boulevard segments are shown on Figure 32 General Plan Bikeway Network Map.*

Figure 21: General Plan Street Classification Map

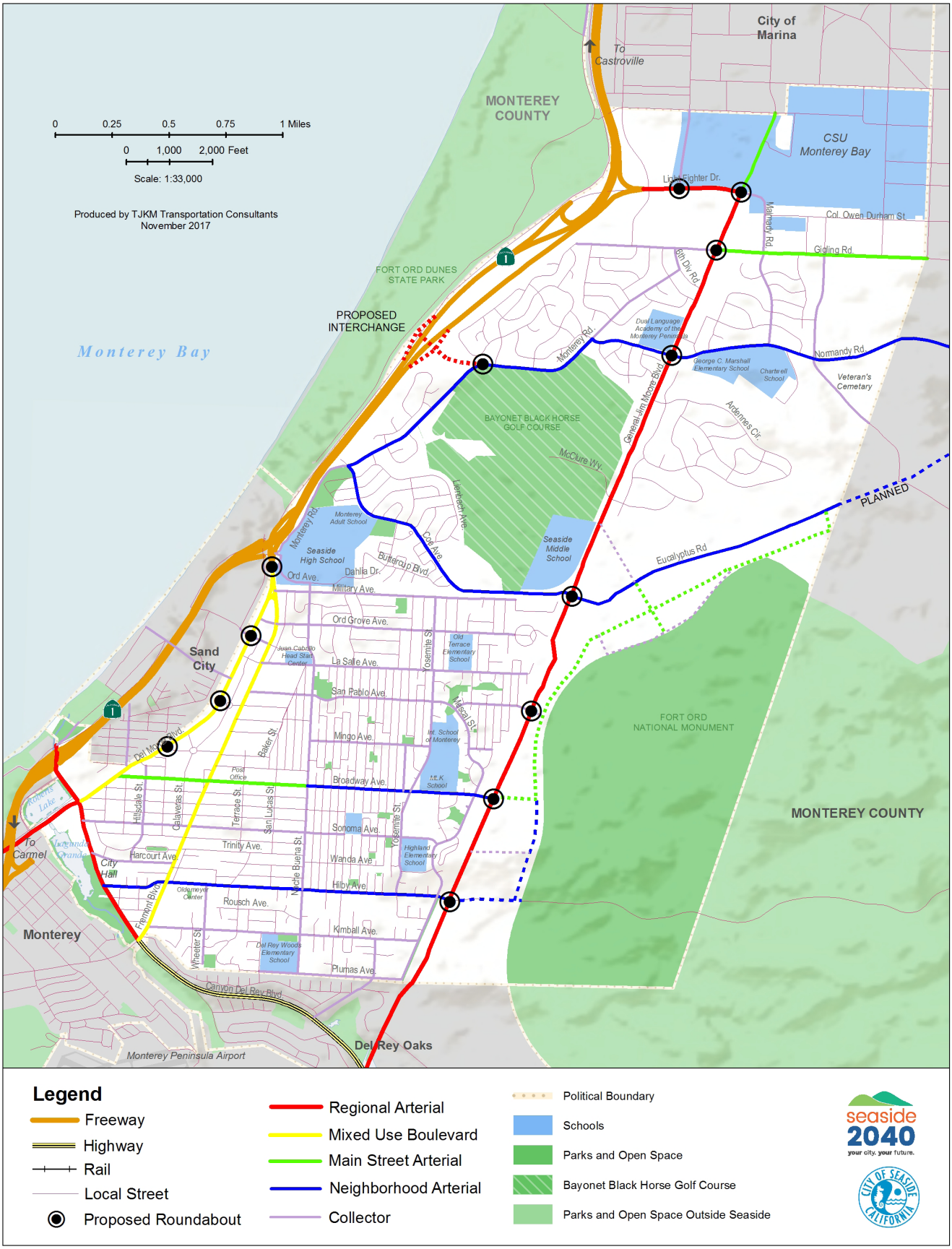
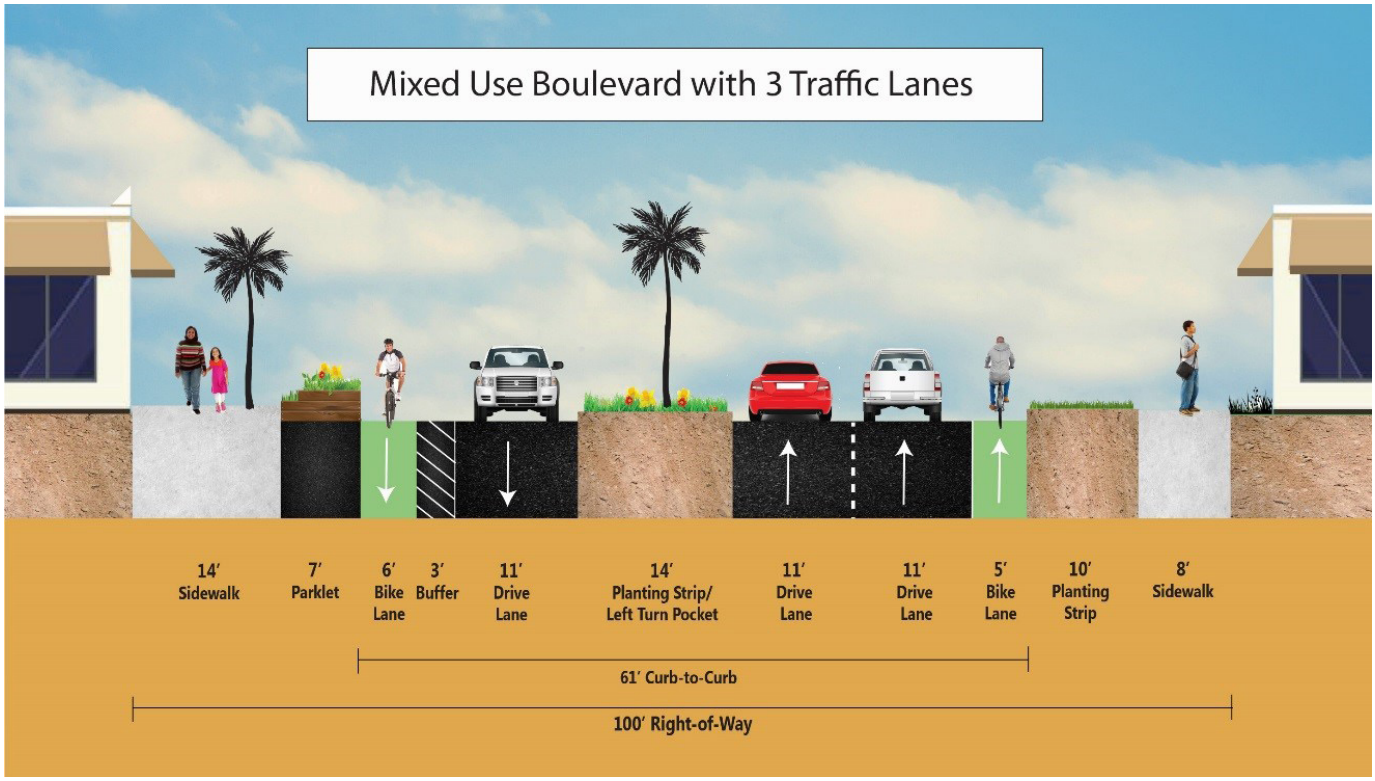


Figure 22: Street Cross Section Examples: Mixed Use Boulevard



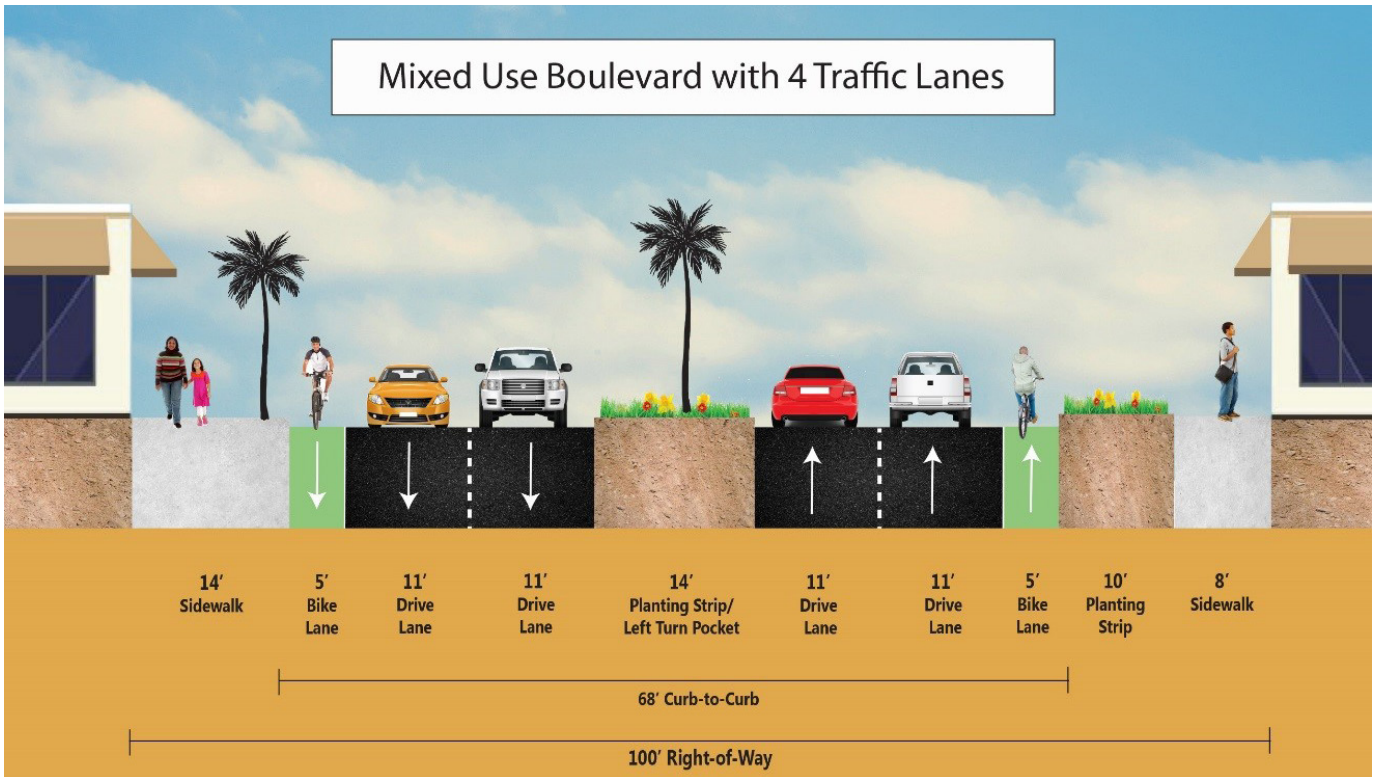
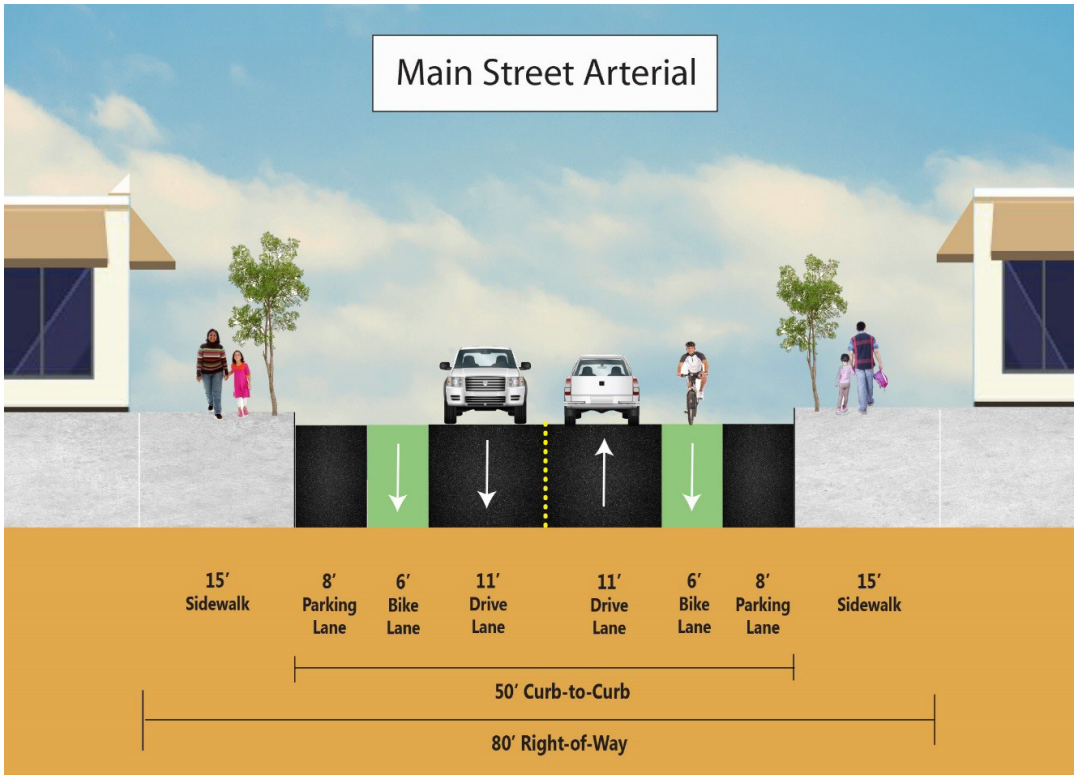


Figure 23: Street Cross Section Example: Main Street Arterial



Example of a typical "main street" arterial with pedestrian-oriented land uses.

Figure 24: Street Cross Section Example: Regional Arterial

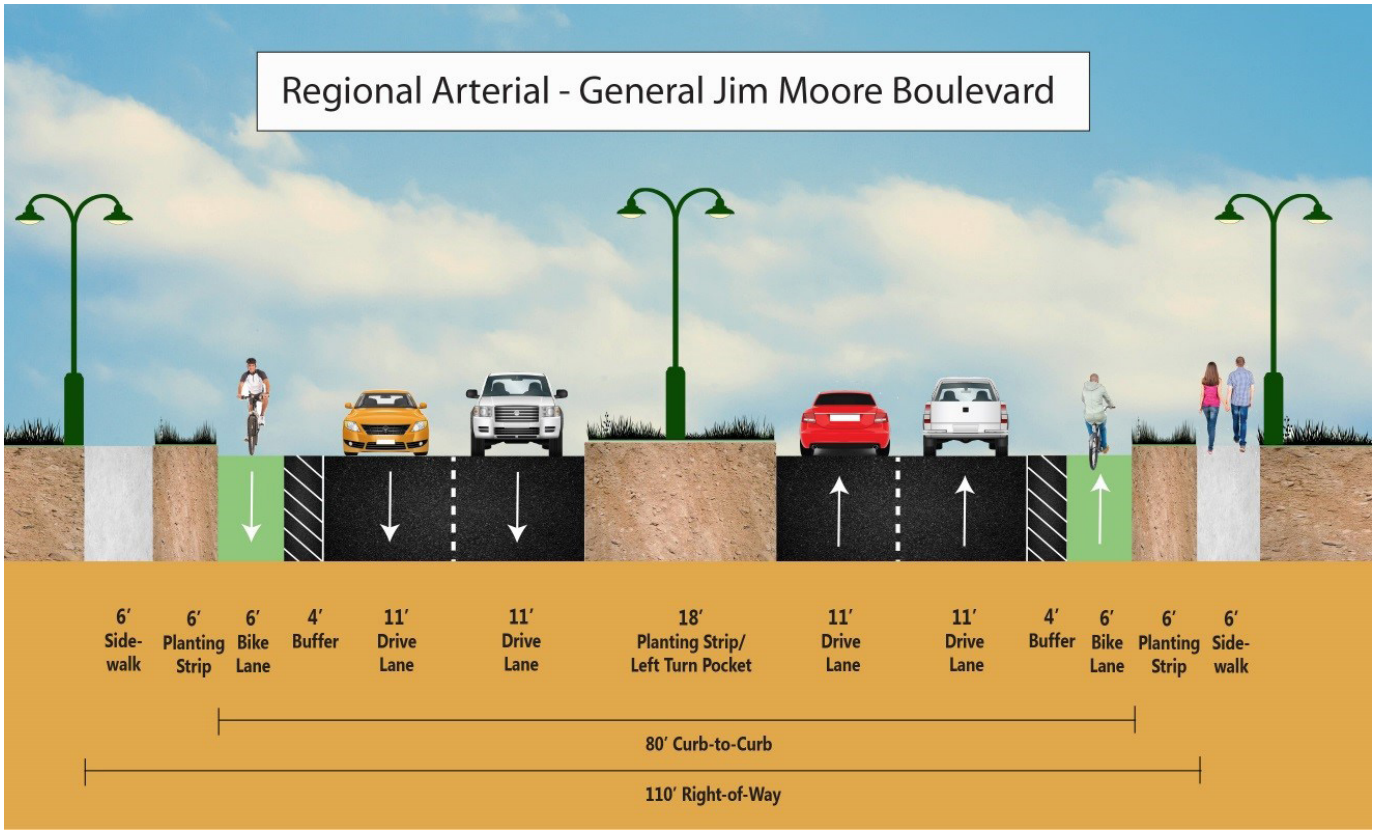


Figure 25: Street Cross Section Example: Neighborhood Arterial

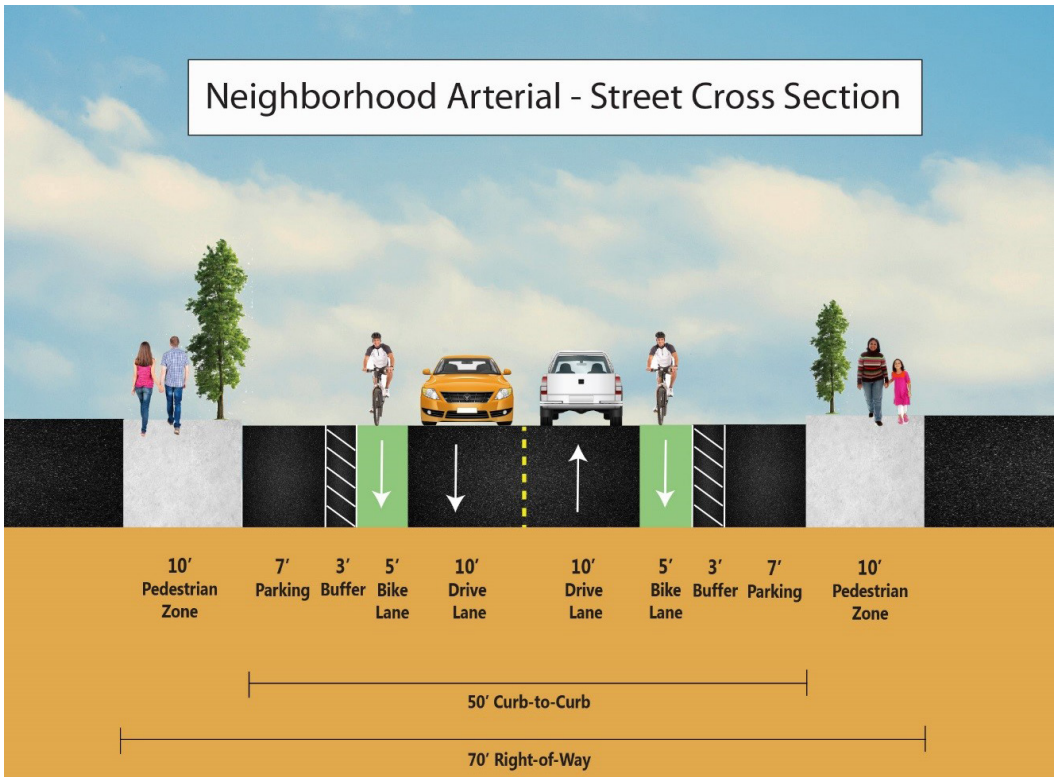


Figure 26: Street Cross Section Example: Collector Street

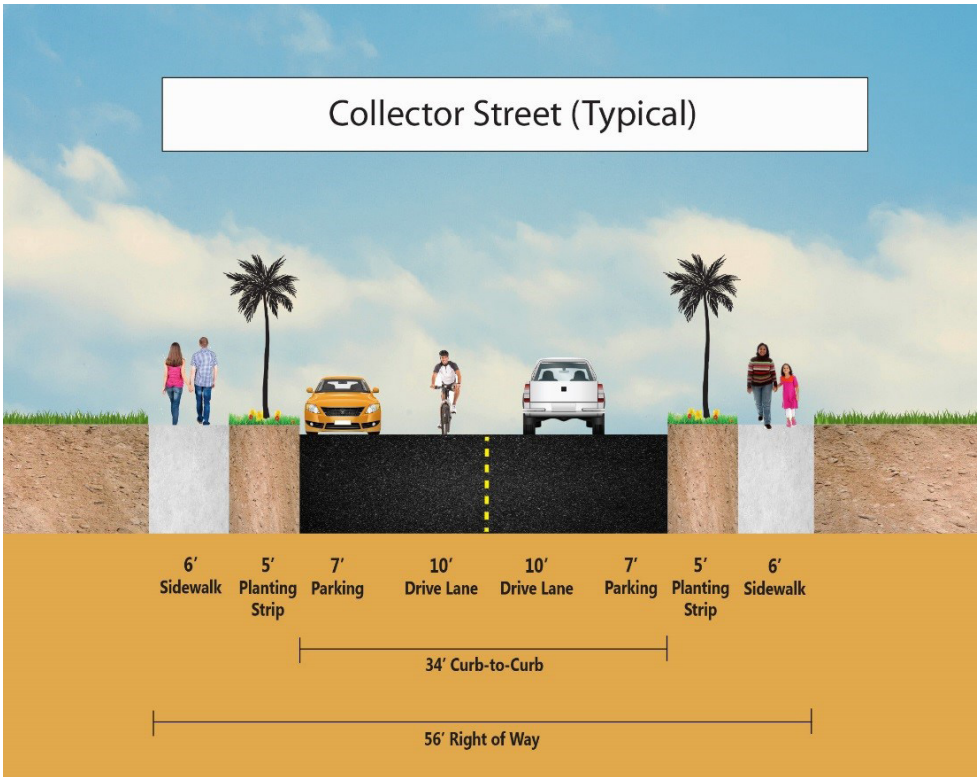
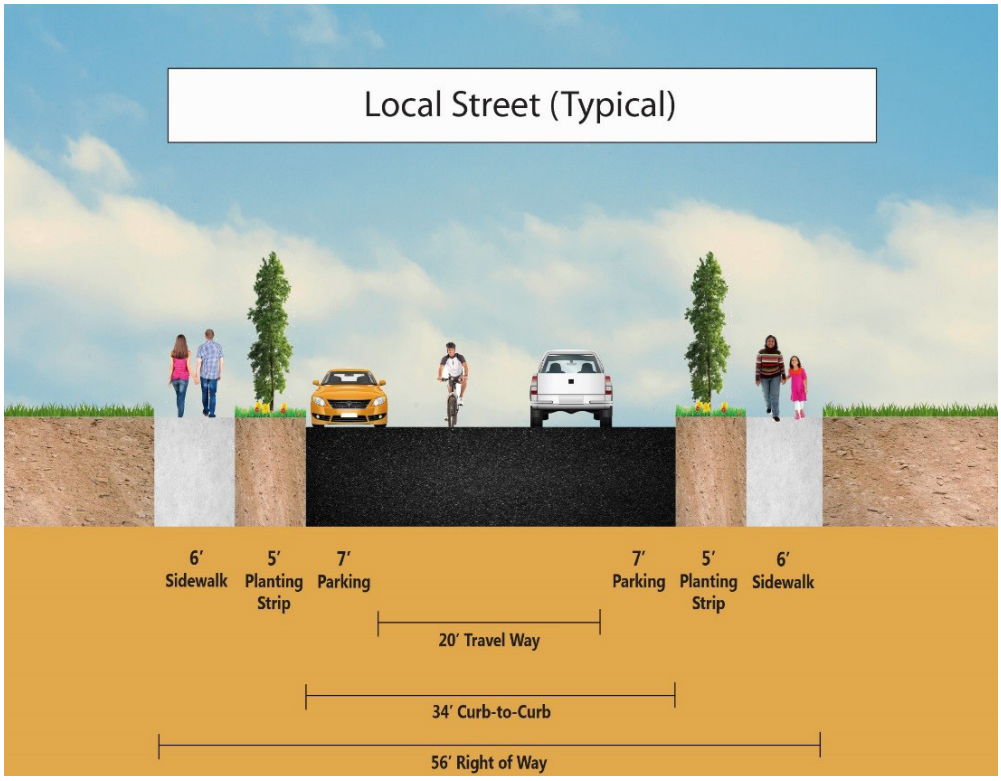


Figure 27: Street Cross Section Example: Local Street



Changes to Traffic Lane Configurations

The Mobility Element envisions the following physical modifications to reduce the number of motor vehicle traffic lanes (often referred to as "road diets") to allow for a reallocation of roadway space on segments of key commercial streets with excess traffic capacity to other modes. The reallocation of roadway space will allow for pedestrian and bicycle enhancements to support complete street goals, and will result in safer pedestrian environments and shorter pedestrian crossing distances, while providing a combined capacity on Broadway and Del Monte Boulevards of three lanes in each direction (north and southbound). The "road diet" locations, as included on Figure 28, are on the following streets:

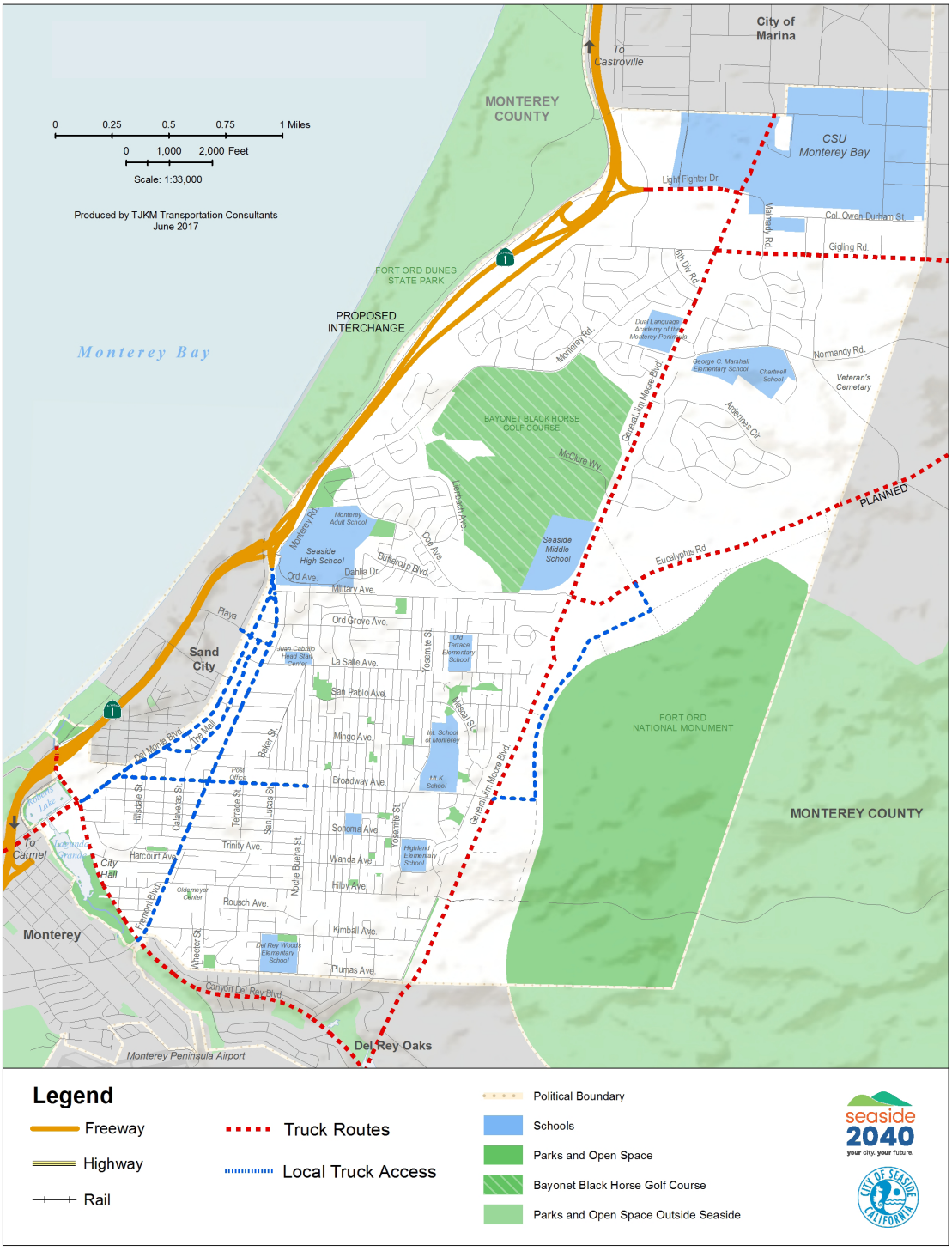
- **Broadway Avenue.** Reduction from four to two travel lanes between Del Monte Boulevard and General Jim Boulevard.
- **Del Monte Boulevard (north of Broadway).** Reduction from four to three travel lanes (two southbound, one northbound) between Broadway Avenue and Fremont Boulevard.
- **Fremont Boulevard.** Reduction from four to three travel lanes (two northbound, one southbound).

Figure 28: Future Lane Configurations

Truck Routes

The Mobility Element identifies designated truck routes to accommodate the regional circulation needs of large trucks, while discouraging truck travel through residential areas, and avoiding cut-through traffic by trucks passing through Seaside. In addition, local truck access streets are designated to ensure that deliveries can be made to local businesses. Restrictions on truck access would not apply to small delivery vehicles. Truck routes and local truck access streets are shown on Figure 29. Routes direct trucks to Highway 1 and SR 218.

Figure 29: Truck Route Map



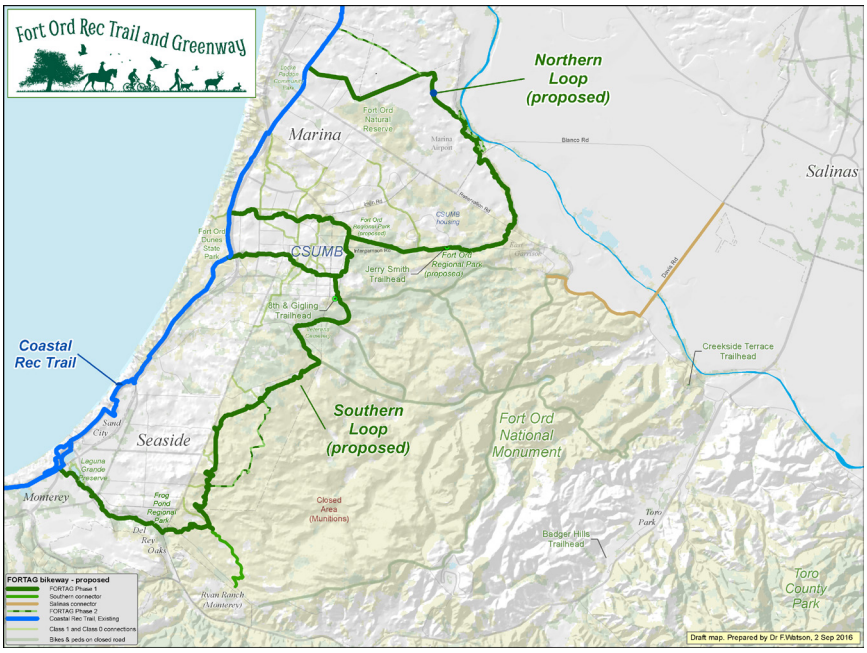
Bikeway Network Plan

This section describes the Mobility Element bikeway network plan. Increasing the convenience and use of bicycling as a daily form of transportation is a key goal of the Mobility Element. Increasing rates of bicycling will produce a number of community benefits including improved health, reduced traffic, less need for costly roadway improvement projects, and improved air quality. Biking and walking facilities provide recreational opportunities as well. Grant funding sources are often available to implement bikeway improvements.

Types of Bikeway Facilities

There are four classifications of bikeway facilities (Class I-IV) in California, as defined by the California Department of Transportation (Caltrans):

Multi-Use Paths (Class I Bikeways). A path physically separated from motor vehicle traffic by an open space or barrier, and either: within a highway right-of-way or within an independent right-of-way used by bicyclists, pedestrians, joggers, skater, and other non-motorized travelers. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and more expensive to build relative to other types of bicycle and pedestrian facilities, but less expensive compared to building new roadways. The planned bikeway network includes the Fort Ord Recreational Trail (FORTAG) that will connect Fort Ord, CSUMB and the existing paths along the coast. Funding by the Transportation Agency for Monterey County (TAMC) is supporting the planning and building efforts for the FORTAG trail.



Multi-Use Paths (Class I Bikeways) include the planned FORTAG Trail (left) and existing Monterey Recreational Trail (right).

Bicycle Lanes (Class II Bikeways). A portion of a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This type of facility is established by using the appropriate striping, legends, and signs. The planned bikeway network includes Class II bicycle lanes on Broadway Avenue, Fremont Boulevard, Del Monte Boulevard, Monterey Road and Normandy Road.

Examples of Bicycle Lane (Class II Bikeway) treatments.

Bicycle Routes (Class III Bikeways). Class III bicycle routes are facilities where bicyclists share travel lanes with motor vehicle traffic. Bike routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. They provide for specific bicycle demand and may be used to connect discontinuous segments of bicycle lane streets. In addition, bicycle routes are located on residential streets. If the pavement width is sufficient and warranted by traffic volume/speeds, an edge line may be painted to further delineate the bicycle route. Bicycle routes are signed with the G-93 Bike Route marker, but no striping or legends are required. The planned bikeway network includes Class III bicycle routes on Hilby Avenue and Noche Buena Street.

Bicycle Boulevard (Class III Enhanced Bikeway). In addition, many cities have installed an enhanced type of Class III Bicycle Route, referred to as a "Bicycle Boulevard." Bicycle Boulevards are generally installed on relatively low-volume streets and often include elements to facilitate bicycle travel, such as reorienting stop signs to reduce delays to cyclists, and/or discouraging use by motorists making through trips, such as including traffic calming measures. The planned bikeway network in Seaside includes Bicycle Boulevards on Sonoma Street, San Pablo Avenue, Military Avenue, and Baker Street/San Lucas Street.

Example of a Bicycle Route (Class III Bikeway).

Example of a Bicycle Boulevard (referred to here as a Class III-E Bikeway).

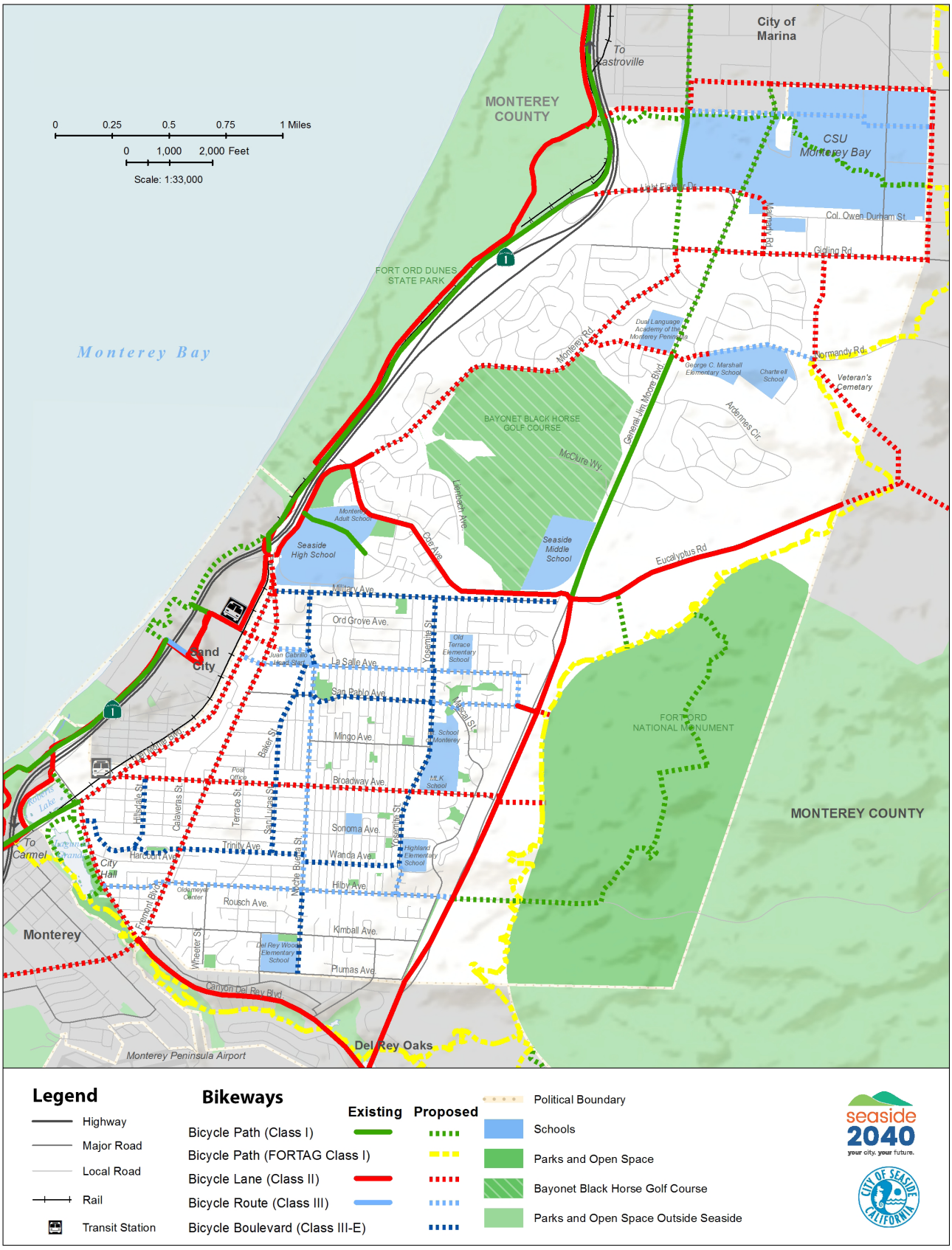
Separated Bikeway (Class IV Bikeways). A Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments (35 miles per hour or less). The planned bikeway network includes Class IV separated bikeway segments on General Jim Moore and Canyon del Rey Boulevards, Lightfighter Drive and Gigling Road.

Planned Bikeways

Figure 30 illustrates the planned bikeway network. Planned facilities include bicycle lanes and/or separated bikeways on most arterial street segments. Once completed, the bikeway network will connect every neighborhood to the central core of the community, as well as to employment, shopping, and cultural amenities, in addition to educational, transit, and recreational facilities throughout Seaside. Bicycle facilities should be located in public and private development projects, and dedicated bicycle lanes should be included within street right-of-ways.

Class IV Bikeways provide exclusive separated lanes for the exclusive use of bicyclists.

Figure 30: General Plan Bikeway Network Map



Pedestrian Improvement Focus Areas

The Mobility Element identifies Pedestrian Improvement Focus Areas, as illustrated in Figure 31, where physical improvements, including ADA accessibility measures to enhance pedestrian circulation, should be planned, funded and constructed during implementation of the General Plan. This includes corridors adjacent to commercial or educational uses that have pedestrian constraints, coastal and recreational access routes, areas of potential new development, and connections between the historic Seaside core area and the former Fort Ord lands:

1. Lower East Broadway (Fremont Boulevard to Noche Buena Street): Extend the planned streetscape improvements from West Broadway to enhance access to land uses on East Broadway.

2. Upper East Broadway (Noche Buena Street to General Jim Moore Boulevard): Safe Routes to School improvements.

3. Coastal Access (Oldemeyer Center to Coastline): Improve sidewalks and crossings between the Oldemeyer Center and Seaside's coastline via Hilby Avenue and Canyon del Rey Boulevard, including crossing enhancements at Canyon del Rey / Del Monte Boulevard and Hilby Avenue/Fremont Boulevard intersection.

4. Fremont Boulevard: Pedestrian crossing improvements and wider sidewalks. Prioritize pedestrian crossing improvements at Fremont Boulevard and Hilby Avenue intersection.

5. Del Monte Boulevard: Pedestrian crossing improvements and wider sidewalks.

6. Noche Buena Avenue: Address pedestrian barriers, and evaluate potential traffic calming needs, on the Noche Buena Avenue corridor between Seaside High School and Del Rey Woods Elementary School. Evaluate potential improvements to Noche Buena Avenue and Military Avenue to improve multi-modal access to Seaside High School. Avoid measures that would negatively affect net operating speeds for MST JAZZ line service that operates on the segment between Hilby Avenue and La Salle Avenue.

7. La Salle Avenue: Reduce motor vehicle travel lane widths on La Salle Avenue in conjunction with potential traffic calming and pedestrian improvements, including Safe Routes to School (SRTS) improvements focusing on access to Old Terrace Elementary School.

8. Yosemite Street: Pursue SRTS funding to plan, design and implement pedestrian improvements along the Yosemite Avenue corridor, between Hilby and Military Avenues that provides access to multiple schools.

9. Seaside East: Provide pedestrian infrastructure, including connections to Seaside's historic neighborhoods and safe routes to schools, concurrent with development. Limit block lengths to 600 feet to provide a walkable environment.

10. Normandy Road: Pursue SRTS funding to plan, design and implement pedestrian improvements along the Normandy Road corridor that provides access to several schools.

11. CSUMB: Encourage provision of pedestrian access and pedestrian facilities throughout the campus, coordinated with the CSUMB Campus Master Plan pedestrian components.

12. Campus Town: Pedestrian-oriented development components.

The City will also continue to identify additional areas within the existing community that would benefit from improved pedestrian facilities, as well as identifying funding to provide needed facilities. The City will continue to require new development and redevelopment to provide pedestrian facilities. Pedestrian walkway connections will be required to provide access to major destinations, as well as to other locations within the community, such as recreational and community facilities. The City will also prioritize route maintenance of existing facilities.

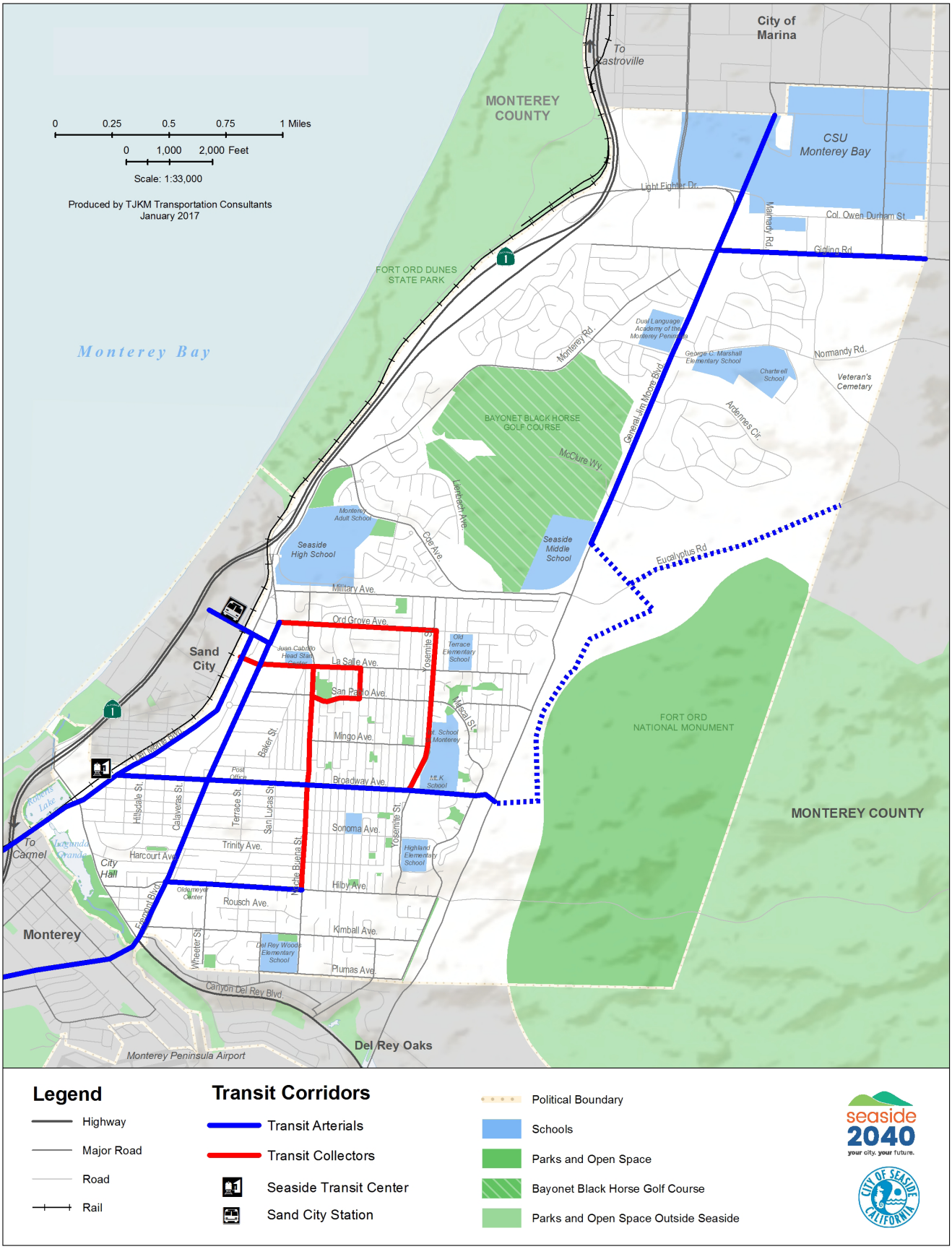
Figure 31: Pedestrian Improvement Focus Areas

Transit Priority Corridors

Public transit plays an increasingly important role in the transportation network in Seaside. The Mobility Element identifies transit priority corridors, as illustrated on Figure 32. Street segments identified as "transit priority corridors" shall receive special consideration to ensure that:

- Future roadway improvements on priority transit corridors include transit access enhancements wherever feasible.
- Measures to reduce delay to transit vehicles are considered on priority transit corridors, such as queue-jump lanes and/or bus signal prioritization, where feasible.
- Future development on priority transit corridors provides bus stop improvements, or bus stop access improvements, concurrent with development.

Figure 32: Transit Priority Corridors



Goals and Policies

Goal M-1: A citywide network of "complete streets" that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

Intent: To make travel safe for users, including bicyclists, pedestrians, motorists, and transit vehicles, an access for riders and people of all ages and abilities. Complete Streets principles are incorporated into the General Plan, consistent with the California Complete Streets Act (AB 1358).

Policies:

- **Planning for all modes and transportation/ land use integration.** Design streets holistically, using a complete streets approach, which considers pedestrians, bicyclists, motorists, transit users, and other modes together to adequately serve future land uses.
- **Universal access.** Incorporate universal design techniques to accommodate pedestrians of all ages and abilities. Ensure compliance with the ADA.
- **Commercial corridors and neighborhood connections.** Focus on improving automobile-oriented streets, such as Fremont Boulevard, Del Monte Boulevard, and East Broadway Avenue to support safe and comfortable access to retail and services by pedestrians, transit users, and bicyclists from adjacent neighborhoods and nearby destinations.
- **Reallocate space for Complete Streets.** Reallocate roadway space to allow complete streets improvements on streets with excess traffic capacity, including implementation of the following "road diets:"
    - Broadway Avenue: reduce to one motor vehicle lane per direction to provide space for bicycle lanes and wider sidewalks.
    - Fremont Boulevard: reduce to one southbound motor vehicle lane, to provide space for bicycle lanes and wider sidewalks while retaining on-street parking where desired.
    - Del Monte Boulevard: reduce to one northbound lane, to provide space for bicycle lanes and wider sidewalks while retaining on-street parking where desired.
- **CSUMB and former Fort Ord lands.** Increase multi-modal access to CSUMB and former Fort Ord lands.
- **Block length:** Limit block sizes to 600 feet to enhance multi-modal circulation and connectivity wherever feasible.
- **Alleys.** Maintain existing alleys as important resources for auto and pedestrian mobility.
- **Shared streets.** Encourage the concept of shared streets on low volume streets with limited right-of-ways, particularly on Seaside's one-way streets.
- **Maintenance as funds allow.** Maintain all streets, on-street paths, and sidewalks in a state of good repair. Coordinate street improvements and maintenance with other major transportation and infrastructure improvement programs.
- **Public use of rights-of-way.** Allow for the flexible use of public rights-of-way to accommodate all users and support neighborhood placemaking activities, community events, and temporary public spaces.
- **Street trees.** Maintain street trees to enhance the pedestrian environment and support Seaside's open space system and urban forest.
- **Wayfinding.** Provide wayfinding signage that helps travelers navigate to transit facilities, local and regional bicycle routes, public and cultural amenities, and visitor and recreation destinations.
- **Transportation performance measures.** Evaluate transportation performance holistically, taking into

consideration multi-modal system performance measures as a consideration of new mobility priorities. Transportation performance measures should emphasize the efficient movement of people.

- **Signal synchronization.** Promote signal synchronization in a manner that reduces travel time without negatively affecting pedestrians and bicyclists. Coordinate synchronization efforts with neighboring cities.
- **Balance transportation spending across modes.** Provide sufficient spending on transportation improvements for each of the key travel modes to support the long-term viability and safety of each mode, as well as required maintenance.
- **Roundabouts.** Consider installation of roundabouts as shown on Figure 21.
- **Truck route designations.** As specific plans are developed for Seaside East, designate truck routes on roadways in commercial zones in cooperation with FORA and neighboring jurisdictions.

Goal M-2: Mobility options that serve the multi-modal access and travel needs generated by new development in a manner suitable to the local context.

Intent: To ensure new development includes multi-modal transportation components, and provide mechanisms for new development to pay its fair share of the cost of transportation improvements.

Policies:

- **Coordination with new development.** Improve the Seaside circulation system in concert with public and private land development and redevelopment projects.
- **Parking standards.** Maintain efficient and updated parking standards to ensure development provides adequate parking, while reducing reliance on automobiles.
- **Greenhouse gas emissions and vehicle miles traveled (VMT) reductions.** Support development and transportation improvements that help reduce greenhouse gas emissions and VMT in line with AMBAG targets for the Sustainable Communities Strategy. Strive to reduce VMT below regional averages on a "per resident" and "per employee" basis.
- **Street design standards.** Update and maintain street design standards consistent with the goals of the National Association of City Transportation Officials (NACTO) Urban Street Design Guide that optimize multi-modal mobility.
- **Traffic calming.** Consider the implementation of traffic calming measures to reduce speeding and make streets user-friendly for all modes of transportation, including pedestrians and bicyclists.
- **Multi-modal connectivity.** Promote pedestrian and bicycle improvements that improve connectivity between existing and new development.
- **Pedestrian amenities.** Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping and employment destinations throughout the city.
- **Landscape treatments.** Encourage landscape strips between streets and sidewalks on all new and/or improved streets, when feasible.
- **Car sharing and bike sharing in commercial areas.** Explore car-sharing and bicycle-sharing opportunities throughout the city.

Goal M-3: Pedestrian facilities that connect land uses, address safety concerns, and support land use and urban design goals.

Intent: To prioritize the provision of pedestrian improvements and ensure that adequate pedestrian access is provided to land uses and destinations.

Policies:

- **Pedestrian paths and sidewalks.** Provide adequate sidewalk widths and clear paths of travel based on the street classifications, neighboring land uses, and anticipated pedestrian demand.
- **Pedestrian amenities.** Widen sidewalks in areas of high pedestrian activity to provide space for streetscape improvement and amenities, as appropriate and feasible.
- **Pedestrian access to land uses.** Provide pedestrian access to all land uses in Seaside.
- **Pedestrian Improvement Focus Areas.** Allocate resources and/or pursue funding to plan and construct pedestrian improvements in the pedestrian improvement focus areas shown on Figure 31.
- **Crossings at barrier locations.** Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as highways and road barriers.
- **Pedestrian facility maintenance.** Allocate funds for adequate regular maintenance of pedestrian facilities. Ensure existing facilities are maintained to continue compliance with accessibility standards. Maintain clearly marked crosswalks.

Goal M-4: Accessible regional connections to parks, recreational facilities, and open space.

Intent: To ensure that mobility network planning is coordinated with related planning efforts pertaining to parks, recreational facilities, and coastal access.

Policies:

- **FORTAG trail.** Support implementation of the FORTAG regional walking and bicycling trail. Coordinate with FORTAG on trail design and connectivity.
- **Trail art.** Enhance walking and biking trails with public art, including infrastructure facilities, installations, and programming.
- **Connections to Fort Ord National Monument.** Promote the development of safer routes and trails connecting Seaside to the National Monument, and support provision of visitor serving amenities that complement bicycling.
- **Coastal access.** Promote the development of safer routes and trails connecting Seaside to the coast.

Goal M-5: A citywide bicycle network that connects residential, commercial, educational and recreational uses, and earns Seaside the reputation of a bicycle-friendly city.

Intent: To prioritize completion of the citywide bikeway network and ensure that adequate bicycle circulation and access is provided throughout Seaside and to/from regional designations.

Policies:

- **Bikeway network completion.** Strive to complete the citywide bicycle network to create a full network of bicycle facilities throughout Seaside.
- **Funding for bikeway Improvements.** Increase the share of bicycle facility improvements included in the City's Capital Improvement Program.
- **Bicycle Master Plan.** Update the City of Seaside Bicycle Transportation Plan on a regular basis, typically every five years.
- **Bikeway design guidelines.** Refer to the NACTO Urban Bikeway Design Guide when designing bikeways in Seaside.
- **Bicycle program staff.** Dedicate City staff to the management of bicycle related projects and programs.
- **Bicycle encouragement and events.** Encourage bicycling by sponsoring and/or supporting community outreach events that promote bicycling, such as Bike Month, Bike to Work/School Events, and the Safe Routes to School Program.
- **Bicycle facilities and commercial areas.** Install bicycle amenities, including bicycle lanes, parking and storage, and wayfinding and signage throughout Seaside's commercial areas as appropriate.
- **Bicycling and law enforcement.** Ensure bicycle-friendly laws and ordinances are in place and enforced by law enforcement.
- **Bicycle parking requirements for new development.** Ensure future development meets Seaside Municipal Code requirements for bicycle parking spaces.
- **Bicycle parking requirements for existing development.** Develop a retrofit program to make it easier to add bicycle parking to existing buildings. This could include example layouts and simplifying the permitting process,
- **Bicycle commute programs.** Encourage employers to provide shower and locker facilities for bicycle commuters.

Bike Day in Seaside.

Goal M-6: Transit service that is frequent and convenient, and maximizes ridership potential for residents, employees and visitors.

Intent: To enhance local support for transit improvements and efforts to increase service frequency and ridership, anticipate future transit opportunities, and consider measures to enhance transit-operating speeds on priority transit corridors.

Policies:

- **Funding for transit Improvements.** Support the collection of transportation impact fees to augment transit operational costs and funding for physical improvements to enhance transit.
- **Transit Priority Corridors.** Provide measures to reduce delay to transit vehicles on priority transit corridors, such as queue-jump lanes and/or bus signal prioritization, where feasible, on transit-priority street segments as shown in Figure 32.
- **Coordination with transit agencies.** Coordinate with local and regional transit agencies to improve and increase transit service, infrastructure, and access to the city.
- **Transit amenities.** Support right-of-way design and amenities consistent with local transit goals to make it easier to get to transit services and improve transit as a viable alternative to driving.
- **Transit stop maintenance is provided.** Work with local and regional transit agencies to ensure that transit stops are maintained in a safe, clean, and attractive condition to encourage transit ridership.
- **Monterey Branch Railroad right-of-way.** Promote the preservation of opportunity to transform the abandoned Monterey Branch railroad right-of-way for future transit, pedestrians and bicyclists, or other modes.
- **Emerging transit technologies.** Continue to explore emerging transit technologies and their citywide applicability.
- **Transit program staff.** Identify City staff to coordinate transit-related projects and programs with local and regional transit agencies.
- **New bus infrastructure.** Plan for significant improvements to existing infrastructure on former Fort Ord land, including the development of bus stop location plan.

Bus Stop in Seaside.

Goal M-7: A safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions.

Intent: To encourage programs and improvements aimed at the elimination of traffic fatalities (often referred to as "vision zero" programs).

Policies:

- **Safety Improvements.** Provide safety improvements, and prioritize pedestrian circulation over other travel modes, along high-injury and fatality streets and intersections.
- **Safe Routes to Schools.** Promote Safe Routes to Schools programs for all schools serving the City.
- **Safety and traffic calming.** Use traffic calming methods within residential and mixed-use areas, where necessary, to create a pedestrian-friendly circulation system.
- **Safety for all modes.** Ensure that planned non-transportation capital improvement projects, on or near a roadway, consider safety for all modes of travel during construction and upon completion.
- **Community engagement.** Engage the community in promoting safe walking and bicycling through education and outreach.
- **Context sensitive design and speeds.** Maintain context-sensitive, safe speeds on Seaside streets.
- **Safety monitoring.** Monitor high-priority corridors and intersections to better understand the potential benefits of improvements**.**
- **Emergency access.** Ensure that adequate emergency vehicle access is provided.
- **Video enforcement.** Explore the use of video surveillance for traffic enforcement.
- **Discourage truck traffic in residential areas.** Reduce impacts on residential neighborhoods from truck traffic and related noise.

Goal M-8: Well-managed commercial parking that supports Seaside's businesses and limits impacts on adjacent residential neighborhoods.

Intent: To ensure that parking policies, standards and parking management mechanisms will result in an adequate provision of commercial parking, provides flexibility where appropriate – such as through shared parking provisions - and avoids resulting in an oversupply of commercial parking.

Policies:

- **Parking authority.** Consider creating a Parking Authority to implement and enforce parking districts.
- **On-street motor vehicle parking in commercial areas.** Manage on-street parking in commercial areas, including West Broadway Urban Village, East Broadway Avenue, and Fremont Boulevard, to encourage short-term use through time limits and fees.
- **Parking revenues:** Dedicate a portion of parking revenue to be invested back into the district or corridor in which they are generated.
- **Bicycle parking in commercial areas.** Provide convenient bicycle parking designed to meet the needs of employees, visitors and shoppers. Encourage innovative and aesthetic design that improves and enhances bicycle racks and their security.
- **Shared parking and "park once" strategies.** Facilitate park-once and shared parking policies among private developments that contribute to a shared parking supply in areas including the West Broadway Urban Village, the Auto Center, and along the city's commercial corridors.
- **Commercial parking intrusion into residential neighborhoods.** Protect residential neighborhoods from the parking impacts of nearby traffic generators by allowing for the creation of residential parking districts.
- **Maximum parking limits for commercial development.** Through the zoning code, establish parking maximums for new commercial developments.
- **Parking lot design:** Ensure parking lots for new development are carefully designed to reduce their overall impact by:
    - Providing only the necessary parking supply to meet a demonstrated demand.
    - Placing parking lots behind or on the side of buildings.
    - Screening and buffering lots from adjacent residential areas, streets, and the sidewalks.
    - Promoting landscaping, especially storm water detention areas in lots.
    - Minimizing curb cuts to reduce conflict between pedestrian and bicyclists.
    - Providing sufficient pedestrian pathways that connect to store fronts.
    -

Parking Lot Design at City Center in Seaside.

Goal M-9: Minimize the impact of motor vehicle parking on residential neighborhoods.

Intent: To ensure that parking policies and standards for residential development result in an adequate and efficient supply of parking.

Policies:

- **Shared parking and unbundling of parking costs.** Allow parking innovation (including shared parking and unbundling) that reduces the overall number of parking stalls and parking surface area provided by new development.
- **Residential parking program.** Create a preferential, time-restricted residential parking program to preserve parking spaces for residents and visitors and discourage long-term parking on City streets. Fees should be charged for each permit, and a limited number should be granted to each address.
- **Overnight parking.** Restrict overnight on-street parking to discourage use by non-residents and campers.
- **Abandoned vehicle parking.** Continue to improve the parking system to identify and remove abandoned vehicles.
- **Shared parking with institutional uses.** Encourage institutional uses (such as churches, schools, etc.) in or adjacent to residential neighborhoods to share available parking with residents or nearby businesses in the area.
- **Parking enforcement.** Ensure adequate funding for parking enforcement.

Goal M-10: Environmentally sustainable transportation.

Intent: To augment the complete streets goals and policies with mobility policies focused on sustainability components.

Policies:

- **Low Impact Development.** Incorporate low-impact development techniques into designs and strategic management of street space and public right-of-ways, prioritizing practices that improve stormwater quality and reduce run-off and can serve dual infrastructure purposes.
- **Transportation demand management (TDM).** Promote TDM measures for new development. Measures may include subsidized transit passes, car share spaces, unbundled parking, and secured bicycle parking. Allow the City to provide incentives to new projects that provide TDM measures.
- **Car sharing and neighborhood electric vehicles.** Promote car-sharing, alternative fuel vehicles, and neighborhood electric vehicles to reduce traffic.
- **Electric vehicle charging stations.** Support the development of a network of electric vehicle charging stations throughout Seaside.
- **Preferential parking for carpools, vanpools and electric vehicles.** Encourage commercial, office, and flex development to provide preferred parking for carpools, vanpools, and electric vehicles.

Goal M-11: Integrate Seaside's circulation system with the larger regional transportation system to ensure the economic well-being of the community.

Intent: To ensure that planning and implementation of mobility improvements in Seaside continues to be coordinated with regional planning efforts and neighboring jurisdictions.

Policies:

- **Participation in regional planning efforts.** Continue to participate in regional projects and infrastructure planning to ensure consistency with local planning and pursue funding for City transportation projects.
- **Coordination with neighboring jurisdictions and planned regional improvements.** Continue to coordinate pedestrian and bicycle improvements with the plans of neighboring jurisdictions and the region.
- **TAMC and countywide planning efforts.** Continue to support the overall vision, goals, objectives and policies as a partner in TAMC. The City recognizes the regional significance of connecting bicycle and pedestrian facilities, sharing consistent guidelines, needs, and preferences within the City and the greater Monterey County.
- **Regional transit.** Continue to support and encourage development of TAMC's planned regional transit projects and coordinate service and facilities for new development and redeveloped parts of the City.